Innovative Program Delivery

Joint DOT/FHWA Major Project Webinar

November 10, 2015

Sponsored by the FHWA Major Project Discipline

Agenda

1. Major Project Spotlight
   - Planning and Environmental Lessons Learned on I-5 North Coast Project
     – *Caltrans*
   - R-10 Project Management Strategies for Complex Projects & Project Management Plans
     – *Michigan DOT*
   - I-595 Express Corridor Improvements Project
     – Florida DOT
2. Build America Transportation Investment Center (BATIC)
3. Comments/Questions

Innovative Program Delivery

Major Project Spotlight: DOT/FHWA Peer Exchange

Peer Exchange Featuring:

Caltrans
Michigan DOT
Florida DOT

Innovative Program Delivery

Planning and Environmental Lessons Learned on I-5 North Coast Project

Clint Peace
Arturo Jacobs
Caltrans

I-5 North Coast Corridor Program

DOT/FHWA Major Project Webinar

November 10, 2015

North Coast Corridor

A better environment for the future

I-5 North Coat Corridor

- 27 miles
- $6B 30 year project
  - Four Express Lanes on I-5
  - Completing LOSSAN Double track
  - Improve Coastal Access
  - Coastal Habitat Improvements
- Coastal Commission approval August 2014

North Coast Corridor Existing Condition

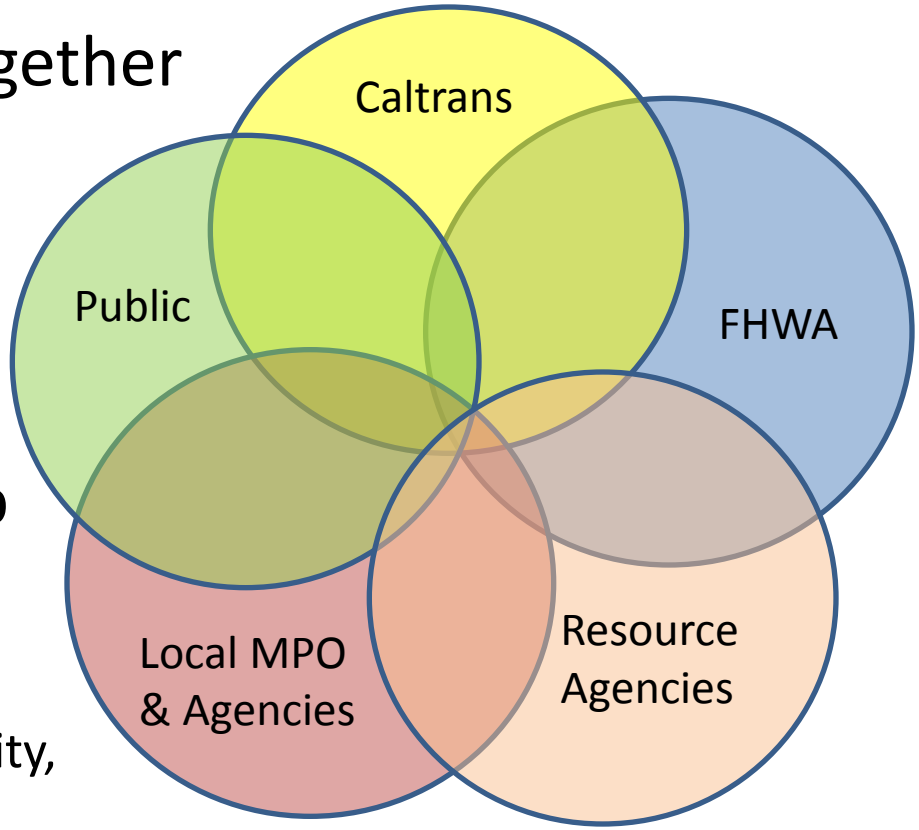
- Limited rail capacity and modal choice
- Low density and widely spread job centers
- Increasing population
- Heavy congestion limits coastal access, increases emissions and reduces quality of life

Existing Condition - Batiquitos Lagoon

- Degrading coastal resources
- Restricted tidal flushing
- Development demand for open space
- I-5 & LOSSAN corridors act as a barrier to east-west bike/ped movement

Multi-Agency Collaboration

- Recognize need to work together
- Presidential Order ******
- Corridor of the future
- Multiple Agency Partnership
- SB 468
  - Balanced rail, highway, community,
  - bike/ped improvements
  - "Get in, get out" of coastal lagoons
- One of six California CMGC pilot projects



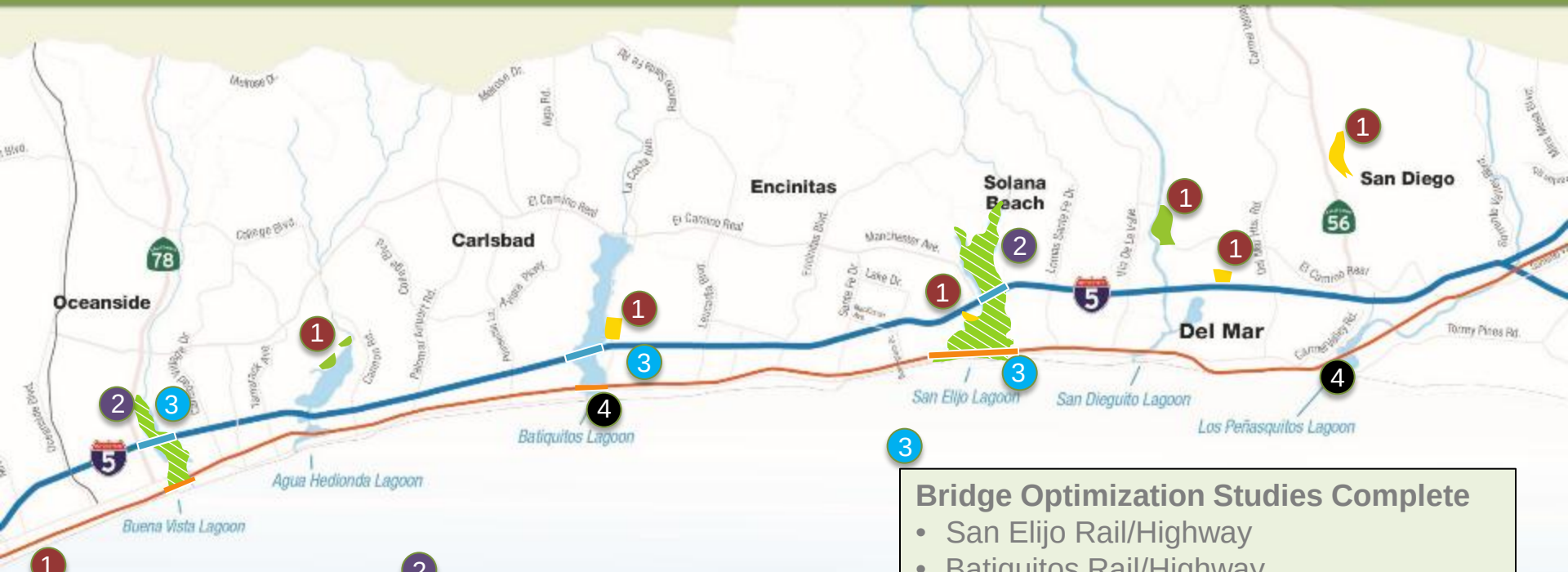
Program Scope

A 30-year comprehensive and sustainable solution for the region.

- Express Lanes on I-5
- Double tracking the coastal rail line
- Integrated bike, pedestrian, and habitat improvements

Active Transportation

Improving the Coastal Environment



1 Site Purchased; Restoration Plan Underway

- Hallmark (east/west)
- Dean Family Trust
- Laser Property
- La Costa Property
- Deer Canyon II *(site in escrow)*
- San Dieguito Lagoon W19 *(environmental review underway)*

2 Restoration Projects in EIR/EIS Process

- San Elijo Lagoon *(draft out for review)*
- Buena Vista Lagoon *(draft to be released November 2014)*

3 Bridge Optimization Studies Complete

- San Elijo Rail/Highway
- Batiquitos Rail/Highway
- Buena Vista Rail/Highway

4 Endowment Account and Oversight Committee to be Established

- Batiquitos Lagoon Inlet Maintenance
- Los Peñasquitos Lagoon Inlet Maintenance

OCEAN

LEGEND

- Lagoon Enhancement
- Habitat Sites
- Lagoon Highway Bridge Optimization
- Mitigation Sites
- Rail Line
- Lagoon Rail Bridge Optimization

Opportunities and Integration

Manchester Ave. Bridge (before)

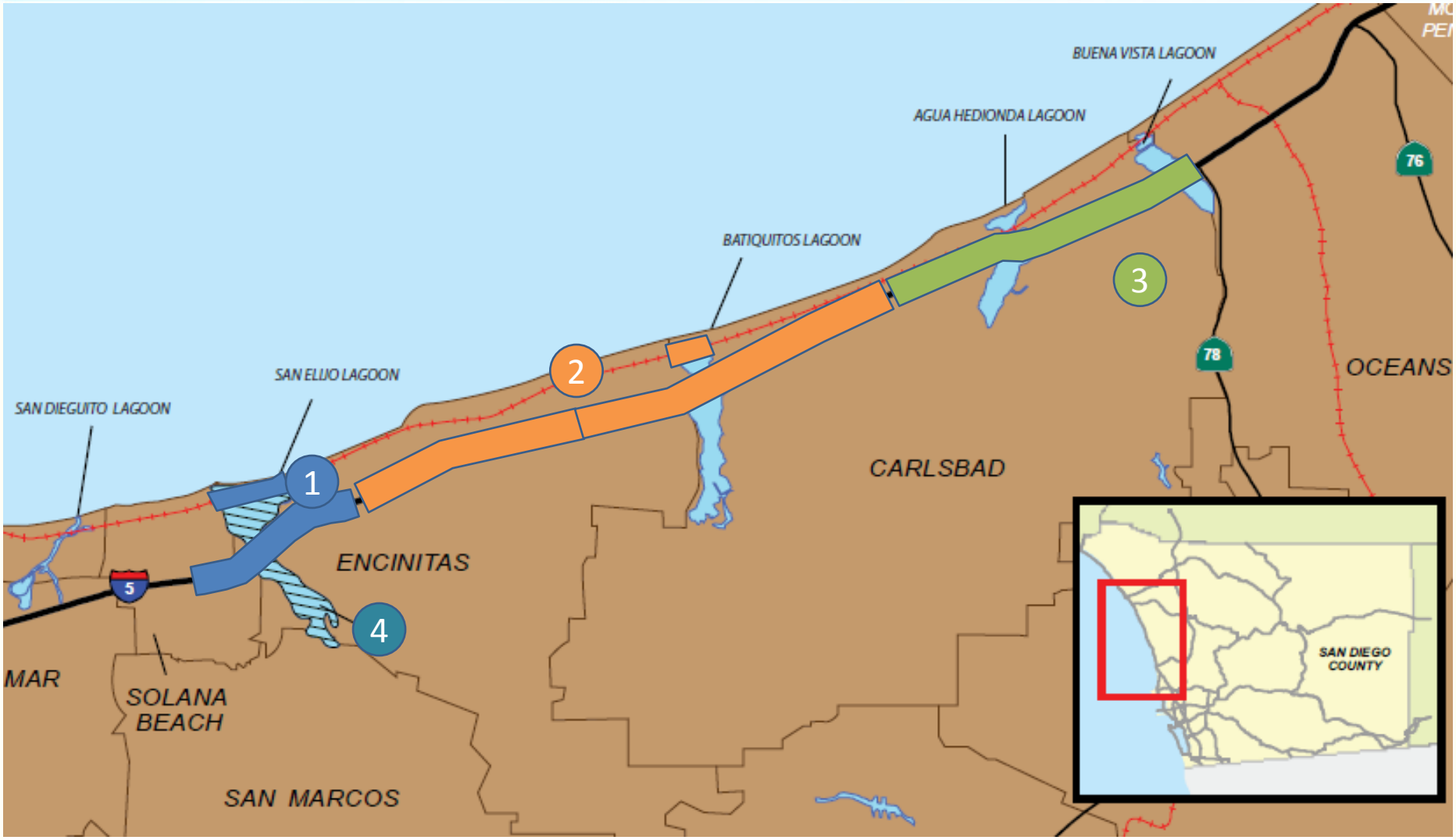
- Improve coastal access
- Improve tidal flushing

(after)

