Innovative Program Delivery

Joint DOT/FHWA Major Project Webinar

May 6, 2014

FHWA Office of Innovative Program Delivery
Project Delivery Team

Agenda

1. Major Project Spotlight
   - Major Project Requirements from NEPA and Beyond – MI DOT
   - Quality Assurance Plans for DB & P3 Projects – TX DOT
   - Major Projects and Alternative Technical Concepts – FL DOT
2. Major Project Information
   - Financial Plan Guidance Update
   - SHRP2 Round 4
   - Upcoming Major Project Webinars
3. Comments/Questions

Innovative Program Delivery

Major Project Spotlight: DOT/FHWA Peer Exchange

Peer Exchange Featuring:

Major Project Requirements from NEPA and Beyond – MI DOT
Quality Assurance Plans for DB & P3 Projects – TX DOT
Major Projects and Alternative Technical Concepts – FL DOT

Innovative Program Delivery

Major Project Requirements from NEPA and Beyond: *I-94 Ford Freeway Modernization Project in Detroit, MI*

Michigan DOT

Brenda Chapman, Accountant Manager

Terry Stepanski, P.E, Senior Project Manager

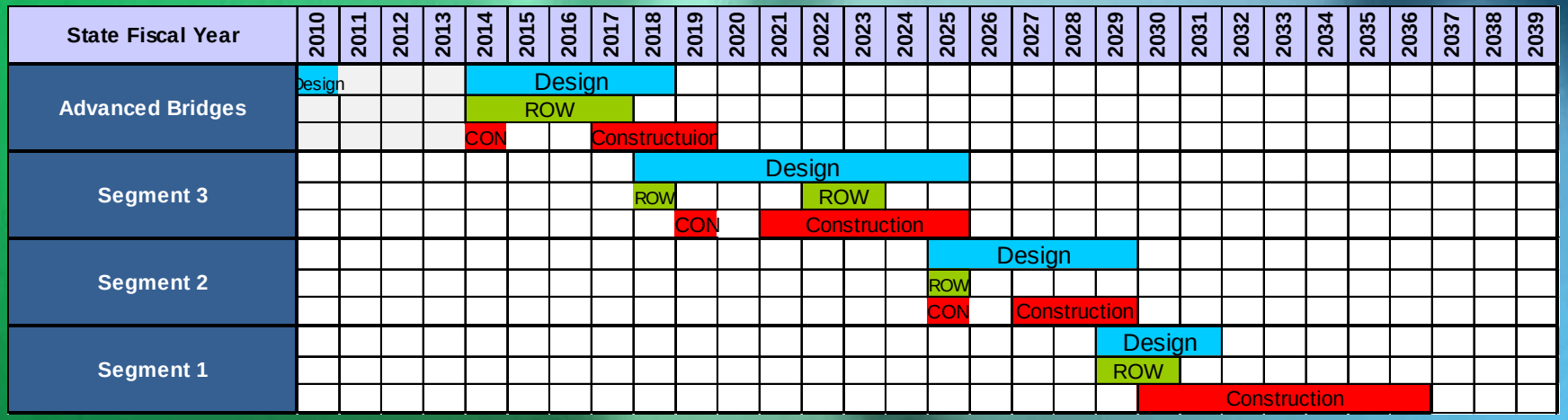
Overview of the I-94 Ford Freeway Modernization Project

- Project Overview
  - Complete Reconstruction of 6.7 Miles
  - Widening from 3 Lanes to 4
  - Replace 67 Bridges
  - 20-25 Construction Packages
  - Built Over 24 Years
  - $2.9 Billion in YOE$'s


696
102
102
OUTER DR.
97
94
7 MILE RD.
1
W. MC NICHOLS RD
VAN DYKE
GRATIOT AVE.
MOROSS
LAKE SHORE DR.
10
WOODWARD AVE.
OAKLAND
CONANT AVE
75
53
3
CONNER AVE
HARPER
CHANDLER DR.
HOLBROOK
W. DAVISON
LIVERNOIS
LINWOOD
ROSA PARKS
96
E. GRAND
WARREN AVE.
CLAIRMOUNT
EUCLID
PALLISTER
W. GRAND
94
MACK AVE.
OUTER DR.
FOREST
FOREST
WYOMING
GRAND
RIVER
10
CASS
CHENE
MT ELLIOTT
E. GRAND
E. JEFFERSON
96
12
94
I-94 Project Limits
NORTH
NOT TO SCALE

Current Schedule

$2.9 Billion in YOE$'s



Overview of Major Project Approval Process

- NEPA/ROD – December 2005
- Detailed Engineering Report and Base Cost Estimate – June 2010
- First Cost Estimate Review – April 2011
- First Initial Financial Plan Submitted – August 2011
- New Federal Guidelines Announced – September 2013
- Second CER – November 2013
- Second IFP Submitted – December 2013
- IFP Approved – February 2014

Base Cost Estimate

Base Cost Estimate $1.8 Billion

- Developed as 19 individual contracts
- Stand alone annual packages
- Detail organized in segments, elements and phases as used in IFP supporting workbook
- Easy to update unit costs with current values
- Facilitated scenario planning

Major Project Requirements First Attempt

2011 IFP

- Traditional Delivery
  - Design Bid Build, 26 Packages
- FY2011 – FY2029
- Financial Plan did not Adequately Demonstrate Ability to Fund the Overall Transportation Program
  - Other Major Projects (I-75, BWB, DIFT)

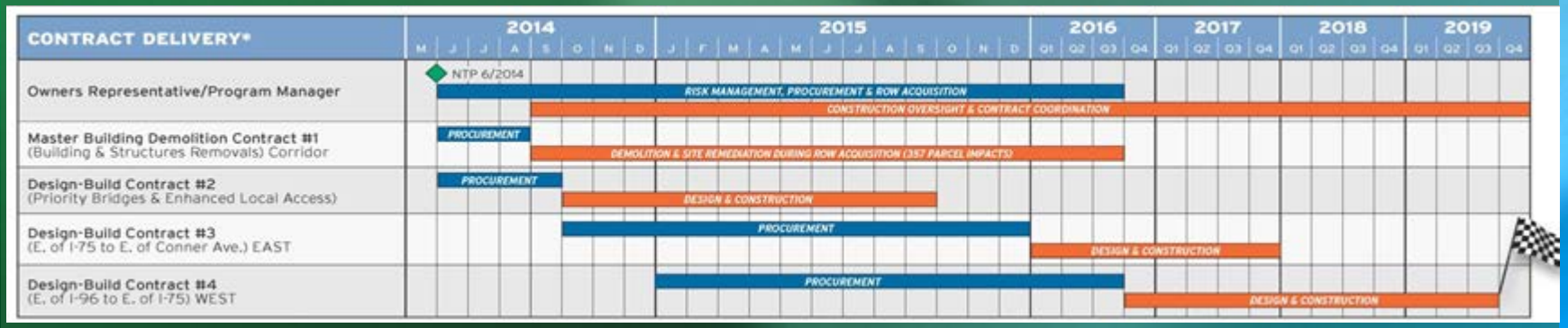
Challenges to Traditional Thinking - Delivery

- Facilitated Workshops
  - Engineers, Planners, Accountants
- Developed Shared Vision for Success
- Action Plan Follows the Vision
  - Design Modifications
  - Accelerated Delivery
- SHRP2 R10 Demonstration Project

I-94 Delivery Options
MDOT Success Management Workshop

- FY2011 IFP $2.8B complete in FY2029
- Option 1, $1.6B complete in FY2019
- Option 2, $1.4B complete in FY2018
- Option 3, $1.2B complete in FY2017

The chart below is an example of a conceptual accelerated delivery option



Funding Scenarios
Can We Fund an Accelerated Plan?

