

**DGS-30-456**

(Rev. 10/18)

## Construction Management at Risk Procurement Review Submittal Form

### General Project Information

Agency Name:	Virginia Military Institute		
Is the agency a covered institution per §2.2-4379?			No
Project Name:	Post Wide Safety and Security		
Project Number:	211-18519-000		

### Other Project Information

Advising A/E Name:	Col Dale Brown - VMI Planning Officer	License Number:	VA-0402032448
COV Sections: §2.2-4380.B.2, §2.2-4381.C.2			
Attach written determination for use of CM at Risk.			
COV Sections: §2.2-4380.C.2, §2.2-4380.B.1; §2.2-4381.D.2, §2.2-4381.C.1			
Is the procurement process proposed a two-step process?			Yes
COV Sections: §2.2-4380.C.2, §2.2-4380.B.7; §2.2-4381.D.2, §2.2-4381.C.7			

### Agency Reasons for Use of CM at Risk

Construction Cost (COV Sections: §2.2-4381.B.1, §2.2-4380.C.3, §2.2-4381.D.3)	No
Building Use (COV Sections: §2.2-4381.B.1, §2.2-4380.C.3, §2.2-4381.D.3)	No
Project Timeline (COV Sections: §2.2-4381.B.1, §2.2-4380.C.3, §2.2-4381.D.3)	Yes
Need for Project Phasing (COV Sections: §2.2-4380.C.5, §2.2-4381.D.5)	Yes
Project Complexity (COV Sections: §2.2-4381.B.1, §2.2-4380.C.4, §2.2-4381.D.4)	Yes
Value Eng. and/or Constructability Analysis Concurrent with Design (COV Sections: §2.2-4381.A)	Yes
Need for Quality Control/Vendor Prequalification (COV Sections: §2.2-4380.C.5, §2.2-4381.D.5)	No
Need for Cost/Design Control (COV Sections: §2.2-4380.C.5, §2.2-4381.D.5)	Yes

### Supporting Information for Procurement Method Selection

Project Use (i.e. lab, classroom, office, etc.): (COV Sections: §2.2-4380.C.3; §2.2-4381.D.3)				
<p>The scope of the project is to construct 14 vehicular gates. The gates will be a combination of hydraulic bollards and drop arm gates. The gates will be arranged in an inner loop and outer loop. The inner loop will provide the ability to separate vehicular traffic from normal cadet group activities and also large visitor events. The outer loop will provide the ability to lock down the entire main Post during Post-wide training activities and when significant incidents occur whether on Post or in the surrounding community.</p> <p>All gates will have electronic access features included for normal operations and the ability to be remotely controlled by VMI Police in emergency situations. Installation of specialized building access control to be provided on high priority facilities. This will provide the ability to keep the facilities locked at all times. Access by Cadets, faculty and staff is to be provided via use of electronic identification cards. Visitor access will be provided via monitored security systems. The precision required during design to ensure interoperability of all components as well as the complex coordination between security components and the significant amount of existing underground utilities necessitates the skills and expertise from a competent construction management team during design.</p>				
Construction Cost:	Approximately \$10,000,000	(COV Sections: §2.2-4380.C.3; §2.2-4381.D.3)		
Project schedule: (COV Sections: §2.2-4380.C.3; §2.2-4381.D.3)	Design Start Date	May-21	Design Compl. Date	TBD
	Const. Start Date	TBD	Const. Compl. Date	TBD
	Attach bar chart schedule to illustrate fast tracking or other schedule complexities. (COV Sections: §2.2-4380.C.3, §2.2-4380.C.4; §2.2-4381.D.3, §2.2-4381.D.4)			

Additional description to highlight key attributes that affect the project complexity, need for value engineering/constructability analysis, quality control/vendor prequalification, and cost/design control as indicated by "Yes" answers above:

With the design and installation of 14 vehicular restriction gates across the width and breadth of the VMI Post, this project requires an examination of nearly all underground utilities to ensure the structural components of the vehicular gates sufficiently fit amongst the underground utilities. During design the A/E must work closely with VMI's facilities personnel and with local representatives from all utility companies servicing the Post. Due to the complexities in mapping and coordinating with the large number of underground utilities it is important the construction manager also participate in these design coordination discussions since during construction the contractor must also work closely with the same groups to ensure excavation does not damage or interrupt underground utilities. The total number of gates required in both the inner and outer loops will require a phased and sequenced approach to ensure interruptions of traffic flow on Post are kept to a minimum and the necessary operations of the Post are not disrupted.

(COV Sections: §2.2-4380.C.4; §2.2-4381.D.4)

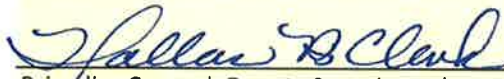
Submitted by:

Dallas B Clark

Date:

3/9/2021

Signature:



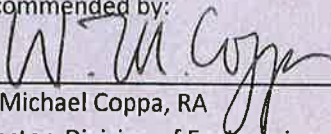
Title:

Brigadier General, Deputy Superintendent Finance, Administration and Support  
(Agency Head or Authorized Representative)

**For DGS Use Only**

Based upon the information provided by the Agency, the use of Construction Management at Risk  
IS NOT recommended for this project.

Recommended by:



W. Michael Coppa, RA  
Director, Division of Engineering and Buildings