Net Benefit

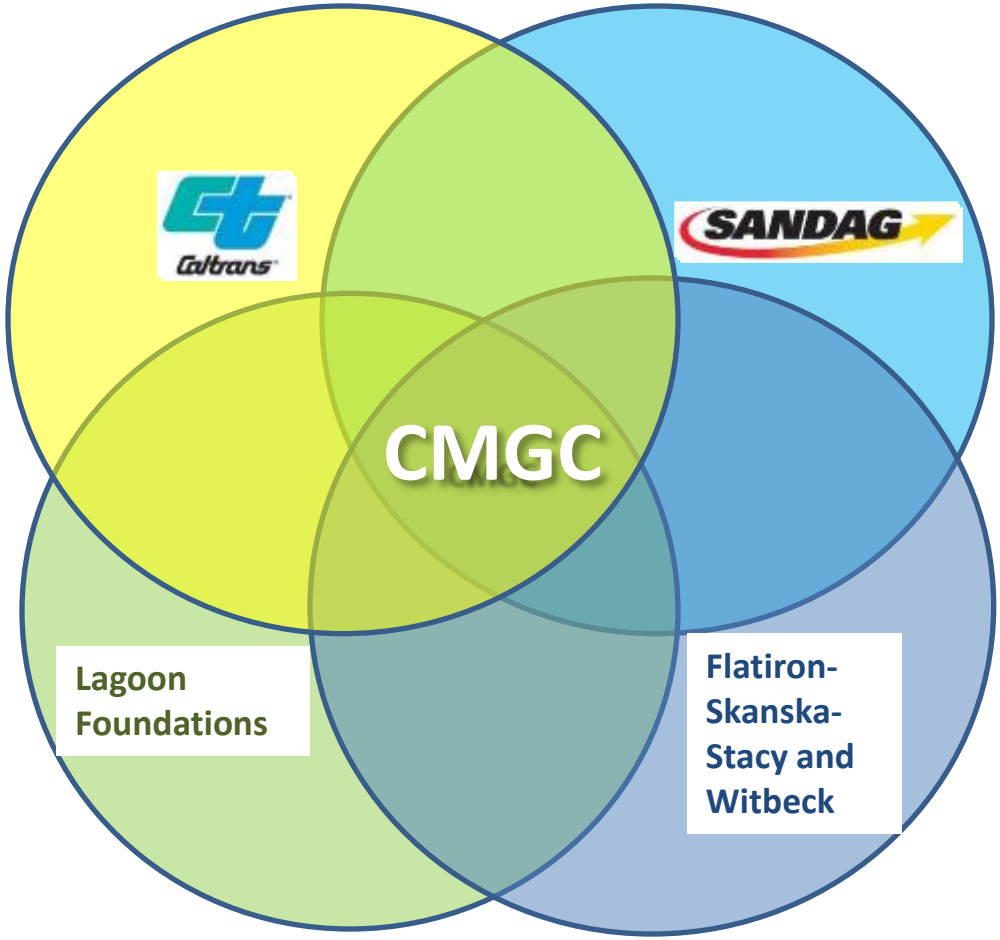
	No Build	Build	Highlights
Coastal Access		✓	• New 27-mile NCC Bike Trail and 7 miles of coastal rail trail • Completes east-west/north-south bike/ped trail links • Highway/rail improvements maximize coastal access • Alleviates demand/spillover traffic on local roadways, further improving coastal access and maintaining coastal character
Coastal Habitat		✓	• Regionally significant habitat restoration and preservation • Advanced no net loss mitigation prior to project impacts • Restores/preserves open space threatened by development • 78 acres of uplands and 55 acres of wetlands established and restored
Water Quality/Wetlands		✓	• Improved tidal flushing • Long-term endowment for lagoon maintenance • Significantly improve run-off treatment • Improves hydrology of 10 coastal drainages
Air Quality		✓	• New bike/ped facilities creates non-vehicular links to transit and activity centers • Improved travel on rail and highway and local surface streets minimizes congestion, reducing emissions
Multimodal Alternatives		✓	• Facilitates smart growth, ensuring transit, roads, bike&ped routes support infill development • Prioritizes alternates to SOV trips, including carpools, vanpools, rail and bus transit • Express Lane revenue supports corridor transit services • Increase options for non-motorized and transit access to the coast

Where we are today



Construction Manager General Contractor

- Minimize impacts to the environment and public
- Maximize opportunities for construction alternatives
- Common understanding of project elements to reduce construction risks
- Design to cost



Best Practices

Entitlement Best Practices

- Holistic system approach
- Shared agency objectives
- Integration brings opportunity

CMGC Best Practices

- Good owner/contractor relationship results in design innovations
- Cost negotiations require new skills and knowledge
- Integration requires blending agency business practices

Next Steps

- Phase 1 Begin Initial GMP Jan 16
- Phase 1 Coastal Commission Hearing March 2016
- Begin Construction Late Spring 2016
- 5 year construction

Contact Information

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Questions & Input

Submit a question using the chat box

Or

Dial *1 to call in your question by phone

Innovative Program Delivery

Major Project Spotlight:
R-10 Project Management Strategies for Complex Projects & Project Management Plans

Sue Datta
Michigan DOT

Carlos Figueroa
FHWA - OIPD




SHRP2 SOLUTIONS
STRATEGIC HIGHWAY RESEARCH PROGRAM

SHRP2 Renewal (R10) Project Management Strategies for Complex Projects

Joint DOT/FHWA Major Projects Webinar

Carlos F. Figueroa, P.E.
FHWA Office of Innovative Program Delivery

November 10, 2015

U.S. Department of Transportation
Federal Highway Administration

American Association of State Highway and Transportation Officials
AASHTO

What is SHRP2?

Tools to save lives, save money, save time.

- Products developed from objective, credible research

- Solutions that respond to challenges of the transportation community – safety, aging infrastructure, congestion

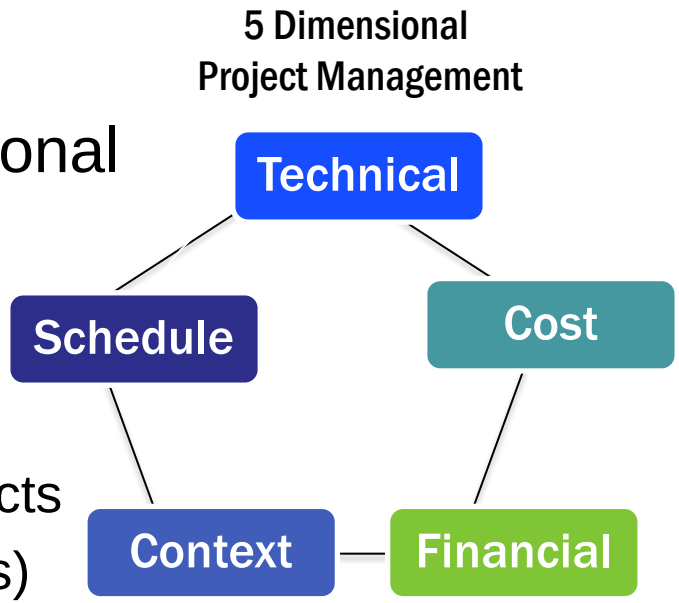
- Collaborative effort of AASHTO, FHWA, and TRB
- Tested products, refined in the field

SHRP2 Solutions offer new technologies and processes to enhance the efficiency of transportation agencies

R10 - Managing Complex Projects

- ***Guide for Project Management Strategies for Complex Projects***
  - Outlines techniques for managing complex projects, e.g. Five dimensional project management model
  - Tools:
    - Training program for DOT staff
    - Case studies on various types of projects
    - Forms (5 methods + 13 execution tools)

R10



- Link to Guidebook
  http://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2prepubR10Guide.pdf
- Link to TRB Tuesdays webinars
  http://www.trb.org/ElectronicSessions/Blurbs/168714.aspx

R10 - Managing Complex Projects

Benefits:

- Early communication in the process
- Early identification of complexity based on needs of the specific project
- Early preparation of the financials, schedule, and resources
- Looking at context and financing as drivers of the project
- Earlier identification of critical success factors
- Creates a realistic balance between the available funding and scope
- Develop project action plans for success

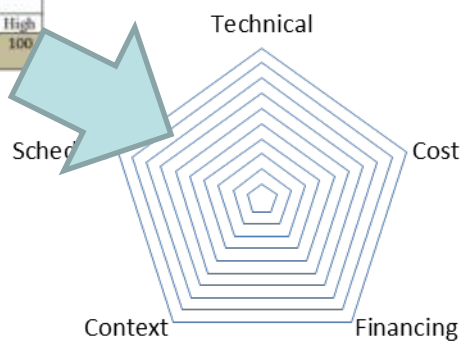
Complexity Mapping

Project:

Please circle the top 3 in each dimension	Within each dimension, how is this project different (more complex) than the "traditional" project?
Cost Factors	
Contingency usage	
Risk analysis	
Estimate formation	
Owner resource cost allocation	
Cost control	
Optimization's impact on project cost	
Incentive usage	
Material cost issues	
User costs/benefits	
Payment restrictions	
Schedule Factors	
Timeline requirements	
Risk analysis	
Milestones	
Schedule control	
Optimization's impact on project schedule	
Resource availability	
Scheduling System/Software	
Work Breakdown Structure	
Earned Value Analysis	

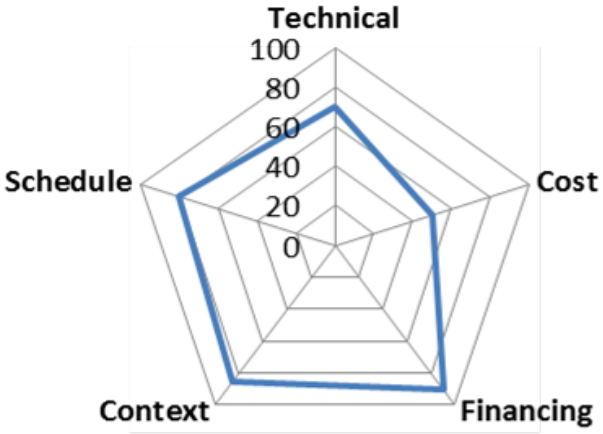
Complexity map - a visual tool that helps identify and understand the dimension(s) with the most complexity

	Scale			
Cost Dimension Complexity	Minimal	Average		High
	0	25	50	75	100
Schedule Dimension Complexity	Minimal	Average		High
	0	25	50	75	100
Technical Dimension Complexity	Minimal	Average		High
	0	25	50	75	100
Context Dimension Complexity	Minimal	Average		High
	0	25	50	75	100
Financing Dimension Complexity	Minimal	Average		High
	0	25	50	75	100



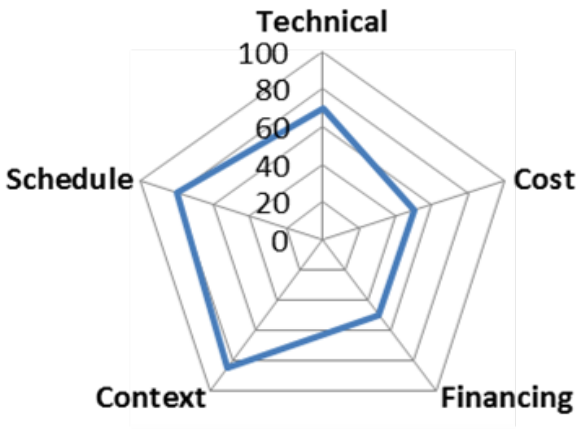
Iterative Mapping Example

Initial Complexity Map
Project Concept



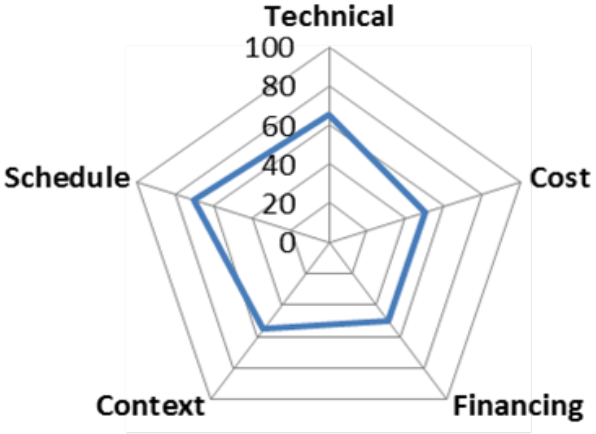
Complexity Footprint = 13434

Second Complexity Map
Project Authorization



Complexity Footprint = 10485

Third Complexity Map
Project Execution



Complexity Footprint = 7894

Average Complexity (all rated 50)= 5944; Maximum Complexity (all rated 100) = 23776

5DPM Methods

- Method 1: Define Critical Project Success Factors

Most Complex				Least Complex
Schedule	**Technical**	**Context**	**Cost**	**Financing**
Complete the project on time or early (Date 1/1/2002 in time for Olympics)	Define scope critical issues to allow early start of work immediately after notice to proceed (RR, utilities, ROW)	Get waiver of typical DBE requirements on federal aid portion and agree to yearly goals over five year project duration, based on local DBE capacity ($4 million/year)	Complete the project at or below cost (Total Cost < $1.7 billion)	Change cash flow models and federal aid waivers to accommodate use of design build (approval by 1/1/1996)

5DPM Methods (cont.)

