VRE plans to use the Construction Manager/General Contractor (CM/GC) alternative delivery method for the Alexandria Station Improvement Project and subsequently other projects in the Capital Improvement Program. This alternative delivery method is also referred to as Construction Manager at Risk (CMAR). This approach, which was used by PRTC to construct its Western Bus Facility and is currently used to construct an equipment maintenance facility for MARC trains, allows the CMAR to advise VRE and the engineer-of-record on constructability, schedule, sequencing, selection of components and materials, and other matters prior to finalizing design. When the design is completed, the CMAR becomes the builder, or general contractor, responsible or “at risk” for completing construction within the Guaranteed Maximum Price (GMP) for the contract. Therefore, as opposed to the design-bid-build method, the CMAR plays a part in the design process and, together with VRE and the engineer-of-record, proactively tackles concerns about constructability, schedule, sequencing, etc. that often lead to costly change orders during construction. Additionally, during the procurement process for this alternate delivery method, VRE is able to evaluate the qualifications of prospective contractors as well as negotiate the price or GMP for the project.

Staff will provide a presentation outlining the process and benefits for using the CM/GC alternative delivery method.