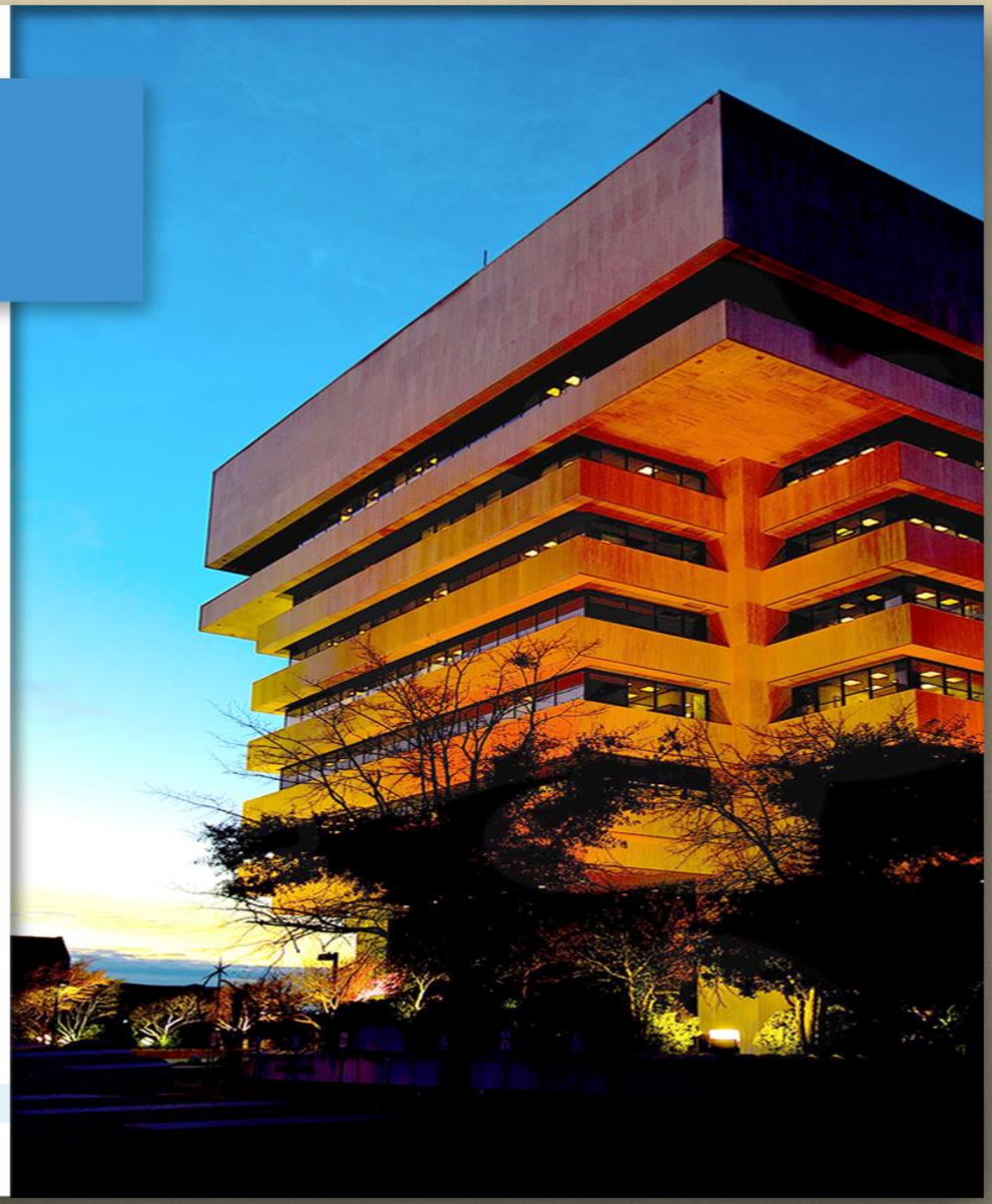
HAMPTON VA

City of Hampton
Alternate Project Delivery Options

September 10, 2025



Project Overview

- These five wastewater projects are complex and regulatory driven:
  - Aberdeen Road Forcemain Replacement, PS-26 FM Relocation: Reduces consequence of infrastructure failure
  - PS-5 FM Extension, PS-22 FM Extension, PS-154 FM Relocation: Alleviates system surcharging
- Collaborative Public Projects is a collaborative process between the City, Designer, and Construction Manager/General contractor. CMAR contracts do not require formal public participation like PPEA contracts.