- Design Build Packages
  - Changes the authorization schedule
  - Changes the timing of cash flow
- Financed Debt v Inflation Avoidance
- Coverage Ratios and % of Program
- Traditional Revenue Bonds
- Multiple Tranches of GARVEEs
- Mix of Direct and Indirect GARVEEs

MAP-21 and Phasing

- Phasing Should be the Answer !
  - Advanced Bridges
  - Segments as Funding Allowed
  - Offers Greatest Flexibility
- Phasing Not Consistent With the RTP
  - Funding was Already Identified in RTP
  - All Phases are Funded Phases
- All or Nothing

Additional Challenges

Not as Much Time as we Thought!

- The Woodward Bridge Replacement is Needed for Another Project
  - M-1 Street Car letting schedule
- MPO Amendment Due Dates
  - New schedule for due dates TIP and RTP

Creating a Path Forward

- Bi Weekly Coordination Meetings Brought all Disciplines to the Table
  - Planning
  - Senior Management
    - Environmental
  - Senior Project Manager
  - Finance
  - Real Estate
  - Communications

Traditional Allocation of Funds by Region

- Traditional Funding Allocations by Region
  - By Funding Source and Category
  - Templates are Created for Each Region
- $200 Million Per Year Dedicated to Two Major Projects, I-94 and I-75
- Project Readiness Plan in Place

Major Project Core Team

Weekly Meetings to Monitor Critical Path and Dependencies

- Senior Project Engineer I-94
- Senior Project Engineer I-75
- Planning Coordinator
- FHWA Division Project Oversight Manager
- Accountant Manager

Cost Estimate Review

- New Process with MAP-21
- Pre-CER Conference
- Built on Prior CER
- Updated Unit Prices in-House for New Base Year Costs
- Focus Was on Critical Risks

Initial Financial Plan Approved

- Trained Support Staff
  - Excel Workbook Linked to Cost Estimate
  - Core Team in Place
- Improved our Discussion of Fiscal Constraint of Overall Program
  - Constrained at MPO Level
- Added Cash Flow Models to Workbook

Lessons Learned and Best Practices

- Develop a Major Projects Core Team
  - Multi-disciplinary
  - Include your Division Office
- Establish Working Partnerships
  - Internal and External
  - FHWA
  - Regional Planning Organization
  - On Board with MDOT
  - Involved and Supportive Relationship

Lessons Learned and Best Practices

- The Team Takes Ownership Over a Single Set of Financial Data
  - Base lined on Cost Estimate and Schedule
- This Data is Used for All Purposes
  - Short and Long Term Scenario Planning
  - MPO LRP/RTP
  - MDOT STIP
  - IFP
  - CER

Contact Information

Brenda Chapman

Accountant Manager

Michigan Department of Transportation

ChapmanB@michigan.gov

Contact Information

Terry Stepanski, P.E.

Senior Project Engineer

Michigan Department of Transportation

stepanskit@michigan.gov

Contact Information

Ryan Rizzo

Project Oversight Manager

Michigan Division

Federal Highway Administration

Ryan.Rizzo@dot.gov

FHWA Major Projects Website

FHWA Innovative Program Delivery Office

Website: http://www.fhwa.dot.gov/ipd/project_delivery/index.htm

- *FHWA MAP-21 Interim Guidance, September 2012*
- *FHWA Final Major Project Guidance*, January 2007
- *Major Project Program Cost Estimating Guidance*, January 2007
- *Financial Plan Guidance*, January 2007
- *Project Management Plan Guidance*, January 2009
- *Operational Independence and Non-Concurrent Construction Guidance*, December 2009
- Active Major Project Monthly Status

Questions & Input

Submit a question using the chat box

Or

Dial *1 to call in your question by phone

Innovative Program Delivery

Quality Assurance Program for Design Build (DB) and Public-Private Partnership (PPP) Projects

Texas DOT

Dieter Billek, P.E., Procurement and Implementation Director, Strategic Projects Division

FHWA - TX Division

Jim Travis, Asset Management Engineer

Contents

TXDOT APPROACH TO DB/PPP PROJECTS

TxDOT Strategic Projects Program Overview

- $24 Billion in active P3 projects
- Leveraged $6 Billion in State Funds to deliver $24 Billion in projects (4:1)
- Successful Bond Issuance of $2.9 Billion for Grand Parkway in July 2013
- Dedicated agency organization and consultant support

PRE PROCUREMENT

$ 5.5 Billion

PROCUREMENT

$ 5.8 Billion

DESIGN / CONSTRUCTION

$ 10.4 Billion

OPERATIONS & MAINTENANCE

$ 2.6 Billion

DB/PPP Projects

Design Build

- TxDOT enters into a contract with a developer to design, construct and possibly maintain the project
- Developer responsible for QC/QA and inspection
- TxDOT has an oversight role on testing and inspection (OVTI); as well as Independent Assurance (IA)