- Method 4: Prepare Early Cost Model and Finance Plan
  - Process to map cash inflows and outflows
  - Identify secured and unsecured sources of funds and when those funds will become available
- Method 5: Develop Project Action Plans (PAPs)
  - PAPs Goal: develop innovative solutions to remove or reduce constraints to project success
  - Targeted Project Action Plans to anticipate and overcome project *roadblocks* and reduce *speed bumps*

Project Execution Tools

1. Incentivize Critical Project Outcomes
2. Develop Dispute Resolution Plan
3. Perform Comprehensive Risk Analysis
4. Identify Critical Permit Issues
5. Evaluate Applications of Off-Site Fabrication
6. Determine Required Level of Involvement in ROW/Utilities
7. Determine Work Package/Sequence
8. Design to Budget
9. Co-Locate Team
10. Establish Flexible Design Criteria
11. Evaluate Flexible Financing
12. Develop Finance Expenditure Model
13. Establish Public Involvement Plan

R10 Current Users

R10	Type	DOT
Round 1 – Feb. 2013	Lead Adopter	FHWA Federal Lands Georgia Massachusetts **Michigan** New Mexico
Round 4 – Aug. 2014	User Incentive	Alaska Arizona Iowa New Hampshire North Carolina Washington Wisconsin Rhode Island

Contact Information

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Office of Innovative Program Delivery

Project Delivery Team

Federal Highway Administration

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SHRP2 Implementation Assistance Website

http://www.fhwa.dot.gov/goshrp2

Comments or Questions?

goSHRP2@dot.gov

SHRP2 SOLUTIONS

Save lives. Save money. Save time.



I-75 Modernization Project

R-10 Project Management Strategies for Complex Projects & Project Management Plans

Joint DOT/FHWA Major Project Webinar
November 10, 2015
1:30-3:30 PM

I-75 Modernization Project

- I-75 is an interstate freeway that runs north to south from Michigan's upper peninsula to Florida

- Constructed in the 1960s and without any major upgrades in project corridor

- Both an urban (depressed) and rural/suburban (at-grade) section

I-75 Modernization Project

North of M-102 to South Boulevard

- Six-lane facility with three travel lanes in each direction from M-102 to south of 12 Mile Road
- From 12 Mile Road to South Boulevard, it is a six-lane rural freeway with interchanges every few miles

I-75 Modernization Project

North of M-102 to South Boulevard

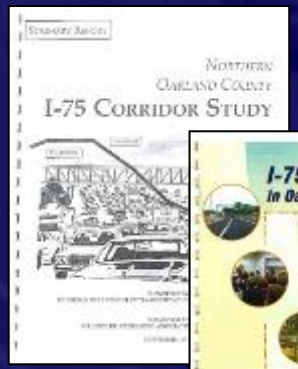
- Project covers about 18 miles within Oakland County, including 11 interchanges, 16 road crossings, traversing through six communities

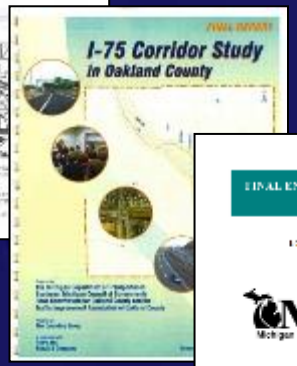
- Contains one freeway to freeway interchange (I-696, not included in project improvements)

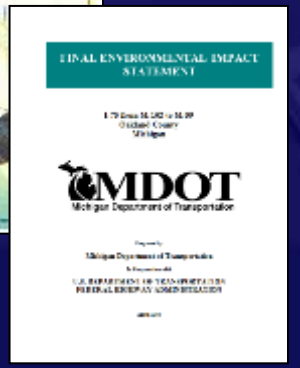
- 51 structures: 47 bridge replacements (41 vehicular and 6 pedestrian) with four new structures

Background

1992: I-75 Northern Oakland County Corridor Study
1999: I-75 SEMCOG/MDOT Corridor Study
2002: Draft Environmental Impact Statement
2005: Final Environmental Impact Statement
2006: Record of Decision
2009: Engineering Report for 12 Mile Road to M-59 (at-grade)
2010: Engineering Report for M-102 to 12 Mile Road (depressed)
2011: Success Management Workshops
2013: Design Modification Analysis
2013/2014: Community Aesthetic Workshops







Scope of Work

- Reconstruct existing three lanes
- Construct one new High-Occupancy Vehicle (HOV) lane for peak hour operation only
- Reconstruct Square Lake interchange to standard right exits and entrances
- Reconstruct 14 Mile and 12 Mile Road interchanges
- Reconstruct I-696 ramp to northbound I-75 by separating on-ramp from the northbound off-ramp to 11 Mile Road

Scope of Work

- Upgrade freeway geometrics
- Replace all vehicular and pedestrian bridges
- Reconstruct service drives (southern portion to 12 Mile Road)
- Construct corridor wide aesthetic improvements
- Improve drainage system
- Upgrade and construct carpool lots & ITS technologies

Cost

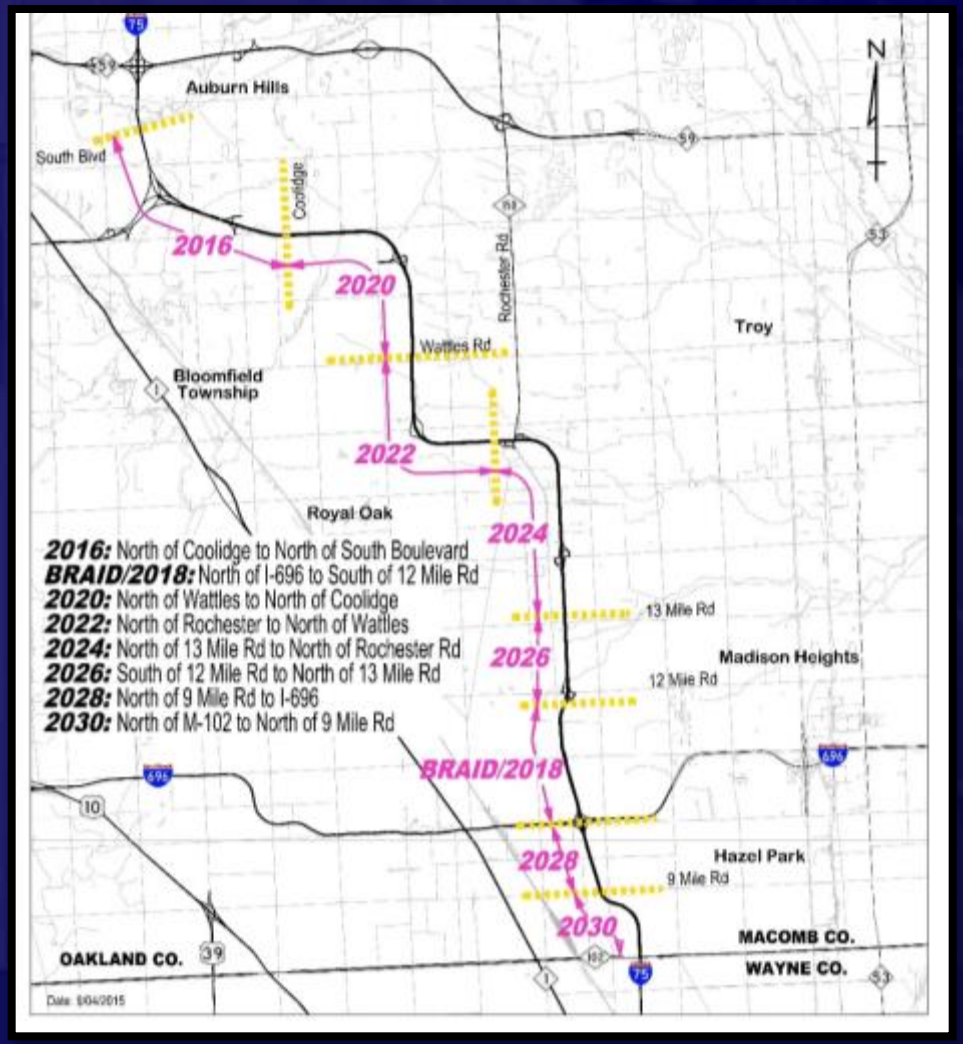
Total cost $1.32B

Year of Expenditure Dollars

- Roadway
- Bridges
- Right-of-way
- Maintenance of traffic
- Design
- Construction engineering

Construction Segments

- Due to funding limitations and mobility concerns, project corridor was divided into eight construction segments
- First two construction segments address operations and crash concerns
- Remaining segments are constructed from north to south in succession



2016 Schedule

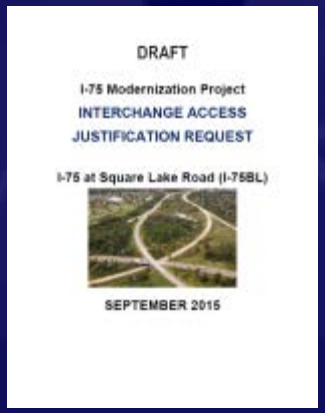
TASKS	COMPLETION DATE
Cost Estimate Review and Financial Plan	
I-75 Modernization Cost Estimate Review	June 16-18, 2015
I-75 Modernization Cost Estimate Review Final Report Submitted	August 14, 2015
I-75 Modernization Initial Financial Plan (IFP)	August 21, 2015
FHWA Review and Approval of IFP	August 28, 2015
Interchange Access Justification Report (IAJR)	
IAJR Submitted to MDOT	September 17, 2015
IAJR Submitted to FHWA	September 24, 2015
2016 Design Build Segment	
Project Information Sheet Posted	June 5, 2015
Request for Qualifications Posted	September 8, 2015
Statements of Qualifications Received	October 26, 2015
Issue Final Preliminary Plans to MDOT	December 4, 2015
Issue Final RID to MDOT	December 4, 2015
Final MDOT Approval of Books, Plans and RID	December 18, 2015
RFP Advertisement	December 21, 2015
Proposal Due Date	April 4, 2016
Contract Award	June 1, 2016

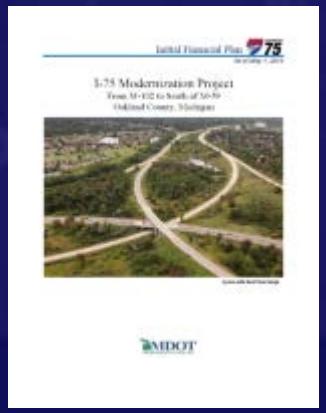
Corridor Schedule

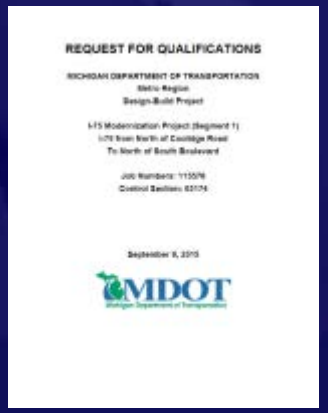
SEGMENTS	COMPLETION DATE
2016 - N of Coolidge to N of South Blvd	
Design/Build Contract Award	June 1, 2016
Design/Build Construction & Utilities	December 31, 2018
2018 - N of I-696 to S of 12 Mile Rd.	
ROW	September 29, 2017
Design	December 31, 2017
Construction & Utilities	December 31, 2020
2020 - N of Wattles to N of Coolidge	
Design	December 31, 2019
Construction & Utilities	December 31, 2022
2022 - N of Rochester ot N of Wattles	
Design	December 31, 2021
Construction & Utilities	December 31, 2023
2024 - N of 13 Mile Rd. to N of Rochester Rd.	
Design	December 31, 2023
Construction & Utilities	December 31, 2025
2026 - S of 12 Mile Rd. to N of 13 Mile Rd.	
ROW	December 31, 2023
Design	December 31, 2025
Construction & Utilities	December 31, 2027
2028 - N of 9 Mile Rd. to I-696	
ROW	December 31, 2025
Design	December 31, 2027
Construction & Utilities	December 31, 2029
2030 - N of M-102 to N of 9 Mile Rd.	
ROW	December 31, 2027
Design	December 31, 2029
Construction & Utilities	December 31, 2031

Current Status

- Re-Evaluation, IFP, and IAJR in review
- PMP Executive Leadership Endorsement underway
- Design/Build Books and 30% plans under review
- RFQ advertised
- RFP to be issued late 2015/early 2016
- Selection and contract award expected Spring 2016