- Public Works Operations is requesting City Council approval to pursue force main construction package as Construction Management Contracting in accordance with Virginia State Code Chapter 43 § 2.2-4382 and Hampton City Code Sec. 2-336.1.

Alternate Project Delivery Methods

DESIGN-BID-BUILD

Traditional Approach

DESIGN-BUILD

Integrated – Less Flexible

CMAR

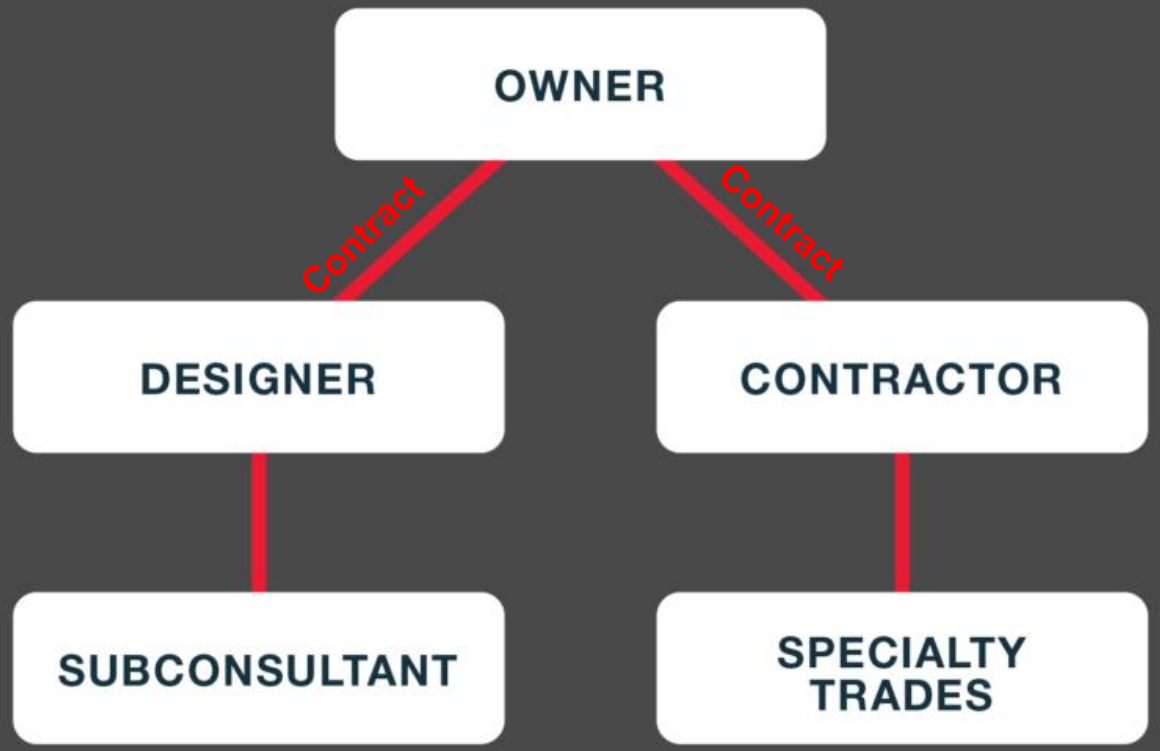
Best for Complex - Collaborative Public Projects

Design-Bid-Build (DBB)