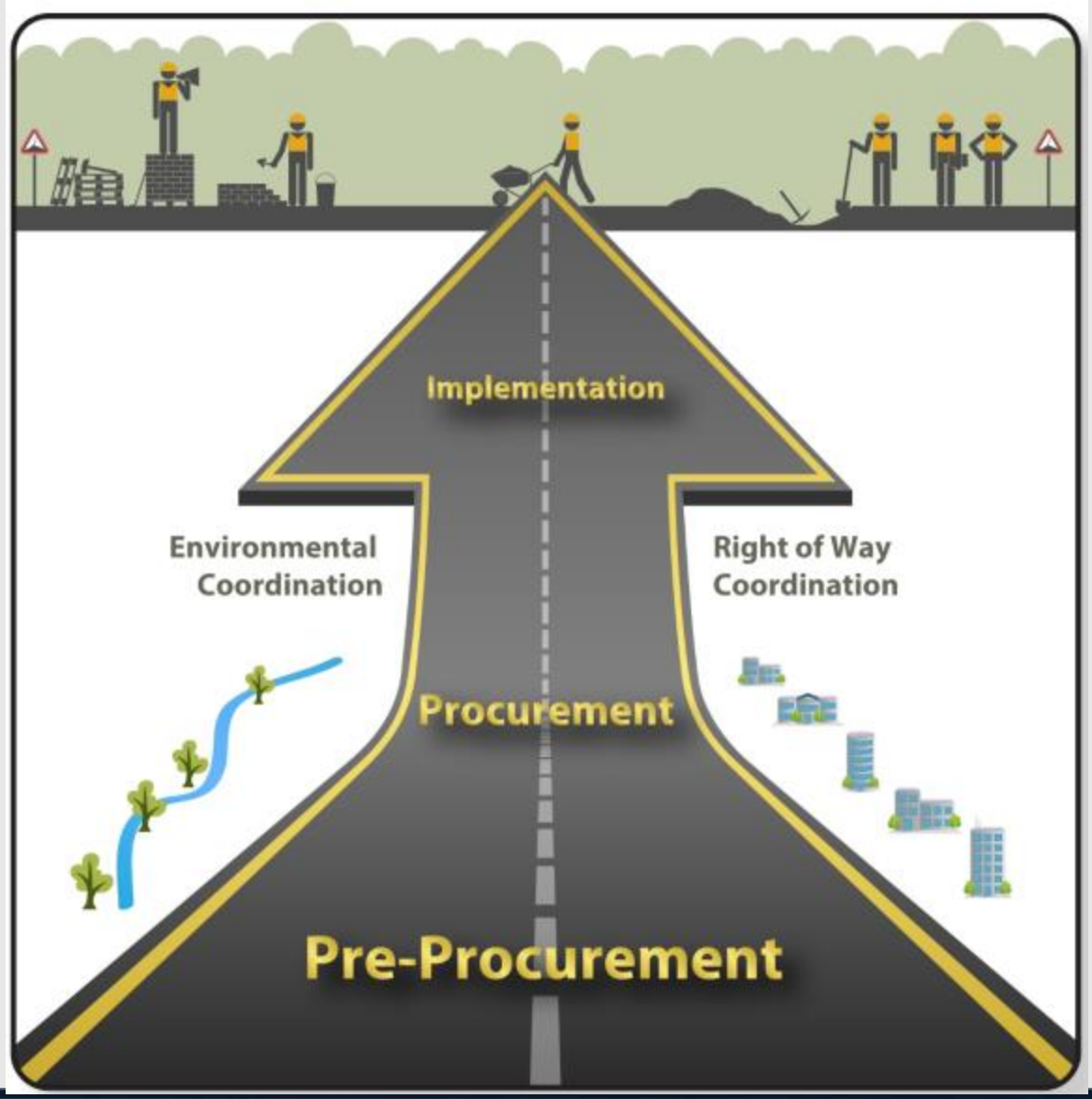
Design Bid Build

- Separate selection process for design and construction
- Advertise & award the construction contract
- Construct the project
- TxDOT maintains responsibility for all QA inspection and testing

DB/PPP Projects

Benefits

- Faster Delivery
- Cost Savings
- Better Quality
- Singular Responsibility
- Decreased Administrative Burden
- Reduced Risk
- Reduced Litigation Claims

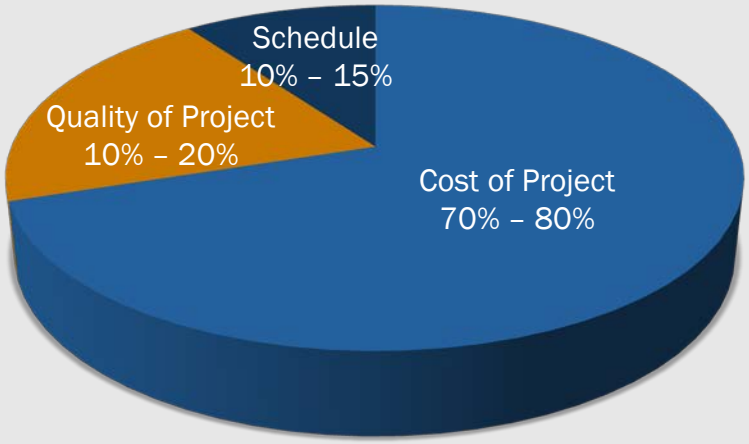


DB/PPP Projects

- PROS
  - Single Entity for Design & Construction
  - Methods of construction are reduced by contractor involved in design
  - Early start on portions of improvements while completing final design
  - Long lead items ordered prior to completed plans
  - Developer assumes risk for QA
  - Developer assumes risk of unknowns
  - Developer assumes risk of design complications
  - Innovative design & construction methods
- CONS
  - Less control of design & construction
  - Oversight only
  - Maintenance

DB/PPP Projects

- Two-Step Procurement Process
  - Qualification-based Shortlisting
  - Committed Proposal-based Evaluation
- Typical Best Value Determination of Proposals
  - Cost of Project, Includes:
    - Initial Construction Cost
    - Maintenance and Operation Costs
    - Cost Savings Through Innovation
  - Quality Management/Assurance
    - Comprehensiveness of Quality Management Plan
    - Added Value Through Innovative Ideas
    - Contractor's Safety Performance Record
  - Schedule
    - Time Required to Complete Project



DB/PPP Projects Accomplishments

Design/Build:

- SH 130 Segments 1 – 4/ $1.35B Open to traffic 2006 and 2008
- DFW Connector Dallas/ $1.2B/ October 2013
- Dallas Horseshoe/ $800M/ April 2017
- SH 99 (Grand Parkway) Segments F1, F2, and G/ $1.45B/ November 2015
- Loop 1604 WE/ $84M/ October 2016
- US 77/ $77M/ November 2016
- ESR2P/ $147M/ October 2015

Concession:

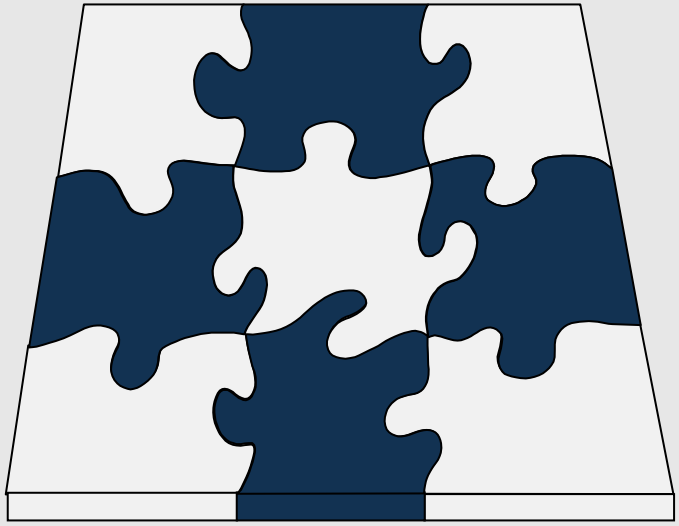
- SH 130 Segments 5 & 6/ $1.37B Open to traffic May 2013
- North Tarrant Expressway Segments 1 & 2
- I-635 LBJ Freeway/ $3.1B

MAJOR COMPONENTS OF QA PROGRAM FOR DB/PPP PROJECTS

Quality Assurance Program Components

The QA Program utilizes a combination of quality measures to meet program goals:

- Quality Control (QC)
- Quality Assurance (QA)
- Owner Verification (OV)
- Independent Assurance (IA)
- Dispute Resolution



Primary Quality Components

Quality Control (QC)

- Developer CQMP required – defines contractor's internal procedures
- QC is foundation
- Systematic approach
- Clearly defined authority and responsibility for QC plan
- Not used for acceptance but to ensure quality has been incorporated

Quality Assurance (QA)

- Developer acceptance inspection & testing by independent CQAF, in accordance with CQMP
- Frequency per Guide Schedule
- Start-up split sample testing with OV for alignment
- Acceptance = QA + OV results
- CQAM assigned = "Engineer" in TxDOT spec book
- Internal Audits to assure CQMP compliance

Owner Verification (OV)

- Required by 23 CFR 637 B & TA 6120.3
- Owner's independent firm
- Min. 10% frequency of QA
- Statistical validation of QA testing
- Oversight of non-validation investigations
- Audits to verify CQMP compliance
- Owner Verification Testing & Inspection Plan (OVTIP)
- Quarterly statistical validation report to FHWA