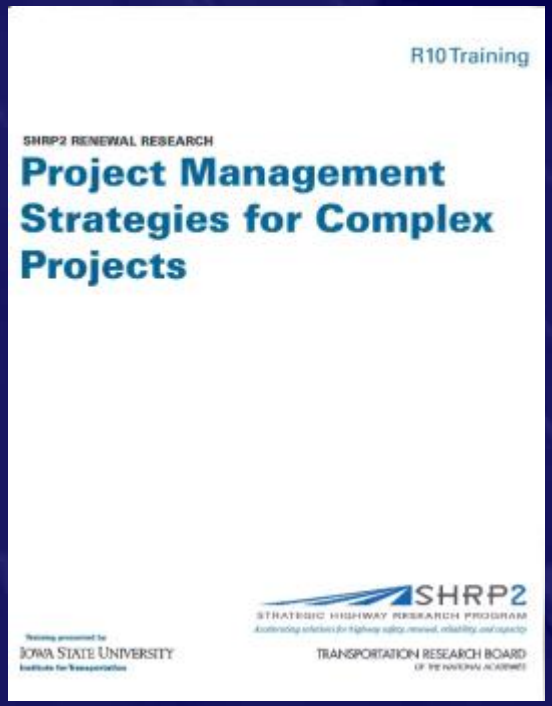






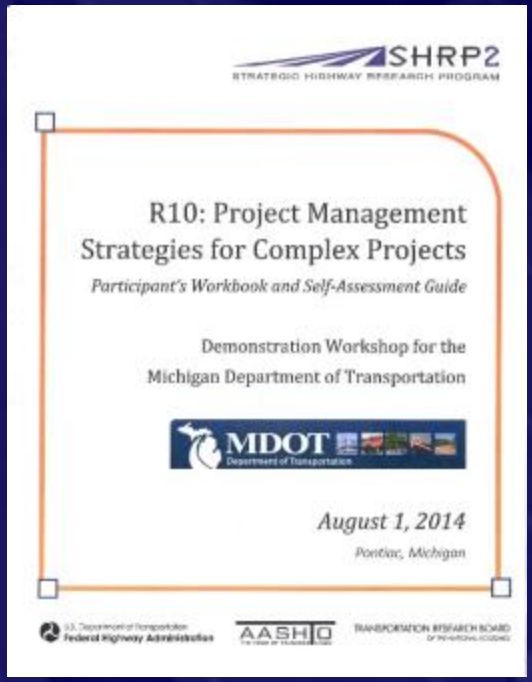
R10 Workshops

- Provided discussion and alternate perspectives at key points of plan development
- Reviewed the Five-Dimensional Project Management Planning method and applicability to mega-projects
- Highlighted financing issues
- Defined and reviewed context and implications to project advancement
- Provided expertise from other parts of the country to share experience and guide plan development



R10 Success

- Focused MDOT to develop feasible, reasonable funding for the mega-projects
- Identified & ensured context was identified, acknowledged, and addressed with a plan
- Introduced risk management planning
- Enabled early preparation of cost modeling and financial plan development

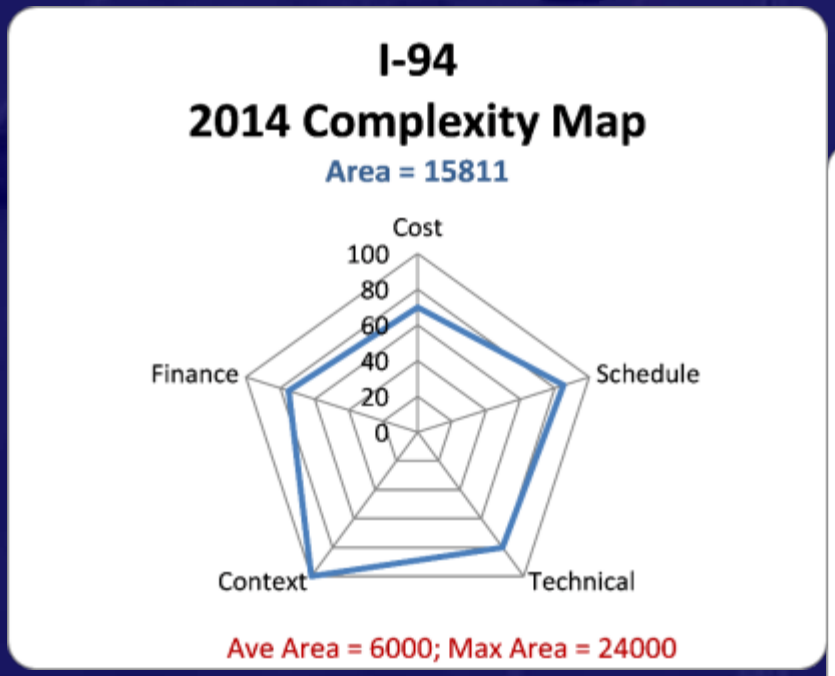


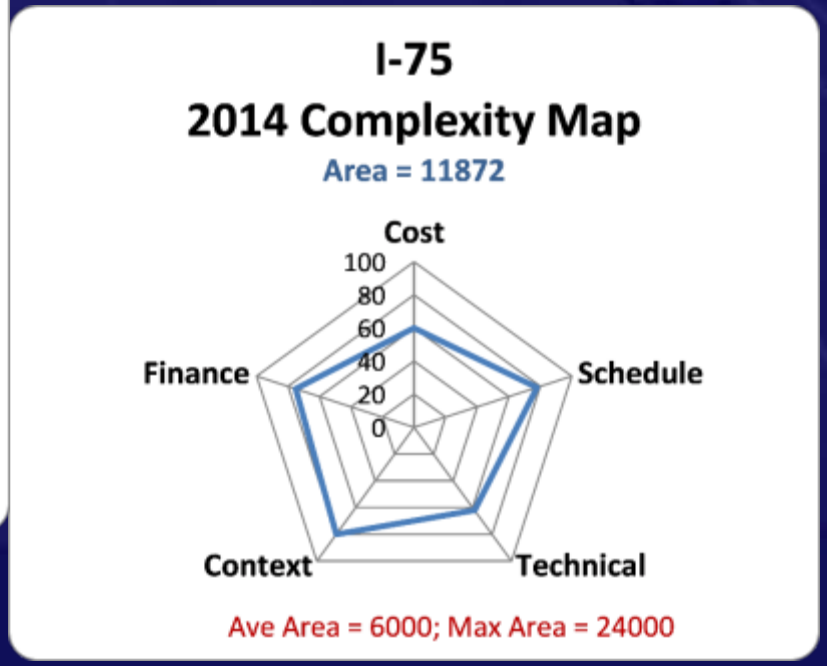
Other Elements

- Unable to easily transfer and apply to average or small sized projects

Lessons Learned

- Complexity mapping should be an electronic visual tool in project development and as checkpoints throughout the process





Lessons Learned

- Context and financing are key elements that need to be planned for and addressed early
- Use of focused, strategic plans help guide development
- Incorporate expectations and R10 elements in PMP outline

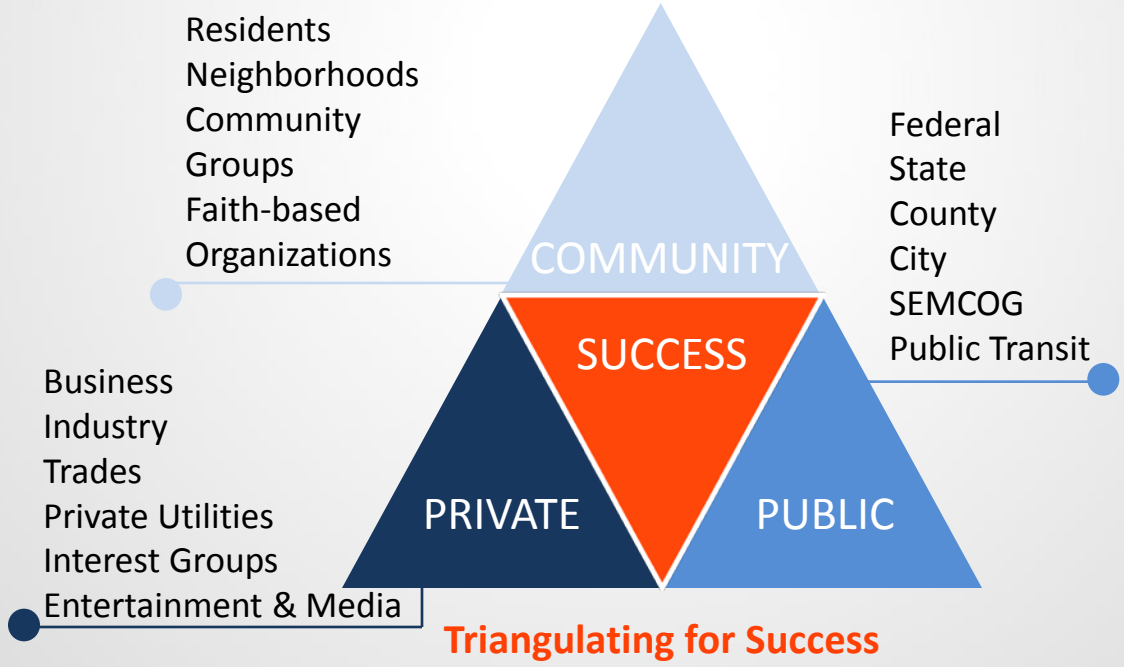
STAKEHOLDER ENGAGEMENT OVERVIEW

Goals:

Achieve a 90% success rating on the public engagement process by engage 100% of stakeholders so they know MDOT is listening to their concerns.

Engagement MUST be…

- Relevant, Credible and Inclusive



Triangulating for Success

STAKEHOLDER ENGAGEMENT PROCESS

- **Methods to engage the public**
  - Stakeholder meetings
  - Advisory committees
  - Public meetings
  - Surveys
  - Project website http://www.michigan.gov/94Detroit
  - Social media
  - Traditional media
  - Email/Direct mail
  - Newsletters


MDOT says it wants feedback on I-94 expansion

By Eric D. Lawrence, Detroit Free Press

Some of the more controversial parts of the proposal to modernize, and possibly expand, a 7-mile stretch of I-94 in Detroit may be up for debate.

Michigan Department of Transportation spokesman Rob Morosi said the agency is seeking feedback on the addition of continuous service drives along the route, from Conner on Detroit's east side, to I-96 on the city's west side, along with the other aspects of what has been proposed as a $2.9-billion highway reconstruction plan.

Public meetings will be held today and Thursday.


Please attend a community meeting about the

INTERSTATE 94 MODERNIZATION PROJECT

WHAT:

An open house-style meeting to gather public input on the future I-94 Modernization Project in Detroit.

BACKGROUND:

Tuesday, July 14, 2015

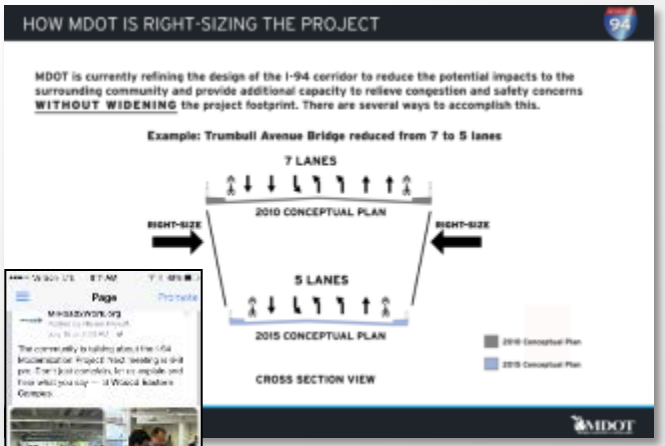
Cathedral Church of St. Paul - Barth Hall

4800 Woodward Ave., Detroit 48201

Thursday, July 16, 2015

Wayne County Community College - Eastern Campus

5901 Conner Ave., Detroit 48213


HOW MDOT IS RIGHT-SIZING THE PROJECT

MDOT is currently refining the design of the I-94 corridor to reduce the potential impacts to the surrounding community and provide additional capacity to relieve congestion and safety concerns WITHOUT WIDENING the project footprint. There are several ways to accomplish this.

Example: Trumbull Avenue Bridge reduced from 7 to 5 lanes

7 LANES

2010 CONCEPTUAL PLAN

RIGHT-SIZE

RIGHT-SIZE

5 LANES

2015 CONCEPTUAL PLAN

CROSS SECTION VIEW

MDOT


INTERSTATE 94 MODERNIZATION PROJECT News

MDOT

STAKEHOLDER ENGAGEMENT SUCCESSES

- July 2015 Public Meetings (184 attendees)
- Media Coverage by 12 media groups
- 600+ Facebook subscribers
- Published Summer 2015 Newsletter
- Outreach to 79 organizations
- 266 Stakeholder Survey participants

Next Steps:

- Fall 2015 Local Access coordination with City Detroit
- Community Connector Bridge Design Charrette
- Winter/Spring 2016 Public Meeting
- Advisory Committee Meetings
- Project Branding (logo, video)

MDOT

Contact Us:
Rob Morosi, MDOT Communications Specialist, 248-483-5107
www.michigan.gov/drive
www.twitter.com/MDOT_MetroDet
www.facebook.com/MichiganDOT
Sign up for e-mail alerts from MDOT

I-75 Modernization Project

Questions

Contact Information

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Innovative Program Delivery

Major Project Spotlight: *I-595 Express Corridor Improvements Project*

Kelley Hall, P.E.
Paul Lampley, PE
Florida DOT

I-595 Express Corridor Improvements Project

Accelerating Innovation through Public-Private-Partnership (P3)