- *More Architect Involvement*
- *Competitive Bids*
- *Distinct Roles*
- *More Control*

DESIGN-BID-BUILD

Traditional Design-Bid-Build



Graphic courtesy of DBIA

Design-Build (DB)

- *Faster Timeline*
- *Consistent Budget*
- *Owner Reduced Risk*
- *Quality of Work*
- *Streamlined Communication*

DESIGN-
BUILD

Design-Build Project Delivery

OWNER

Contract

DESIGN-BUILD ENTITY

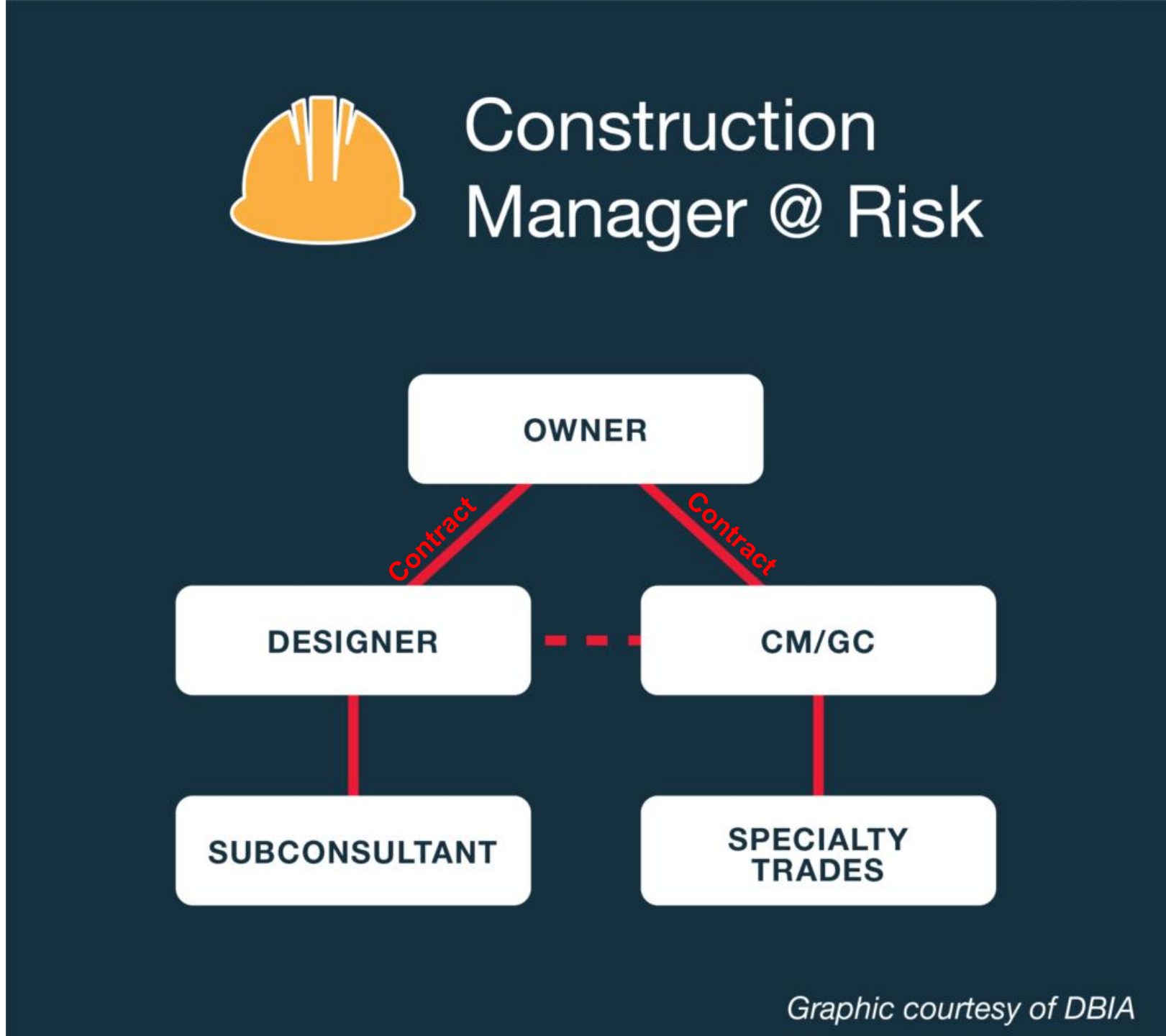
INCLUDING SPECIALTY
TRADES & SUBCONSULTANTS

Graphic courtesy of DBIA

Construction Manager at Risk (CMAR)

- *Collaborative Advantage*
- *Early CM involvement*
- *Open-book cost transparency*
- *GMP reduces owner risk*

CMAR



Project Timeline Comparison

Pros & Cons Matrix

Delivery Method	Cost Certainty	Collaboration	Design Influence	Risk Allocation
 DESIGN-BID-BUILD	Bid-based, Low Flexibility	Minimal	Full (architect)	Owner Bears All
 DESIGN-BUILD	Fixed Price, Less Transparency	High, but Design-Led	Limited after Procured	Shared, Design-Contractor Led
