



# MID-BARATARIA SEDIMENT DIVERSION

## CMAR Overview and Frequently Asked Questions

May 2017

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### OVERVIEW – CONSTRUCTION MANAGEMENT AT RISK

#### PROJECT OVERVIEW

In 2000, the United States Army Corps of Engineers (USACE) and State of Louisiana initiated the LCA Ecosystem Restoration Study to address Louisiana's severe coastal land loss problem. Culminating in 2004 with a programmatic level main report and environmental impact statement, the LCA Study recommended the Medium Diversion at Myrtle Grove project as one of 5 restoration projects identified as 'near-term critical restoration features.' The LCA project was de-authorized, but the project concept moved forward to detailed Engineering and Design under the direction of the CPRA and the Mid-Barataria Sediment Diversion Project was initiated.

The Mid-Barataria Sediment Diversion Project is recommended for implementation in Louisiana's Coastal Master Plan that was approved by the Louisiana State Legislature in May 2012. The project is located at River Mile 60.7 above Head of Passes on the West descending bank of the Mississippi River and is expected to restore significant habitat in the Barataria Basin, including fresh, intermediate, and brackish marshes by re-introducing the sediment and nutrients which historically built and maintained the affected area.

CPRA has received a Basis of Design Report along with other supporting documentation for a preliminary level design of the site/civil features, road, bridges, intake and back structures as well as the utilities infrastructure for the Mid-Barataria Sediment Diversion. Selection of a consultant Design Team to advance this design to construction is currently underway.

#### SELECTING THE PROJECT DELIVERY METHOD

CPRA evaluated the applicability of numerous delivery methods to deliver this critical project, including Design-Bid-Build (DBB), Fixed Price Design-Build (FPDB), Progressive Design-Build (PDB) and Construction Manager at Risk (CMAR). In addition, CPRA conducted an industry-wide Market Sounding to obtain feedback on potential interest and participation for this project. Lastly, CPRA conducted a thorough review of the Public Bid Law (La. R.S. Title 38) and CPRA's enabling legislation (La. R.S. 49:214) to determine what delivery method was allowed under the State of Louisiana laws. It was determined that CMAR was the top ranked and most suitable delivery method to deliver the Mid-Barataria Sediment Diversion project.

#### CONSTRUCTION MANAGEMENT AT RISK DELIVERY METHOD

CMAR evolved from traditional DBB as a method that overlaps the design and construction phases and to obtain significant constructability and costing input during the design phase. CMAR is best utilized when the owner wishes to obtain early knowledge of construction cost, constructability input, and scope management during the design phase.

In CMAR, the owner contracts separately with a designer and a general contractor. Both parties are contracted using a qualifications based selection process. Depending on the requirements of the specific solicitation and contract, the CMAR contractor may self-perform all of the construction work or may perform a portion of the work with select qualified subcontractors performing the balance of work.

The CMAR contractor is required to provide Pre-Construction Phase Services (construction phasing, scope management, constructability input, and progressive estimating) during the design phase and to act as a true general contractor during the construction phase.

During the final design phase the CMAR contractor develops & negotiates a Guaranteed Maximum Price (GMP) for the construction phase of the project. The GMP is not exceeded unless the owner issues a change order for scope changes or differing site conditions.

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## FREQUENTLY ASKED QUESTIONS

### **1. *Where can I find a description of the project?***

Information on the Mid-Barataria Sediment Diversion can be found here:

<http://coastal.la.gov/our-work/key-initiatives/diversion-program/>

### **2. *What is the overall schedule for this project?***

The current project schedule includes the following milestones and dates:

- a. Anticipated advertisement for CMAR Procurement: August 2017
- b. Anticipated completion of the 30% Design Phase: November 2018
- c. Anticipated completion of the 60% Design Phase: November 2019
- d. Anticipated completion of the 90% Design Phase: June 2020
- e. Anticipated start of Construction Phase: May 2021

### **3. *How will this project be funded?***

CPRA is currently funding the pre-construction phase of the Mid-Barataria Sediment Diversion through the Deepwater Horizon (DWH) oil spill criminal settlement funds overseen by the National Fish and Wildlife Foundation (NFWF). CPRA plans to construct the project with the use of the DWH Natural Resource Damage funds, which are part of the global settlement between BP and the federal and state DWH natural resource trustees and approved by a federal court in April 2016.

### **4. *How will a CMAR contractor be selected?***

In 2014, the State of Louisiana added CMAR legislation to its Public Bid Law (RS 38:2225.2.4: <http://legis.la.gov/legis/Law.aspx?d=919372> ). According to this statute, selection of a CMAR contractor shall be qualifications-based. CPRA will issue a Request for Qualifications (RFQ) that will include selection criteria such as experience, capability, and capacity pertaining to projects of this nature.

### **5. *Is there an estimated date for the CMAR Request For Qualifications?***

CPRA anticipates that the RFQ will be posted for advertisement in the August 2017 timeframe.

**6. How can the RFQ be obtained?**

The RFQ will likely be posted on CPRA's website at the following link:

<http://coastal.la.gov/resources/rfps-rsiqs-contracts/>

**7. What will be the CMAR's role in the pre-construction phase of the project?**

A detailed scope of services for pre-construction phase is currently being developed and will be included in the RFQ. At a minimum, it will likely include scope management, cost estimating, constructability input, value engineering and guaranteed maximum price development.

**8. Is there anything we should be doing right now to prequalify with CPRA?**

No. The CMAR laws in Louisiana do not require a pre-qualification step.

**9. Will there be an informational meeting for prospective proposers?**

Yes. CPRA is currently planning a pre-solicitation informational meeting so that prospective proposers can obtain information on the project and our CMAR process. Additional information on the date and location of this meeting will be distributed in the coming weeks and posted to our website.

**10. Will CPRA require the CMAR to self-perform any work on this project? If so what level of self-performance will be stipulated in the contract?**

At this time, self-performance will be a requirement for the construction contract. CPRA is currently analyzing the level of self-performance that will be in the best interest of the project.

**11. What is the estimated construction value for this project?**

The present day cost of the project is \$850M. When escalated to the mid-point of the construction phase, the cost increases to \$1.3 Billion

**12. Will joint venture partners be allowed to pursue this project?**

Yes.

**13. Will CPRA require the proposer to be a Louisiana registered heavy civil contractor to be able to bid on this project?**

All proposers should be a licensed general contractor in the state of Louisiana at the time of proposal submission. If a license cannot be provided at the time of proposal submission, they should indicate the ability and commitment to obtain the necessary license prior to award of the Preconstruction Services Contract. Information on obtaining a state license can be found at <https://www.lslbc.louisiana.gov/>.