Kelley Hall, P.E.
595 Operations Project Manager

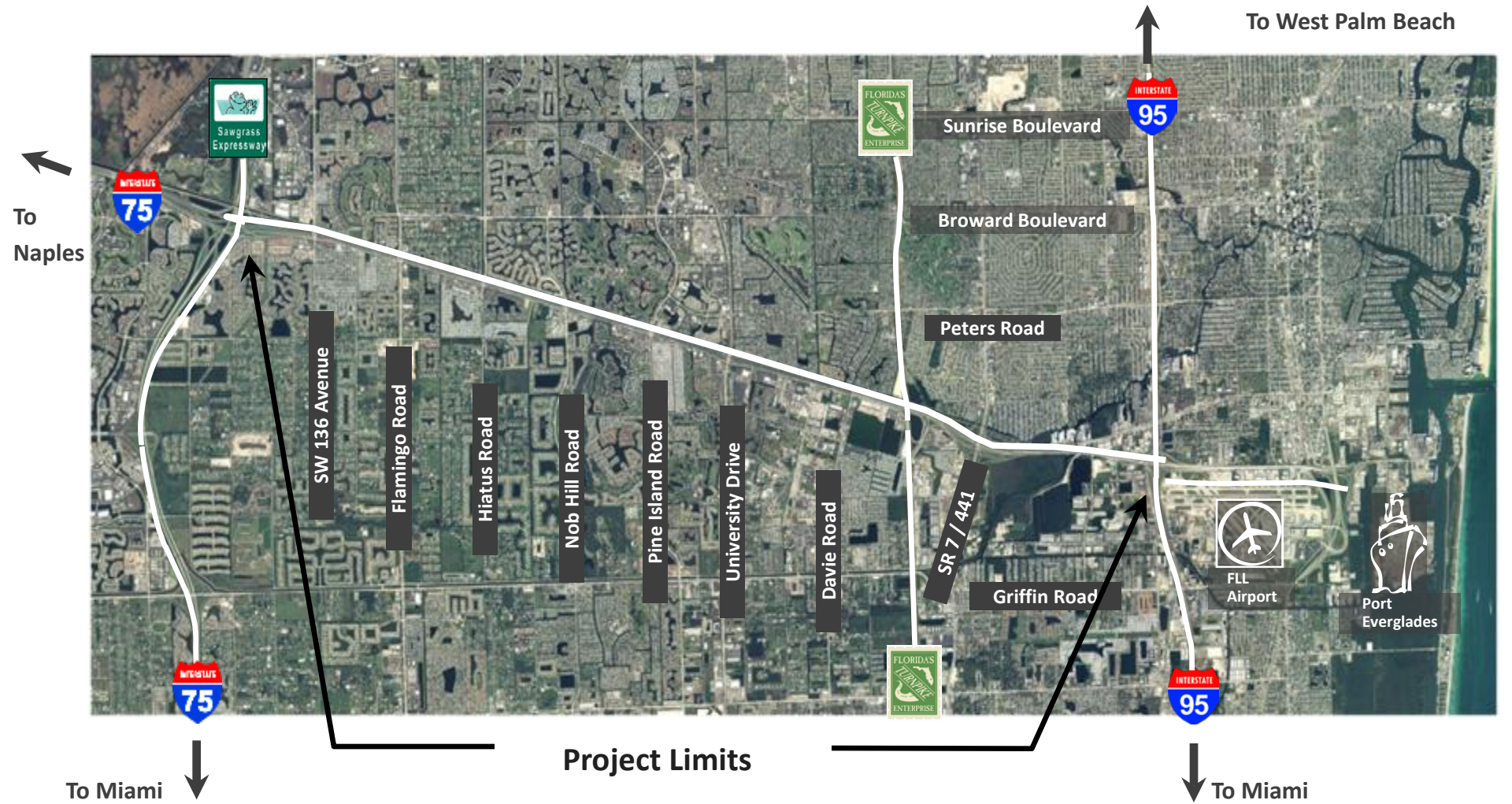
Paul Lampley, P.E.
595 Construction Project Manager

Florida Department of Transportation

595 EXPRESS

Centennial FDOT 1915 ★ 2015

PROJECT LIMITS



I-595 from I-75/Sawgrass Expressway Interchange to west of the I-95 Interchange and Florida's Turnpike from Griffin Road to Peters Road

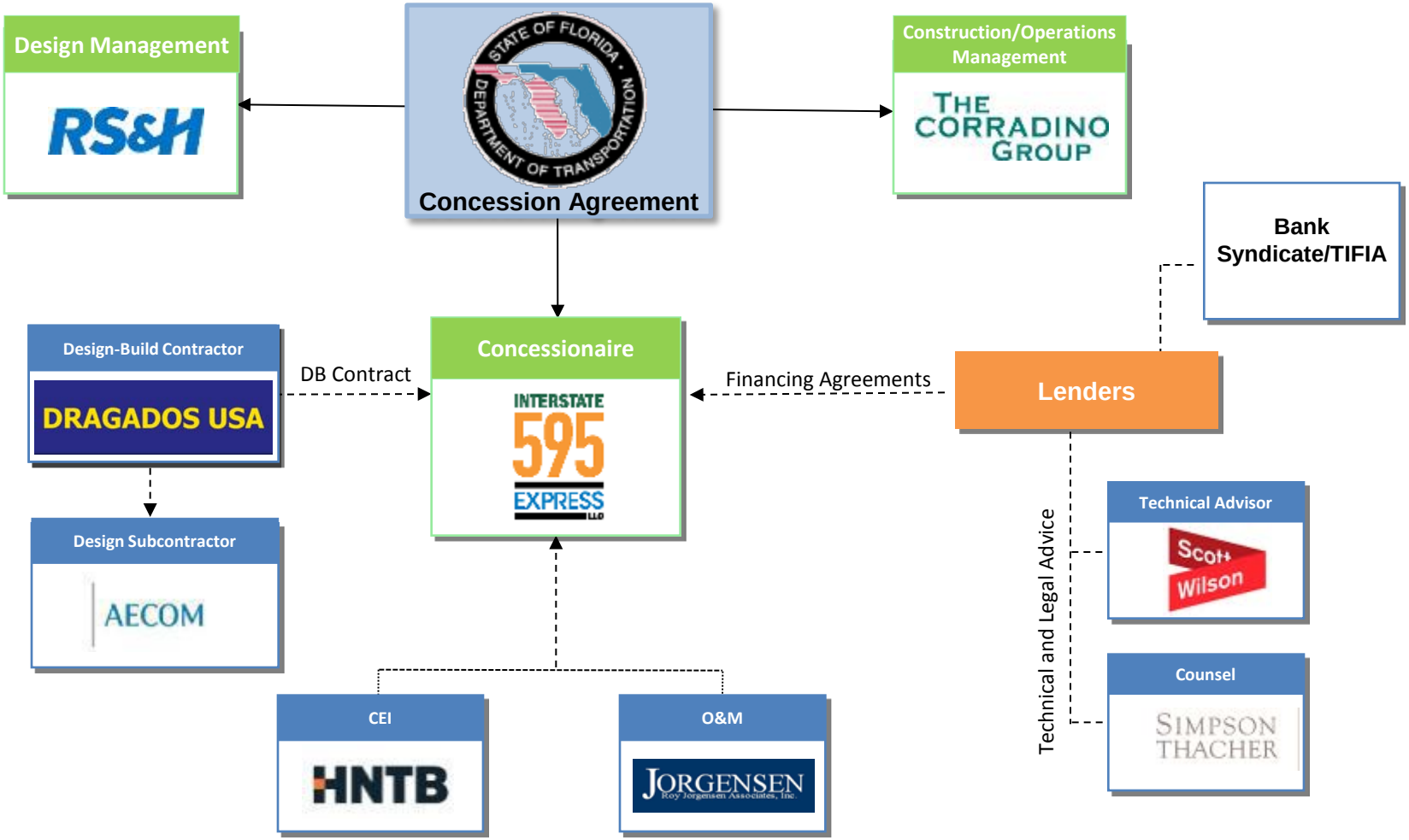
PROJECT COMPONENTS





- Three reversible express lanes
  - Direct connection to Florida's Turnpike
  - Open Road Tolling
- SR 84 continuous connections
- Florida's Turnpike Interchange
- Broward County greenway
- Ramp improvements
  - Auxiliary lanes
  - Braided ramps
  - Bypass bridges
- Sound barrier walls

I-595 Team Organization



PROJECT HIGHLIGHTS

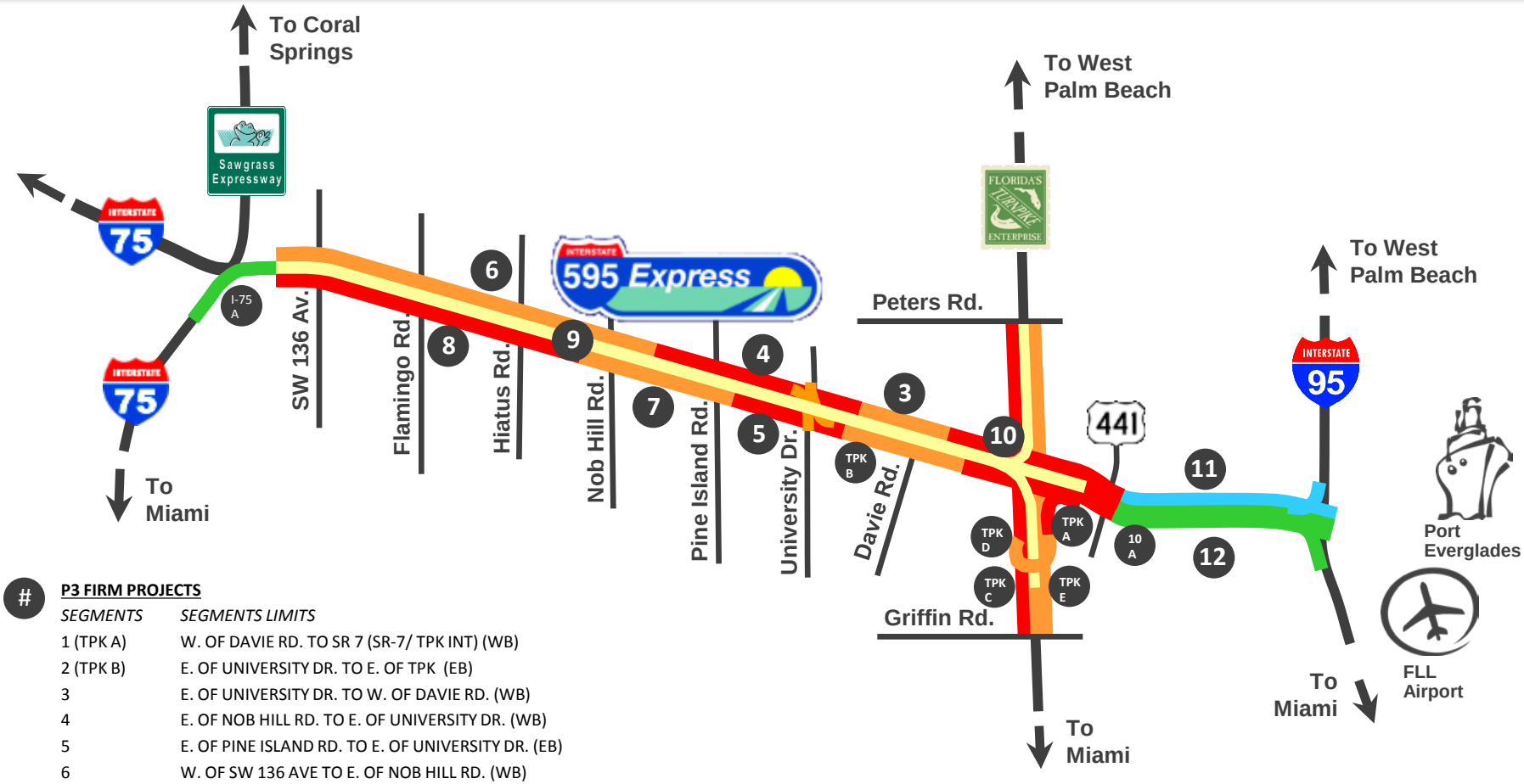
P3 Innovations

- Reuse of existing infrastructure
  - Third level ramp P salvaged
  - Third level ramp N lifted and lengthened
  - Tamp T-1 widened
  - Salvage of existing cross-road bridges
- Minimization of R/W impacts
- Minimization of utility impacts
- Bid price was $200 million below FDOT engineers estimate
- Less than 1% FDOT added work during construction
- Construction complete with zero claims

BENEFITS OF P3 DELIVERY METHOD

- Encourages innovation
- Advances project delivery
- Can provide significant cost savings
- Allows appropriate risk transfer
- Creates jobs and stimulates the economy
- Provides for performance-based O&M