Communication

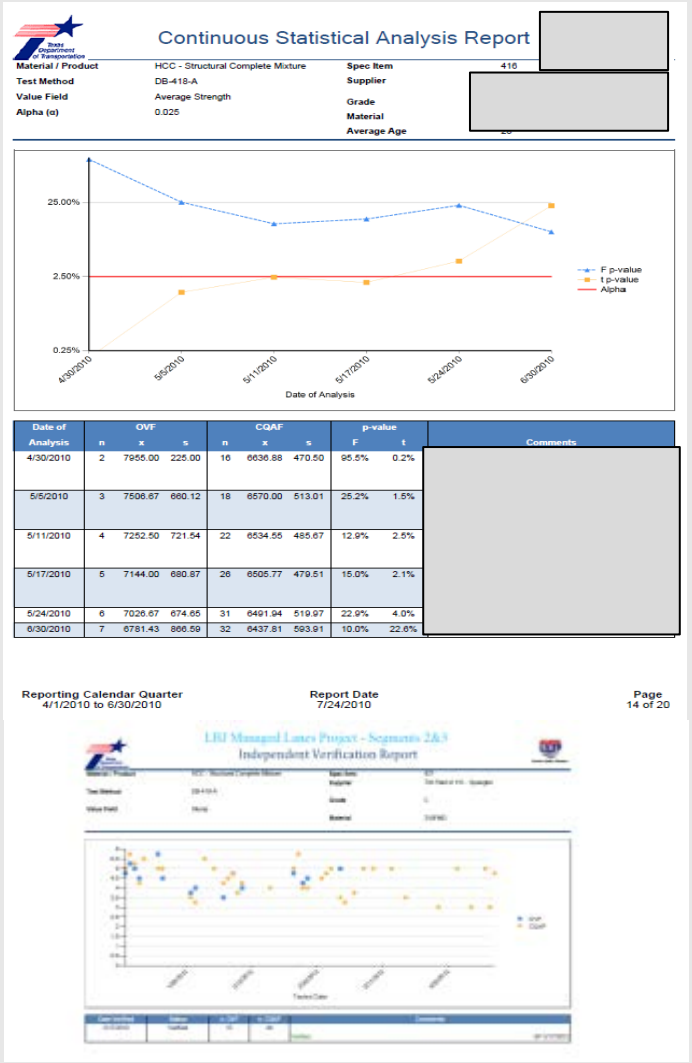
- Active communication between parties during all phases of work is a critical success factor on these large, fast-moving projects.

Owner Verification Approach

- Three-Tiered Verification Approach
  - Level 1: Continuous F- & t-test analysis
    - Almost real-time verification
    - ~10% of QA test frequency
    - Most critical performance properties
  - Level 2: Independent Verification
  - Level 3: Observation Verification
  - Analysis levels based on keys to performance
  - Established in a project-specific materials risk workshop
- Start-up and quarterly split-sample testing
- Independent Audits to assure QAP/CQMP compliance
- Quarterly FHWA reporting (Additional detail to follow)

FHWA Reporting Requirements

- Quarterly Report (Prepared by OV)
  - Demonstrates that QAP has been followed.
  - Summarizes Material Acceptance Decisions.
  - Presents statistical validation by owner verification of developer performed acceptance tests.
  - Documents any material incorporated into the project represented by a failing test result.
  - Documents results of non-validation investigations and necessary corrective action plans.
  - Incrementally builds supporting documentation for Material Certification.



Continuous Statistical Analysis Report

Material / Product	HCC - Structural Complete Mixture	Spec Item	416
Test Method	DB-418-A	Supplier	
Value Field	Average Strength	Grade	
Alpha (α)	0.025	Material	
		Average Age	

Date of Analysis	OVF n	OVF x	OVF s	CQAF n	CQAF x	CQAF s	p-value F	p-value t	Comments
4/30/2010	2	7955.00	225.00	16	6636.88	470.50	95.5%	0.2%	
5/5/2010	3	7506.67	660.12	18	6670.00	513.01	25.2%	1.5%	
5/11/2010	4	7252.50	721.54	22	6534.55	485.67	12.9%	2.5%	
5/17/2010	5	7144.00	680.87	26	6505.77	479.51	15.0%	2.1%	
5/24/2010	6	7026.67	674.65	31	6491.94	519.97	22.9%	4.0%	
6/30/2010	7	6781.43	866.59	32	6437.81	593.91	10.0%	22.6%	

Reporting Calendar Quarter
4/1/2010 to 6/30/2010

Report Date
7/24/2010

Page
14 of 20

LBJ Managed Lanes Project - Segments 2&3
Independent Verification Report

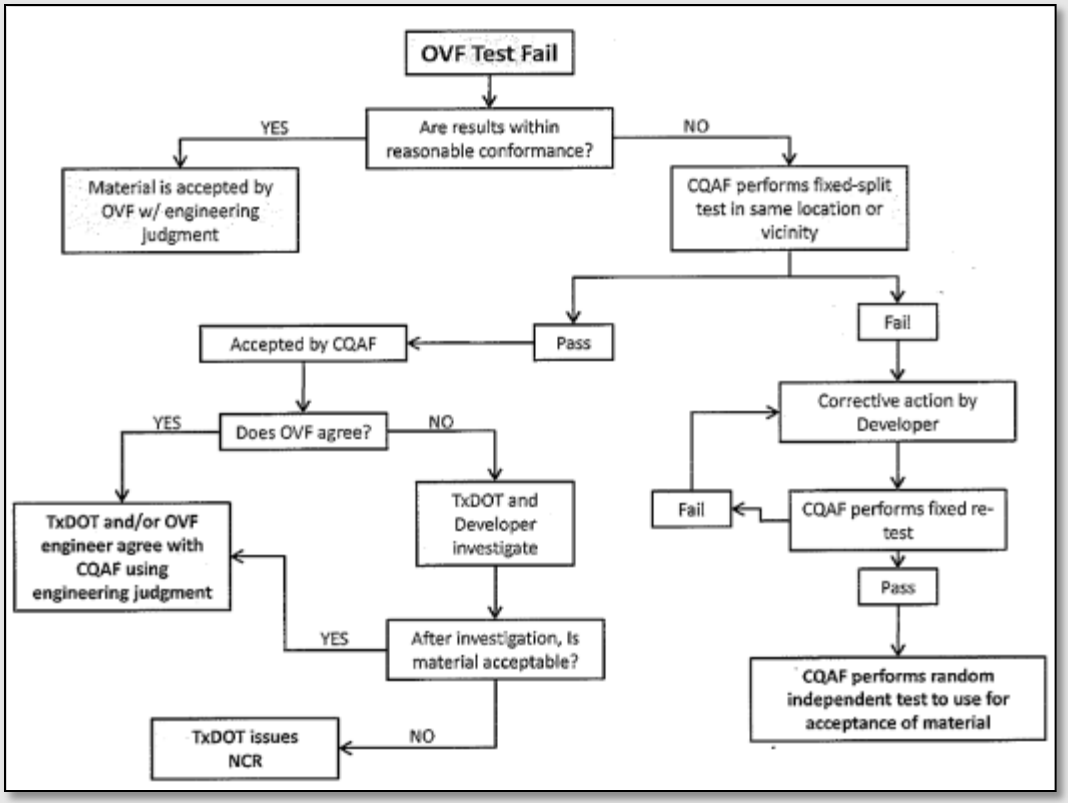
Independent Assurance (IA)