 CMAR	GMP with Open Book, Balanced Control	High, With Owner + Designer + CM	Integrated & Advisory Role	CM Takes Most Risk (GMP), Owner risk is limited

Contractual Structures

Delivery Method	Design	Construction	Owner Risk Profile
 DESIGN-BID-BUILD	Separate	Separate	High
 DESIGN-BUILD	Single Entity	Single Entity	Moderate
 CMAR	Separate	CM Oversees as Advisor/Builder	Balanced

When is CMAR the Right Fit?

- *Project has Complex Site or Phasing Constraints*
- *Desire for 'real time' constructability reviews*
- *Early Cost Control*
- *Schedule is important but not more than quality*
- *Owner values a collaborative and transparent team dynamic*

CMAR

CMAR brings the best of both worlds: Flexibility of DBB and speed/collaboration of DB – without compromising on cost control and quality

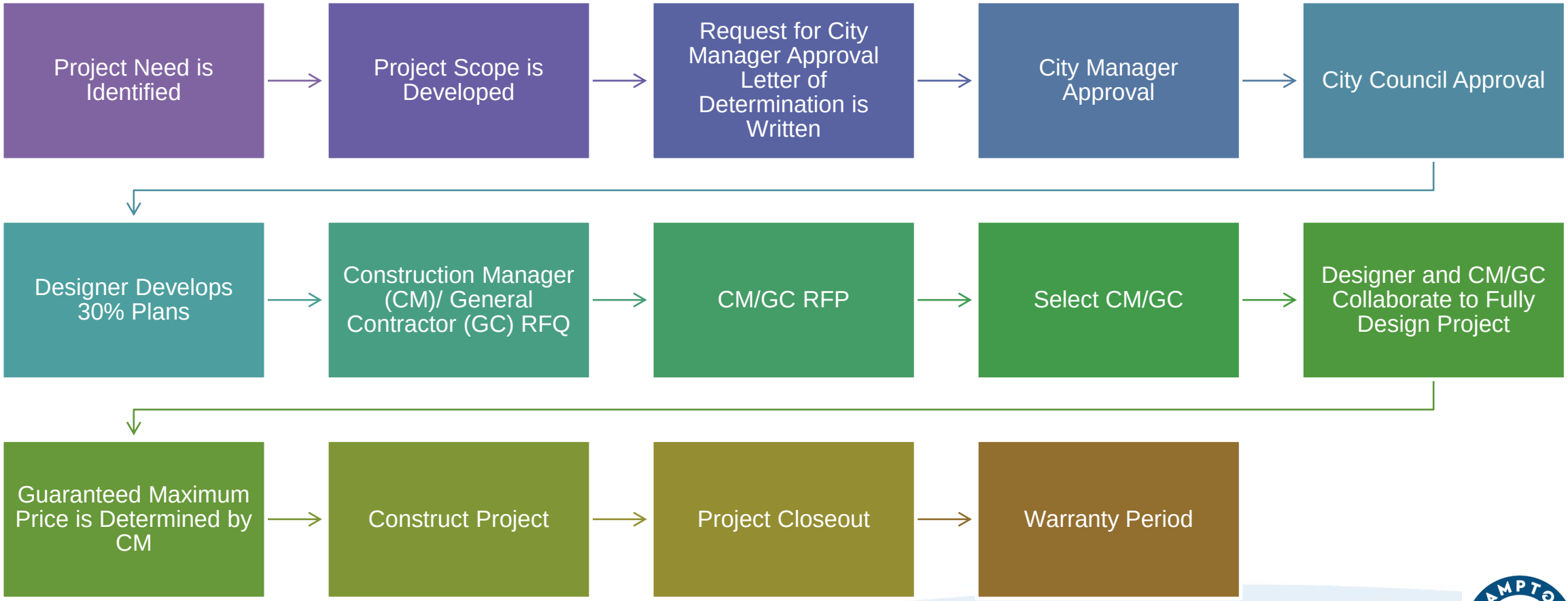
When is Design-Build the Right Fit?