INITIAL PROJECT PHASING

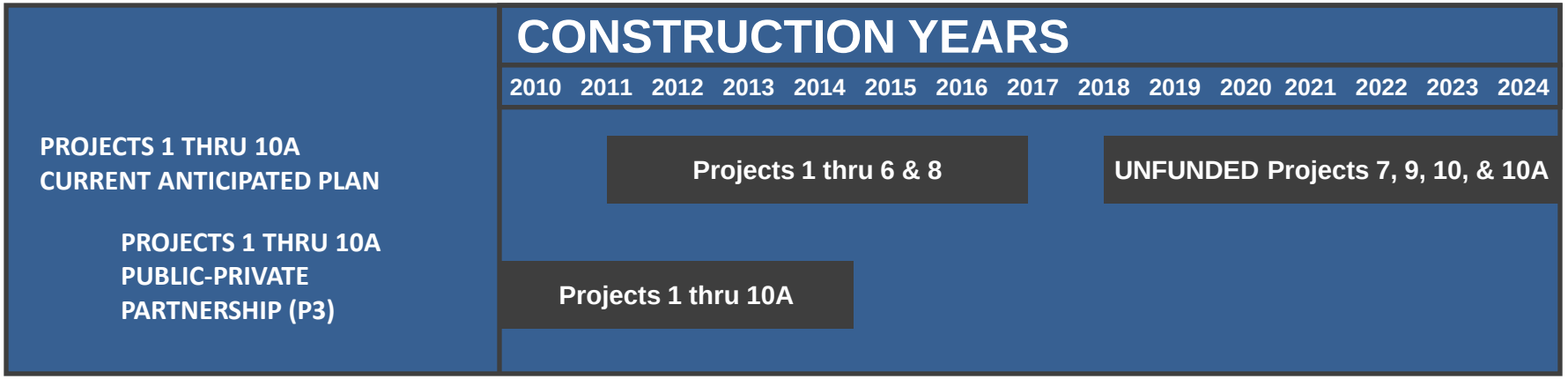


#	P3 FIRM PROJECTS	
	SEGMENTS	*SEGMENTS LIMITS*
	1 (TPK A)	W. OF DAVIE RD. TO SR 7 (SR-7/ TPK INT) (WB)
	2 (TPK B)	E. OF UNIVERSITY DR. TO E. OF TPK (EB)
	3	E. OF UNIVERSITY DR. TO W. OF DAVIE RD. (WB)
	4	E. OF NOB HILL RD. TO E. OF UNIVERSITY DR. (WB)
	5	E. OF PINE ISLAND RD. TO E. OF UNIVERSITY DR. (EB)
	6	W. OF SW 136 AVE TO E. OF NOB HILL RD. (WB)
	7	W. OF NOB HILL RD. TO E. OF PINE ISLAND RD. (EB)
	8	W. OF SW 136 AVE. TO W. OF NOB HILL RD. (EB)
	9	REVERSIBLE LANES FROM W. OF SW 136TH AVE. TO E. OF SR 7
	10	DIRECT CONN. (EAST) FROM REV. LANES TO TPK MEDIAN N. & S. OF I-595
	10A	SEGMENTS 11 & 12 INTERIM IMPROVEMENTS TO ACCOMMODATE REV. LANES (EAST)
	TPKC	TPK FROM I-595 TO GRIFFIN RD. AND SB ON-RAMP (SB)
	TPKD	TPK SB FLYOVER RAMP TO I-595
	TPKE	TPK FROM GRIFFIN RD. TO I-595 (NB)

#	PROJECTS BY OTHERS	
	SEGMENTS	*SEGMENTS LIMITS*
	11	SR 7 TO I-95 (WB)
	12	E. OF TPK TO I-95 (EB)
	I-75 A	DIRECT CONN. (WEST) FROM REV. LANES TO I-75 MEDIAN SOUTH OF I-595

How Did P3 Advance I-595?

- Accelerated the schedule
  - Advanced noise wall construction
  - Provided capacity improvements a minimum of 15 years sooner than the initial (conventional) plan
  - Reduced MOT duration impacting public and businesses
- Provided finance mechanism for funding shortfall



PROJECT SCHEDULE

- Execution of agreement: March 3, 2009
- NTP 2 (take over O&M): July 31, 2009
- Major construction begin: February 26, 2010
- Open Express lanes: March 26, 2014
- Substantial completion: March 26, 2014
- Final acceptance: September 5, 2014
- Construction ($1.2 billion) completed on schedule in 49 months
- Project completed with zero days added to original schedule (no weather days or holidays permitted per contract)

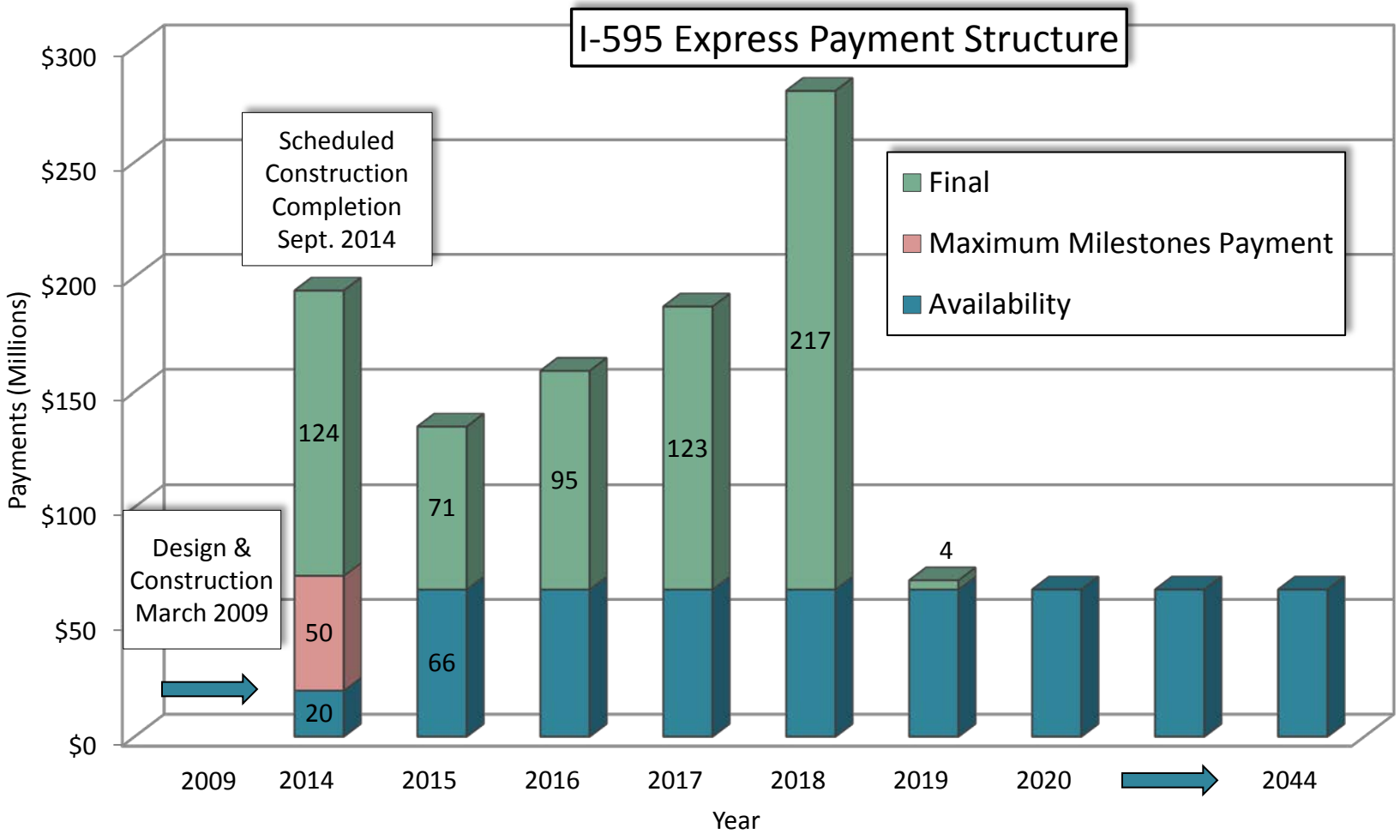
COST BENEFITS OF P3

- Encourages innovation and reuse of existing infrastructure
- Encourages long-term quality
- Allows economy of scale
- Provides fixed cost for design and construction
- Provides fixed cost for long-term O&M
- Includes renewal and hand-back requirements
- Provides financial mechanism to fund shortfall in agencies work program

SUCCESS OF 595 EXPRESS P3

- No payments made until the road was substantially complete and open to the public
- Less than 1% FDOT added work during construction
- Construction complete with zero claims
- Project finished on original schedule

PAYMENTS TO CONCESSIONAIRE



APPROPRIATE RISK ALLOCATION

Risk Category	Risk Allocation		
	FDOT	Concessionaire	Shared
Political	X		
Financial		X	
Traffic & Revenue	X		
Right-of-Way	X		
Permits/Government Approvals			X
Utilities			X
Procurement	X		
Construction		X	
Operations & Maintenance		X	
Hand-Back		X	
Force Majeure			X
Change in Law	X		
Contamination			X
Geotechnical		X	

Economic Benefit

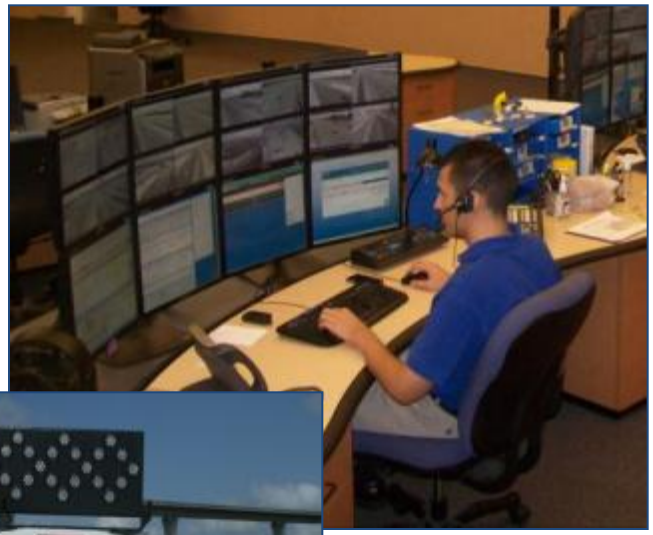
- Employed over 2,000 people per month directly on the project
- Pumped over $18 million per month into local economy
- Contracted with over 275 local companies
- Over 11% of the construction cost awarded to disadvantaged business enterprises
- Graduated 164 trainees in the construction trades

EXPRESS LANES

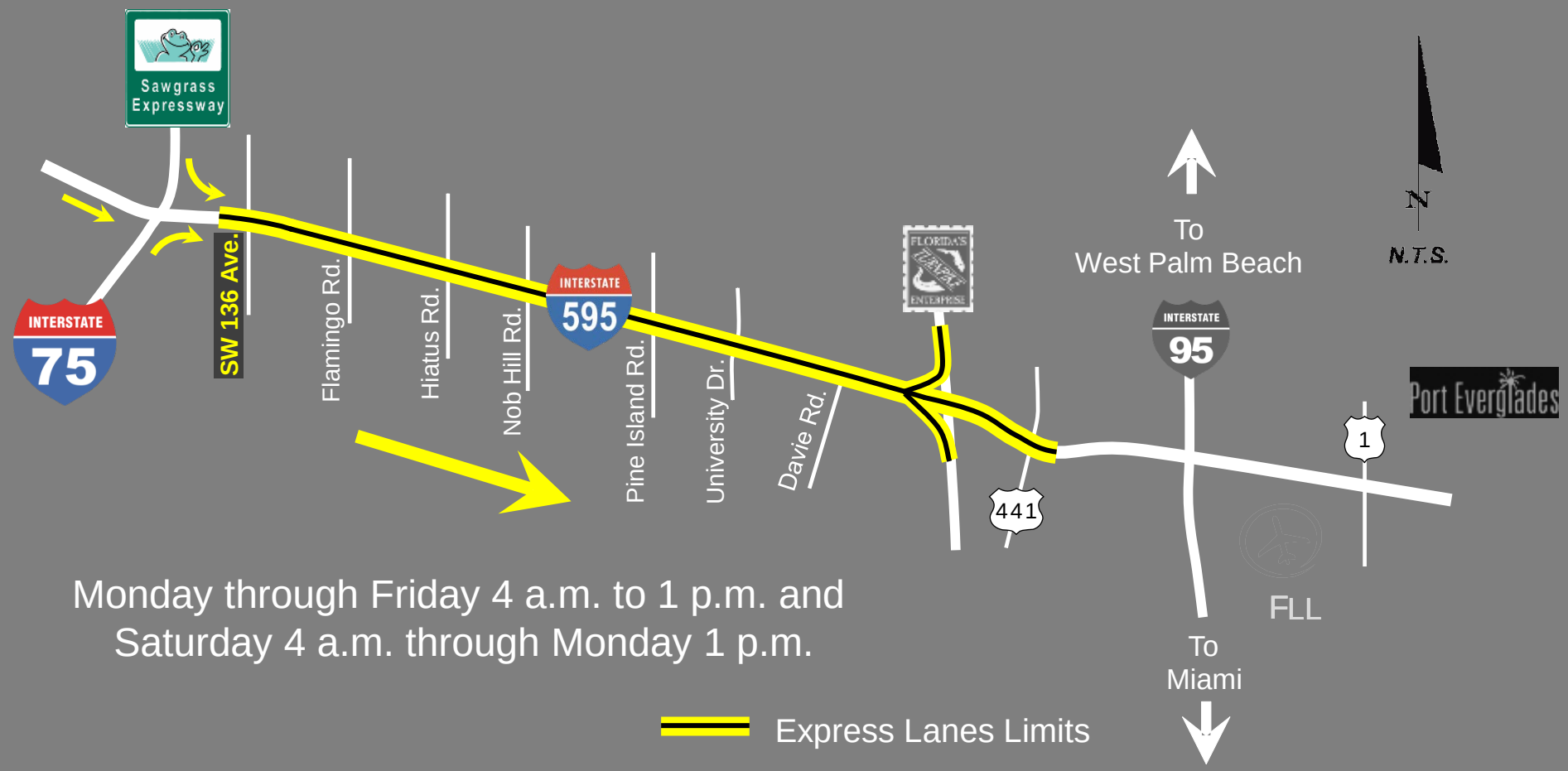
- All motor vehicle types are allowed to use the I-595 Express lanes
- All users are charged a toll in the I-595 Express lanes