- Typically handled by AASHTO accredited IA Laboratory, occasionally by a District Laboratory
- Personnel Qualifications
  - Required Certifications (QA, OV, and IA)
  - Proficiency Program
- Laboratory Qualifications
  - AASHTO Accreditation
  - TxDOT or IA Lab Qualification (test methods)
  - Equipment Calibration
  - Documentation Requirements
- Annual Reporting Requirements

LESSONS LEARNED/BEST PRACTICES

TxDOT Oversight - Following the Process

- A well developed plan ensures a well managed project.
  - OVTIP for OV
  - CQMP for QA
  - Both plans must conform to TxDOT QA
  - QA and OV audited for compliance with CQMP and OVTIP



TxDOT Oversight – Audits of OV and QA

- Verify TxDOT test procedures are being performed correctly
- Verify equipment calibrations are up-to-date
- Verify certifications are current

TxDOT Oversight – Material Issues

- Non-validation investigation and resolution
  - Split testing, watching testers, checking equipment, evaluating sources
- Verify the proper testing is performed according to Guide Schedule of Sampling and Testing
  - Track material quantities and number of tests being performed
- Verify the proper testing is performed on non-rated source materials.
  - Work with CST to develop a frequency of testing
  - Assist QA in finding qualified labs for specialized testing through Construction Division
- Implementing Corrective Action and verifying effectiveness through subsequent achievement of validation

TxDOT Takeaways

- Lessons learned from the Grand Parkway…
  - The Developer must submit the Design Quality Management Plan (and any related PMP chapters) prior to initiating design work.
    - Require consistent ISO procedures between contractor and subcontractors.
  - The Developer must have his lab in place and certified before any activities that require testing are initiated.
    - Manage risk by limiting the distance materials can travel between site and lab.
  - Notify local government authorities (and other stakeholders) that the contractor may engage in early coordination activities.
  - Ensure the Developer has an approved Public Information Plan in place if the work requires Developer engage the public
  - Require Developer to add language to the PMP that establishes timeframes for iterative Non Compliance Reports and resolution.

TxDOT Oversight – Coordination with Developer

Contact Information

Dieter Billek, P.E.

Procurement and Implementation Director, Strategic Projects Division

Texas Department of Transportation

Dieter.Billek@txdot.gov

Contact Information

Jim Travis

Asset Management Engineer

Texas Division

Federal Highway Administration

(512) 536-5953

James.Travis@dot.gov

Construction QA TechBrief (April 2012)

- **Quality Assurance (QA)**
  - Not specific role of one entity
- **Construction QA Program**
  - Six core elements apply to D-B
- **Responsibilities**
  - Design-Builder = QC
  - Agency = Acceptance

TECHBRIEF

Construction Quality Assurance For Design-Build Highway Projects

FHWA Publication No.: FHWA-HRT-12-039

FHWA Contact: Michael Rafalowski, HIPT-10, (202) 366-1571, michael.rafalowski@dot.gov

Introduction

A majority of State transportation agencies use the design-build (DB) contracting method to deliver some transportation projects. Documented benefits of DB include faster project delivery, improved constructability, less cost growth, early cost certainty, and fewer claims.

One area of DB contracting that requires closer examination is construction quality assurance (QA). DB is believed to provide a level of project quality equal to design-bid-build (DBB), as outlined in the Federal Highway Administration's (FHWA) *Design-Build Effectiveness Study*.[1] However, a recent examination of State agency DB procurement packages showed that roles and responsibilities for construction quality are not clearly defined in many instances. The paper "Does Design-Build Project Delivery Affect the Future of the Public Engineer?" examined 60 DB requests for proposals (RFPs) and found 23 cases in which assignment of responsibilities for verification and acceptance could not be determined.[2] National Cooperative Highway Research Program (NCHRP) Synthesis 376, *Quality Assurance in Design-Build Projects*, states "With the changing quality roles found in the DB delivery method, it is imperative that quality responsibilities and the responsible parties are clearly stated in the contract documents."[3] However, on DB projects, there is no change in the core QA functions of contractor quality control (QC) and agency acceptance. The design-builder still has a responsibility for QC, as does the contractor with DBB projects. The agency must retain its responsibility for the acceptance function, as required by Title 23, Code of Federal Regulations, Part 637 (23 CFR 637).[4]

One of the attributes of the DB delivery method is the single source of responsibility for design and construction issues.

U.S. Department of Transportation
Federal Highway Administration

Research, Development, and Technology
Turner-Fairbank Highway Research Center
6300 Georgetown Pike
McLean, VA 22101-2296

www.tfhrc.gov/research/

FHWA Technical Assistance
QA for Design-Build Projects

- **Design & Construction Quality Assurance**
  - Jeff Lewis, RC Const & Project Mgmt Team
    Jeff.Lewis@dot.gov
  - Greg Doyle, MA Division/RC Const & Project Mgmt Team
    Gregory.J.Doyle@dot.gov
- **Construction/Materials Quality Assurance**
  - Dennis Dvorak, RC Pavement & Materials Team
    Dennis.Dvorak@dot.gov

Questions & Input

Submit a question using the chat box

Or

Dial *1 to call in your question by phone

Innovative Program Delivery

Major Projects and Alternative Technical Concepts (ATC): *I-4 Ultimate Overview and the FDOT ATC Process*

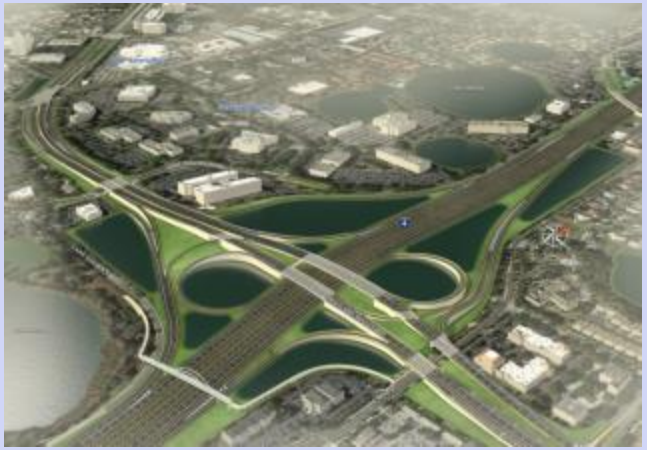
Florida DOT
Loreen Bobo, I-4 Ultimate Construction Program Manager

OVERVIEW OF I-4 ULTIMATE IMPROVEMENTS

- **Length:** Over 21 miles from West of Kirkman Rd. to East of SR 434.
- **Cost:** $2.323 billion (yoe) in design/construction costs
- **What:** Reconstruction of mainline & interchanges
- **What:** Addition of 4 Express Lanes (4Express)
- **Design/Construction Duration:** ~ 6 years