- *Project is primarily schedule driven*
- *The project scope is well defined and relatively straightforward*
- *Owner desires to be less involved in day-to-day project management*
- *Early Cost Control*

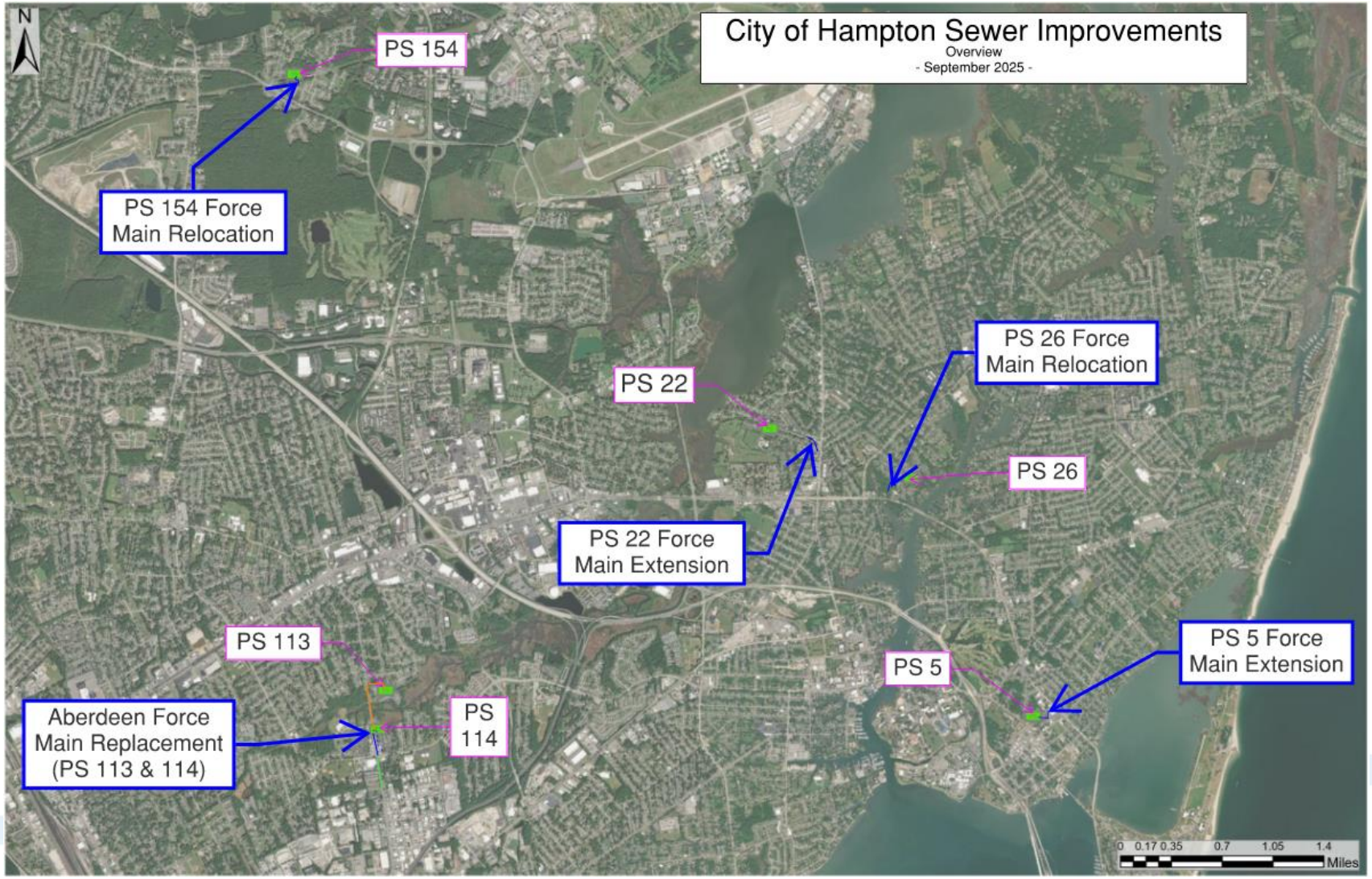
DESIGN-BUILD

Design-Build brings speed/ collaboration

CMAR Process



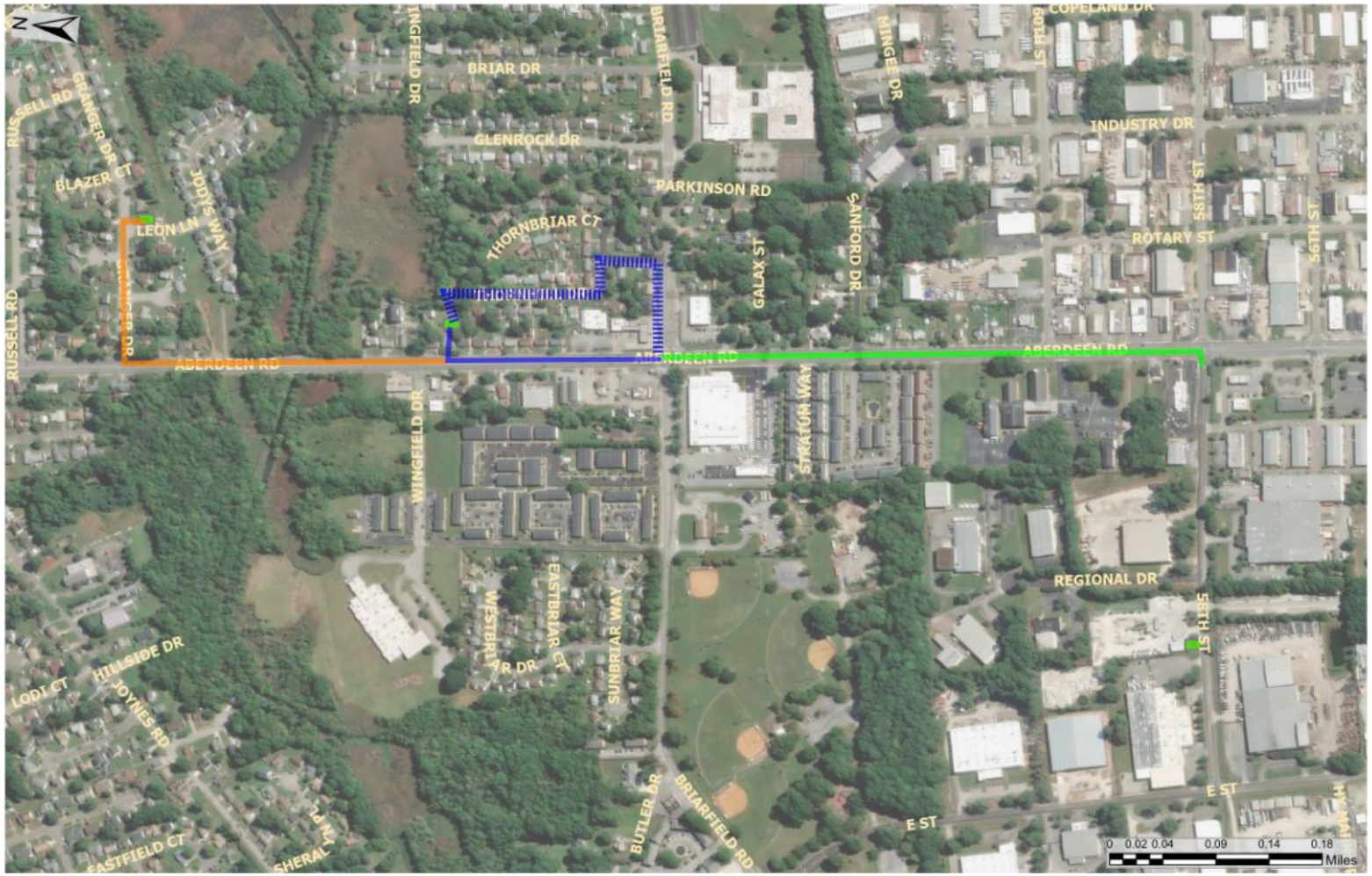
Proposed Projects



Aberdeen Rd Forcemain Replacement

Preliminary Budget: $4,000,000

- Approximately 6,000 LF – 7,500 LF of 8”, 10”, 14”, and 16” force main
- New Manhole
- Project replaces 2 City Pump Station force mains (PS-113 & PS-114) and the force main shared by PS-113, PS-114, PS-115 located in Aberdeen Rd
- The replacement will move the PS-113 & PS-114 away from private structures and eliminate an aerial creek crossing