OPERATIONS AND MAINTENANCE

- Performance based O&M
  - Payment adjustments
  - Non-compliance points
- Higher level of service to users
- Added traffic management center operations 24/7 – 365 days
  - CCTV monitoring
  - Road rangers 24/7
  - Rapid incident scene clearance
  - Severe incident response vehicles

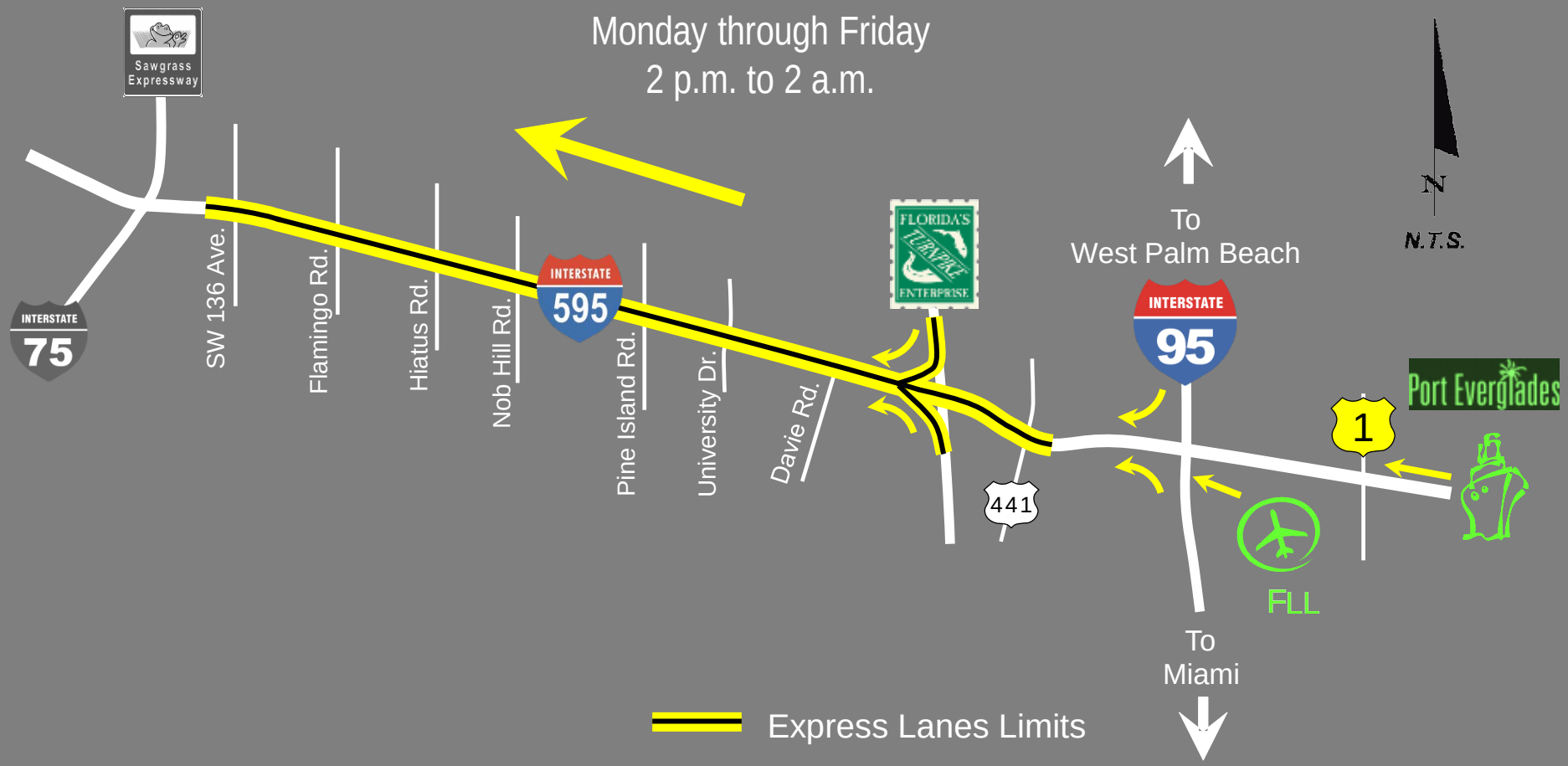


I-595 Express Lanes Limits



Monday through Friday 4 a.m. to 1 p.m. and
Saturday 4 a.m. through Monday 1 p.m.

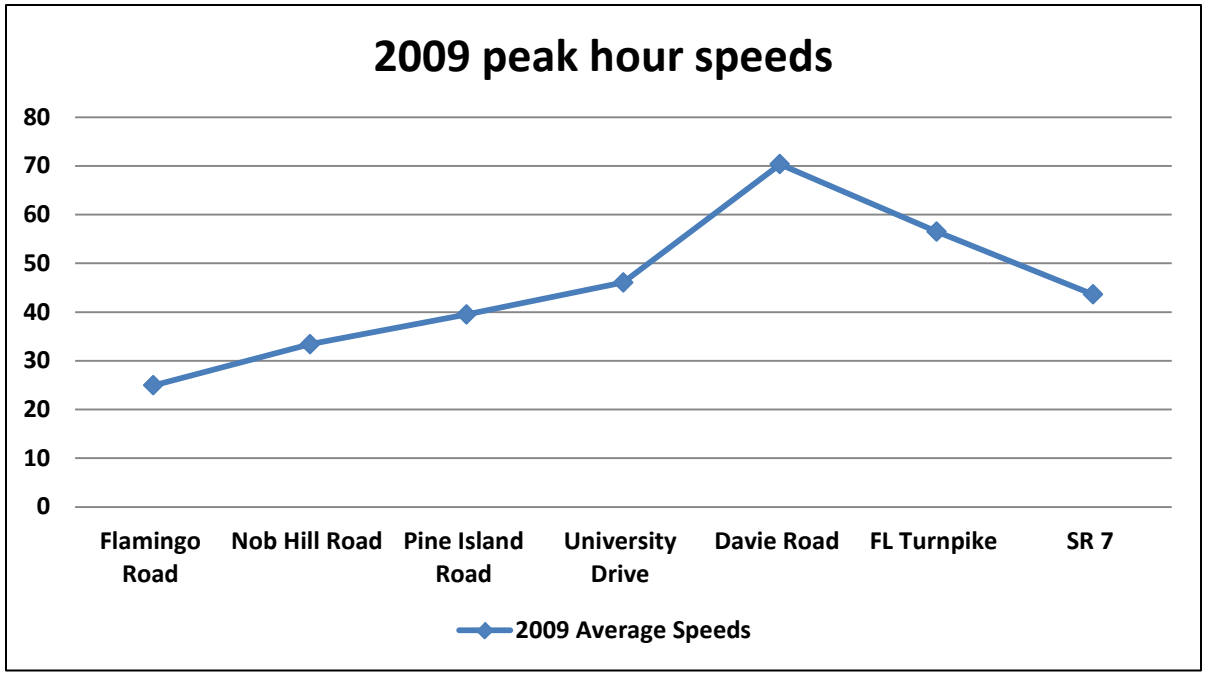
I-595 Express Lanes Limits



BEFORE 595 EXPRESS

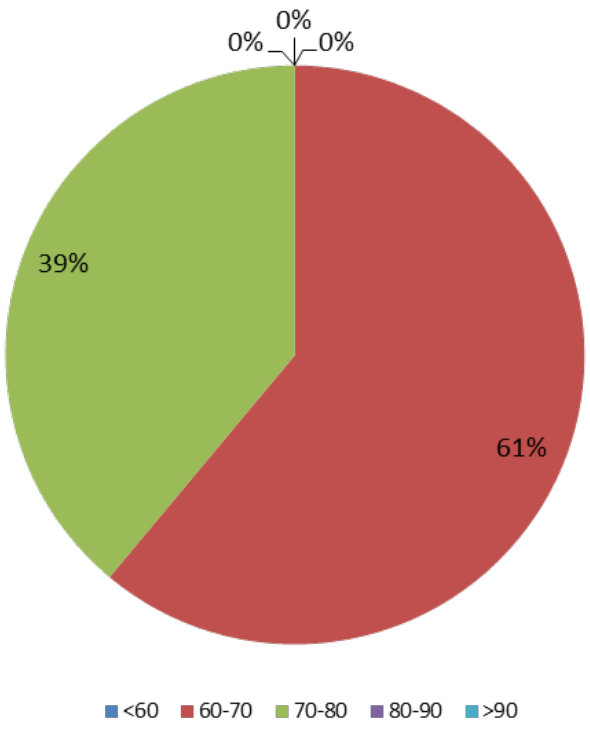
ROADWAY AVERAGE SPEED

2009
44.9 MPH

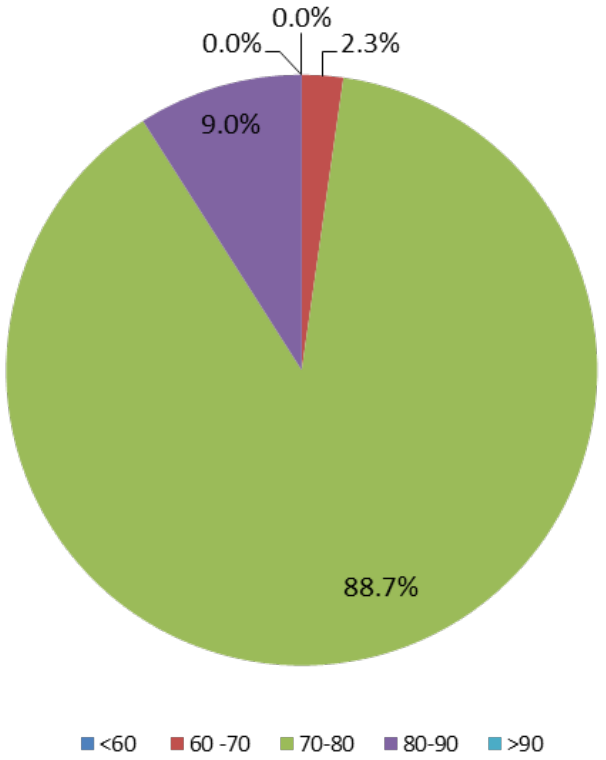


Average speeds show are the 8am to 9am average for the month of August

After 595 Express (2015)

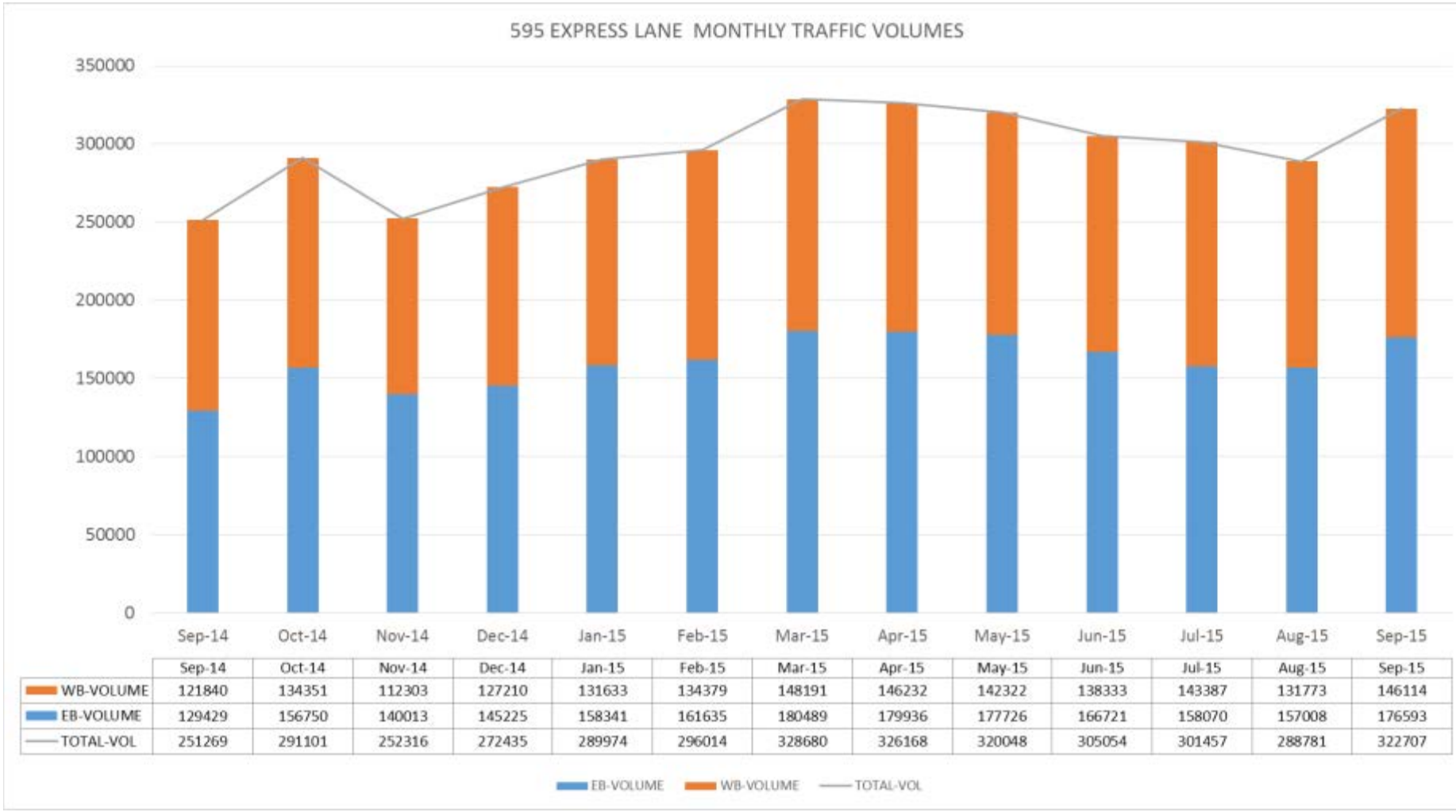


- 2015 Speed Distribution for I-595
  - 61% between 60-70 mph
  - 39% between 70-80 mph
  - 0% lower than 60 mph or over 80 mph