OVERVIEW OF I-4 ULTIMATE IMPROVEMENTS

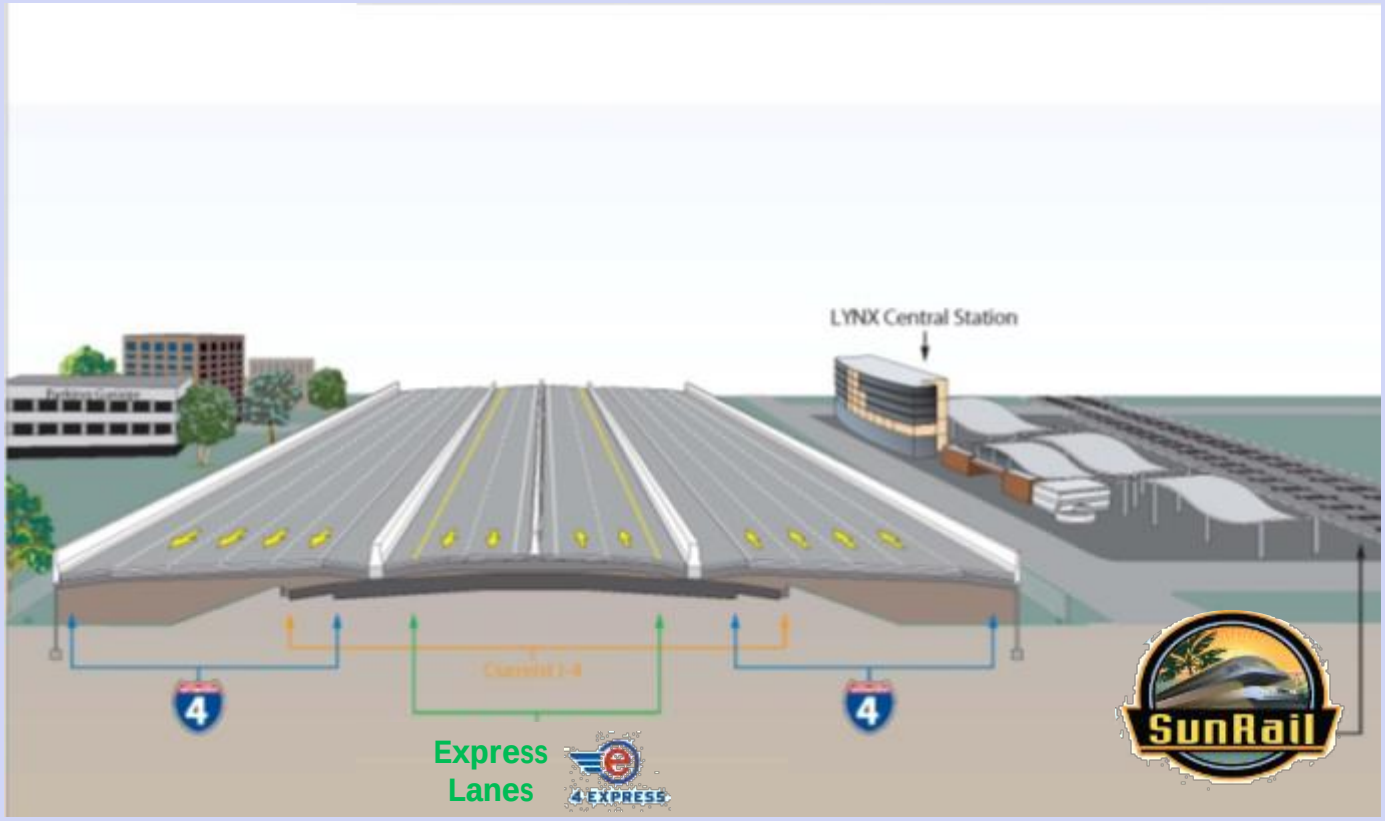
- Reconstruction of 15 interchanges
- 3 System to System interchanges
- Over 60 new bridges
- Over 70 bridge replacements
- 2 new pedestrian crossings at Maitland Blvd. & SR 436
- Increase design speed to 60 MPH
- P3 – Public-Private Partnership
  - Design-Build-Finance-Operate-Maintain
  - Chose I-4 Mobility Partners on 4/23/14
    - Skanska, John Laing Investments, Granite, Lane, HDR, Jacobs, Infrastructure Corp of America



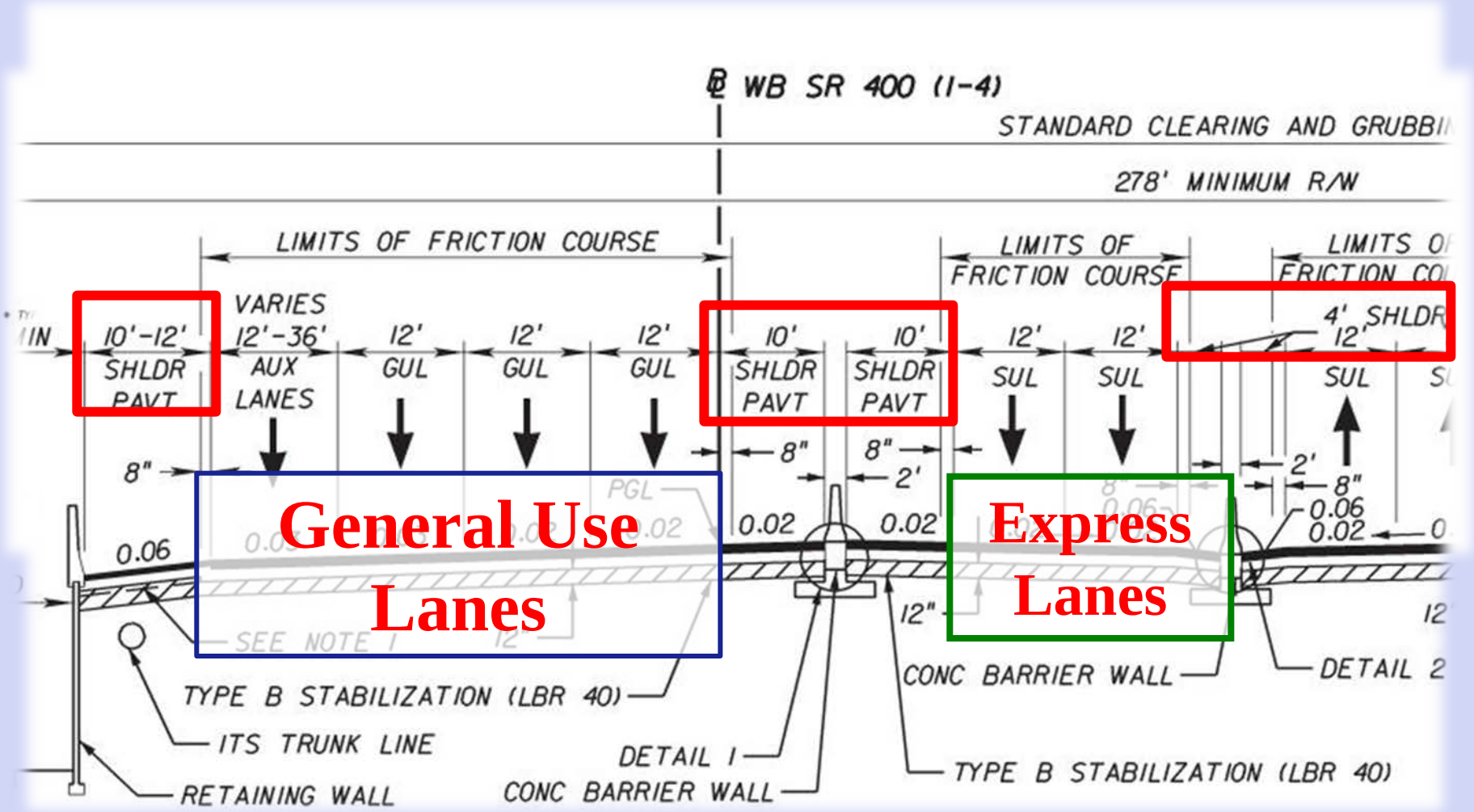
I-4 ULTIMATE

Interstate 4 Typical Section

- 4 Express (Managed) Lanes (2 each direction)
- 6 General Use Lanes + Auxiliary Lane



TYPICAL SECTION



- Emergency access gates will be provided between the Express Lanes and General Use Lanes at a minimum of every two miles.