PS-5 Force Main Extension

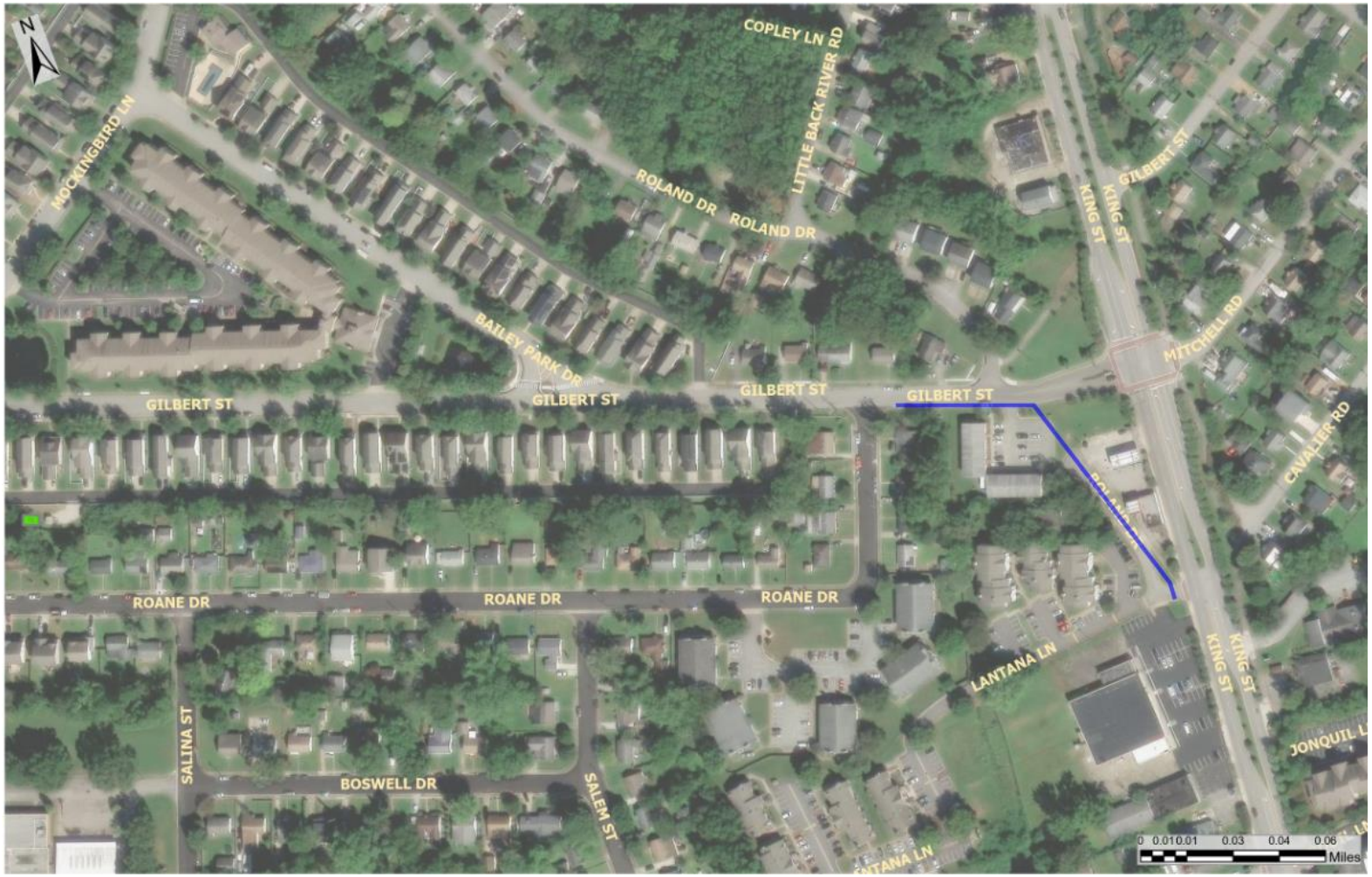
Preliminary Budget: $1,200,000

- Approximately 700 LF of 6” force main
- The force main extension will connect to a deeper manhole and alleviate peak surcharging in the gravity system

PS-22 Force Main Extension

Preliminary Budget: $1,600,000

- Approximately 750 LF of 8” force main
- The force main extension will connect to a deeper manhole and alleviate peak surcharging in the gravity system



PS-26 Force Main Relocation

Preliminary Budget: $500,000

- Approximately 260 LF of 8” force main
- The project will relocate the force main from the current location which is suspected to be under a private building

PS-154 Force Main Relocation

Preliminary Budget: $500,000

- Approximately 300 LF of 8” force main
- The relocation will connect the station to a lower pressure HRSD main and alleviate peak flow station shut out

Why Choose CMAR?

- The Aberdeen Road Force Main Replacement, Pump Station 5 Force Main Extension, and PS-22 Force Main Extension are all in congested and heavily traveled corridors. All three projects will need to be phased to minimize disruption to citizens.
- Pump Station 26 Force Main Relocation and PS-154 Force Main Relocation are small projects may not receive reasonably priced bids through design-bid-build. By including these projects in a larger construction package, the projects would benefit from economy of scale.

Hampton Roads Localities

- Norfolk, Virginia Beach, Chesapeake, and Newport News have used the CMAR process with success.

- Projects using Construction Manager at Risk (CMAR) benefited from early collaboration between the design team and builder, which led to optimized phasing, better cost control, and fewer surprises during construction—highlighting how alternative delivery accelerates schedules and improves outcomes through early risk management.

HAMPTON VA

Questions ?