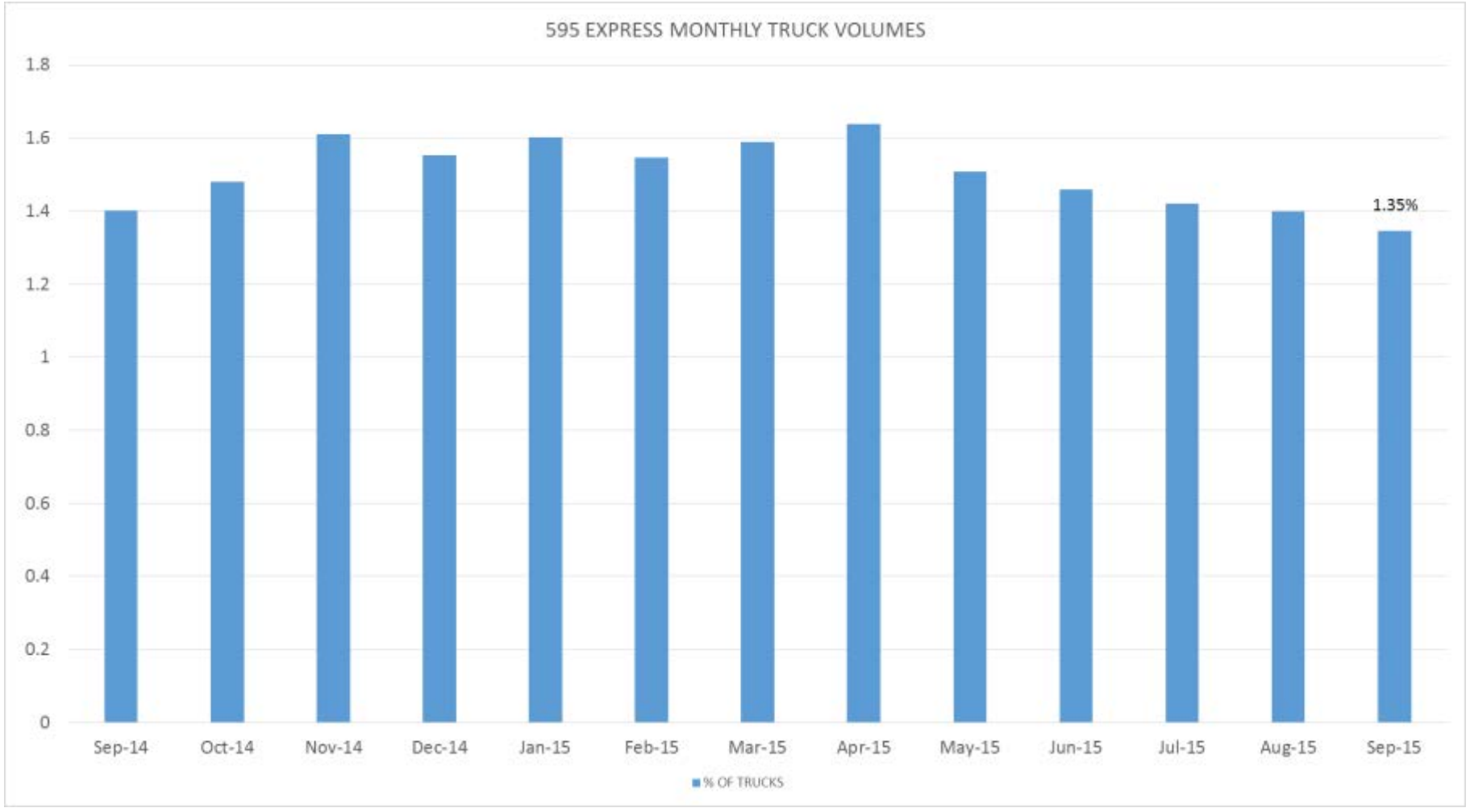
- 2015 Speed Distribution for Express Lanes
  - 88.7% between 70-80 mph
  - 9.0% between 80-90 mph
  - 2.3% between 60-70 mph
  - 0% lower than 60 mph or higher then 90 mph

595 EXPRESS TRAFFIC



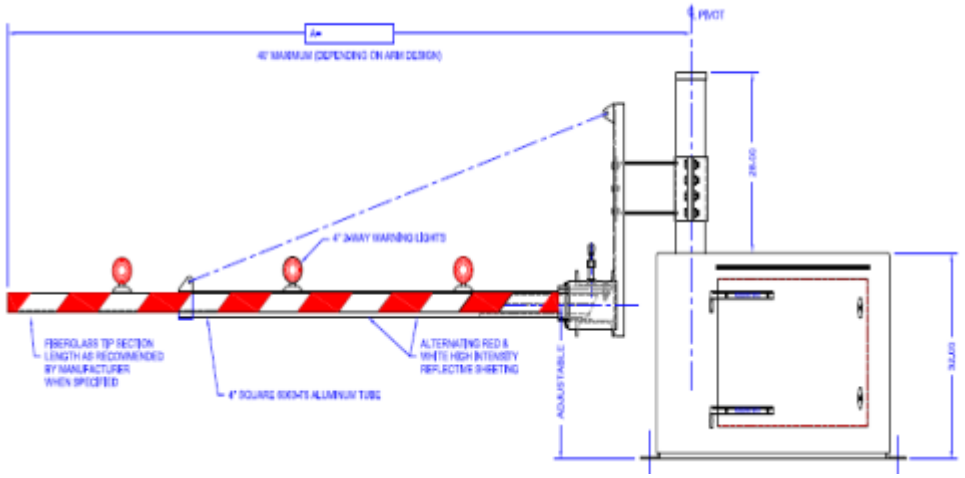
	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
WB-VOLUME	121840	134351	112303	127210	131633	134379	148191	146232	142322	138333	143387	131773	146114
EB-VOLUME	129429	156750	140013	145225	158341	161635	180489	179936	177726	166721	158070	157008	176593
TOTAL-VOL	251269	291101	252316	272435	289974	296014	328680	326168	320048	305054	301457	288781	322707

595 Express Truck Use



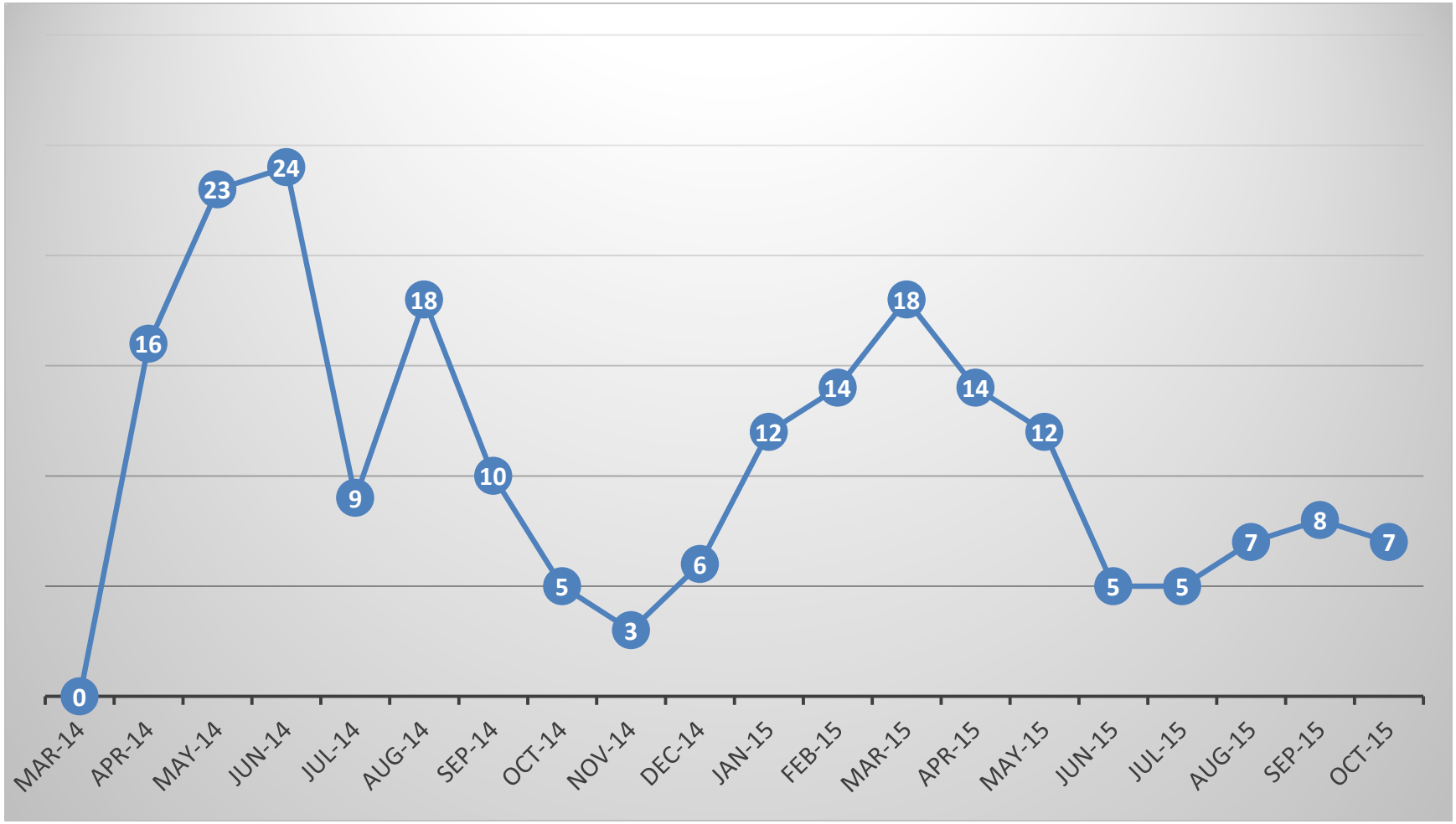
I-595 Warning and Barrier Gates for Reversible Ramps

5 Barrier Gate



34 Warning Gates

I-595 Warning Gate Hit History



I-595 Warning Gates for Reversible Ramps

1. **Shortening the length of the first warning gates:** Originally, warning gates covered the entire width of the travel lanes. Gates were shorten by 18" on May 24th, 2014.
2. **Second shortening of the warning gates at Ramp R-3**: Despite the first shortening, vehicles continued to hit the warning gates of Ramp R-3. Gates were further shortened, to a length of no less than the middle point of the lane on June 16th, 2014.
3. **Additional Improvements to Ramp R-3 were considered**: Re-striping of Ramp R-3 was implemented in August 2014.
4. **Change of banners of the warning gates**: The color and the reflectivity of the original banners were improved by changing the color and the material. The new banners were implemented in September 2014.

I-595 Barrier Gates for Reversible Ramps

5 Barrier Gates

2 Barrier Gate hits since opening.

No vehicles have gotten past the barrier gate.

EMERGENCY ACCESS GATES

Longitudinal Sliding Gates

- 42 foot-wide opening
- Opened from the Traffic Management Center or manually

Shoulder Closure Gates

Emergency Access Gates

- There are five throughout the corridor
- Provide emergency vehicles access into the Express Lanes (three in the westbound direction, two in the eastbound direction)

MAJOR RISC EVENTS

www.595express.info

Questions?

595 EXPRESS

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Build America Transportation Investment Center (BATIC)

Mark Sullivan
FHWA-OIPD

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BATIC's Mission is to:
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The use of federal transportation credit programs such as TIFIA and RRIF.
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Streamlined technical and financial assistance to accelerate project delivery.
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Technical Assistance

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Upcoming Webinars

Joint DOT/FHWA Major Project Webinar

Tuesday, May 10th

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

Quarterly Major Project Webinar (FHWA)

Tuesday, February 2nd

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

Recordings available at: http://www.fhwa.dot.gov/ipd/project_delivery/training/

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

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