I-4 ULTIMATE

Planned Access to Express Lanes

- Access to and from the tolled express lanes will be limited
  - Barrier wall separated
    - Slip Ramp Access
    - Direct Ramp Access
  - Six to seven access points in each direction
- Intended for longer trips
- Variable tolling
- All electronic tolling
- Everyone pays
- No heavy trucks

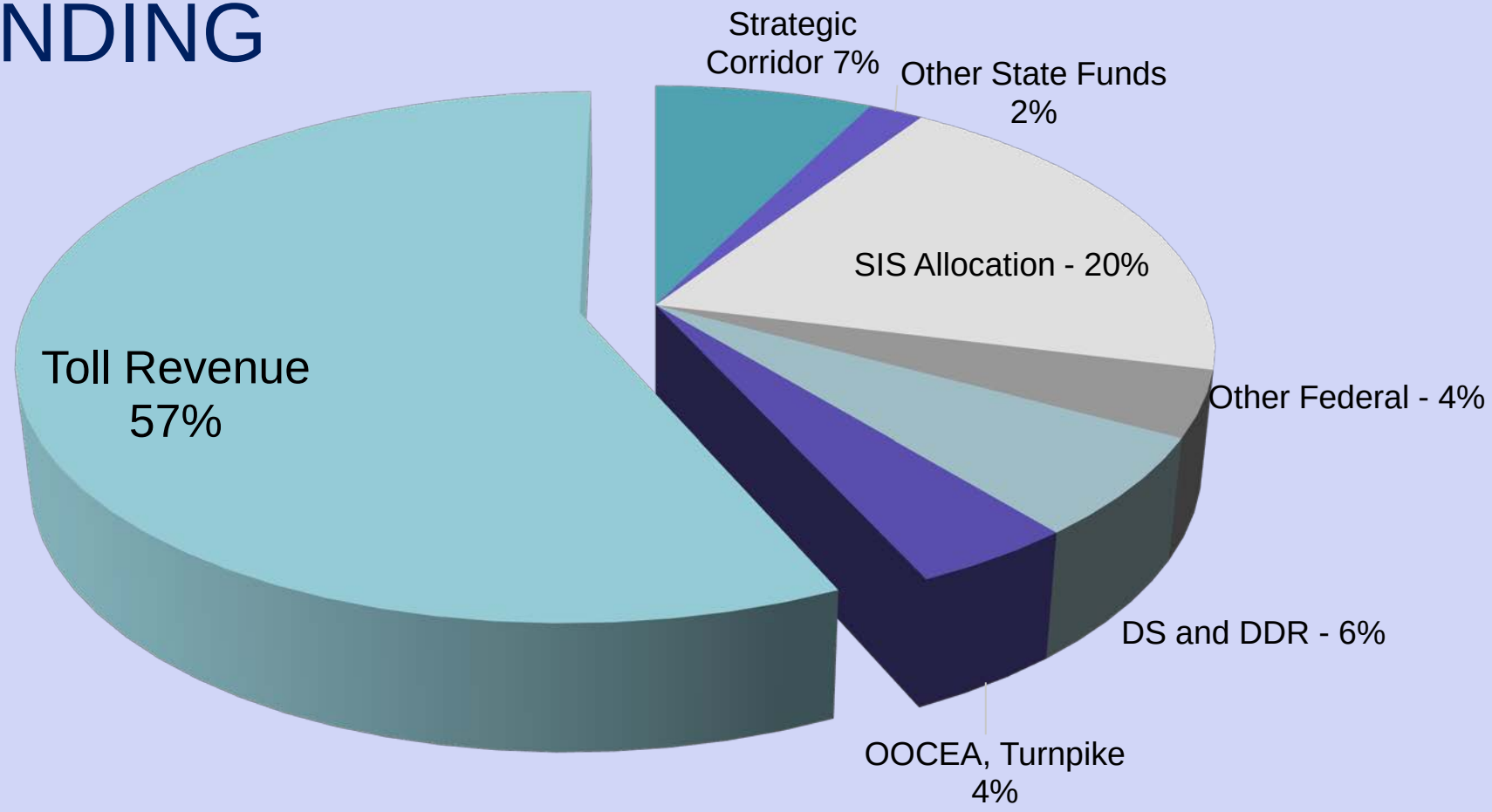
Costs

Project Costs			Years 1-6 Total over contract (YOE)	Years 7-40 Annual (avg) (PDC)	Years 7-40 Total over contract (YOE)
Capital Cost	Orange County Local Road Portion	$48,994,704	$2,357,129,543		
	Seminole County Local Road Portion	$4,820,288			
	Total Local Roads	**$53,814,992**			
Operations and Maintenance			$0	$5,759,065	$378,238,727
Renewal and Raplacement			$0	varies	$492,785,129
Other Costs: SPV, Insurance, Interest, Finance			varies		varies

- **Capital Cost (Design and Construction):** $2.4 billion
  - $54 million towards local roads
- **Operations & Maintenance:** $378 million over contract
- **Renewal & Replacement:** $493 million over contract
- **Other (SPV, Insurance, Interest, Finance):** Varies

I-4 ULTIMATE
Financial Details

FUNDING



Project key dates and Schedule

RFQ released	March 8, 2013
Seven (7) teams responded	April 19, 2013
Four (4) teams were short-listed	June 5, 2013
Release Final RFP	October 2013
Technical proposals due	February 12, 2014
Financial proposals due	March 13, 2014
Best value selection	April 23, 2014
Financial close	July 25, 2014
Notice to Proceed 1	Fall 2014
Notice to Proceed 2	Late 2014/Early 2015
Contract ends	Mid-2054

Request for Proposals

- **Instructions to Proposers (ITP)**: Procurement Document
  - Includes a section on the ATC Process
- **Volume I: Concession Agreement (CA)**
  - 435 pages, including 26 Appendices
- **Volume II: Technical Requirements**
  - 495 pages
    - Section 1: Project Description
    - Section 2: Project Requirements and Provisions for Work
    - Section 3: Design and Construction Requirements
      - Attachment 1– ITS DEPLOYMENT REQUIREMENTS
      - Attachment 2– TOLLS INFRASTRUCTURE REQUIREMENTS
      - Attachment 3 – QAM and QAF Requirements
      - Attachment 4 – QA/QC Requirement
    - Section 4: Operations & Maintenance Requirements
    - SECTION 5 – HANDBACK REQUIREMENTS
- **Volume III: Additional Mandatory Standards**

I-4 ULTIMATE
Proposal Scores

Technical Proposal Criteria [Up to 60 points]

- Technical Proposal Qualitative Assessment - **35 points**
  - Preliminary Corridor Master Plan Submittal Evaluation Criteria
  - Operation and Maintenance Evaluation Criteria
- Baseline Construction Period **- 5 points**
- Inclusion of Direct Connection Proposal **- 5 points**
- Project Technical Enhancements **- 15 points**

Financial Proposal Criteria [Up to 40 points]

- Financial Price **- 35 points**
- Feasibility of Financial Proposal **- 5 points**

ATC Process

- **Alternative Technical Concepts (ATC's)**
  - Confidential
    - RFP was not changed if an ATC was allowed
  - 5 meetings with each team, in person
  - Quick turn around needed
  - Team of 25 + people from different disciplines participated in the process.
  - Base Line and Grade – Any deviation of more than 5 feet had to be submitted
- **Alternative Financial Concepts (AFC's)**
  - Not confidential
  - Teleconferences with each team
- **One on One meetings**
  - Four Meetings with each team
  - Contract Issues rather than technical

Alternative Technical Concepts (ATC's) From ITP

- Set forth the **process** for **FDOT's review** and **acceptance** of **technical concepts** that **conflict** with the **requirements** of the **Contract Documents**
- This process is intended to allow Proposers to **incorporate technical innovation** and **creativity** into their Proposals
- To be eligible for consideration, proposed ATCs must result in performance, quality and utility of the end product that is **equal to or better** than the **performance, quality** and **utility** of the **end product** that would result from full compliance with the Contract Documents

Alternative Technical Concepts (ATC's) From ITP

- A proposed ATC **may not be approved** if, in FDOT's sole discretion, it is premised upon or would require (a) a **reduction in quantities without achieving equal or better** performance, quality and utility; (b) a **reduction in performance, quality, utility or reliability**; (c) **major changes to the existing Environmental Approvals**, including changes that would trigger the need for a supplemental Environmental Impact Statement under NEPA; (d) a **Change in Law**; or (e) **multiple or material additional right of way parcels.**

Possible ATC Responses

(A) The proposed ATC is **acceptable for inclusion** in the Proposal **(with such conditions, modifications or requirements as identified by FDOT)**. Approval dates are noted below. Conditional Approval requirements are provided in Attachment 1.

(B) The proposed ATC is **not acceptable** for inclusion in the Proposal.

(C) The proposed ATC is **not acceptable in its present form**, but may be acceptable upon the satisfaction, in FDOT's sole discretion, of certain identified conditions which must be met or clarifications or modifications that must be made prior to resubmittal (FDOT will not utilize this response after the final submission date for ATCs).

(D) The proposed ATC **appears to comply with the Contract Documents** and **does not require an ATC** as to the specific provision of the Contract Documents identified by the Proposer in its proposed ATC (provided, however, that should it turn out that the concept as incorporated into the Proposal is not within the requirements of the Contract Documents, FDOT reserves the right to require compliance with the requirements of the Contract Documents, in which event the Proposer will not be entitled to modify its Proposal or receive additional compensation or a time extension under the Agreement).

(E) Although the submittal **does not require an ATC** because it appears to comply with the Contract Documents, it **may not be included** in the Proposer's **Proposal** and FDOT will **modify the Contract Documents to preclude the concept.**

I-4 Ultimate ATC Stats

Team (four teams total)	# of ATC's submitted	# of ATC's submitted (including resubmittals)	# received on Final deadline	Average Response Time to Final Decision (Days)
Average per team	47	69	22	15
High	60	84	33	18
Low	31	45	14	14
Total	188	276	88	15

I-4 Ultimate ATC Stats

Team (four teams total)	# of ATC's submitted	A's		B's		D's		# Retracted by team	
		# approved	# submitted in Proposal	# denied		# not ATC's			
Average per team	47	26	24	18		1.25		1.75	
High	60	32	100%	26		2		4	
Low	31	15	81%	13		0		0	
Total	188	104	55%	96	72	38%	5	3%	7	4%

PUBLIC INFORMATION AND COMMUNITY OUTREACH

- Project Website: www.Moving-4-Ward.com

- Public Information and Community Outreach will be Incorporated

- Mobile App being developed

- Project Video

Thank You

Loreen Bobo, PE – I-4 Ultimate Construction Program Manager loreen.bobo@dot.state.fl.us

Contact Information

Loreen Bobo

I-4 Ultimate Construction Program Manager

District 5

Florida Department of Transportation

Loreen.Bobo@dot.state.fl.us

NEW! ACM Virtual Library

www.fhwa.dot.gov/construction/contracts/acm/

What You'll Find:

- **Enabling Legislation**
- **Sample Manuals of Instruction**
- **Skill Sets: Essential project management knowledge for public owners**
- **Procurement Strategies**
- **Contracting Samples:**
- ◦ **Request for Proposal (RFP) templates**
- ◦ **Key elements of construction & services contracts**
- **Risk Registries and Risk Allocation Guidance**
- **Performance Measures to Gauge Success**

Federal-aid Support & Available Tools

www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=81

FHWA ACM Core Team

Rob Elliott – *Team Manager*
Jeff Lewis – *Team Lead*

- **Design-Build (D-B)**
  - Lead: Jerry Blanding; Co-lead: Jeff Lewis
- **Construction Manager/General Contractor (CM/GC)**
  - Lead: John Haynes; Co-Lead: Ken Atkins
- **Alternative Technical Concepts (ATC's)**
  - Lead: Craig Actis; Co-lead: David Unkefer
- ***Over-Arching Issues***
  - Jerry Yakowenko (Contract Admin.)
  - Greg Doyle (Quality Assurance)
  - Deborah Vocke (Marketing)

Questions & Input

Submit a question using the chat box

Or

Dial *1 to call in your question by phone

Innovative Program Delivery

Major Project Announcements

Project Delivery Team
Office of Innovative Program Delivery

Financial Plan Updates

- **Financial Plan Guidance**
  - Comment period in Federal Register closed on October 7th
    - Received 10 comments from various organizations
    - Most comments were related to OINCC, phasing plans, P3 assessments, timing of submission, financing costs
  - Financial Plan Guidance is currently being finalized and the goal is to post final guidance by spring 2014
  - Internal and external webinars will be scheduled in 2014 to introduce guidance

SHRP2 Implementation Assistance Program

Managing Risk in Rapid Renewal Projects (R09) and Project Management Strategies for Complex Projects (R10)

- Round 4 Solicitation: May 30, 2014 – June 27, 2014
- Assistance includes up to $30,000 grant plus combination of technical assistance, demonstration workshops, or training
- Website: http://www.fhwa.dot.gov/goshrp2/ImplementationAssistance
- Contact Carlos Figueroa at Carlos.Figueroa@dot.gov or 202-366-5266

Questions & Input

Submit a question using the chat box

Or

Dial *1 to call in your question by phone

Upcoming Webinars

Quarterly Major Project Webinar (FHWA)

Tuesday, August 5th

1:30 p.m. to 3:30 p.m. (EDT)

Joint DOT/FHWA Major Project Webinar

Tuesday, November 4th

1:30 p.m. to 3:30 p.m. (EST)

Contact LaToya at latoya.johnson@dot.gov or 202-366-0479
if you have topic ideas for upcoming webinars

Contact Information

Jim Sinnette

Project Delivery Team Leader

Office of Innovative Program Delivery

Federal Highway Administration

(202) 366-1561

James.Sinnette@dot.gov