



Industry Forum Innovative Delivery Program Briefing

July 6, 2016

GDOT Office of Innovative Delivery

Darryl D. VanMeter, PE

State Innovative Delivery Administrator



Agenda

- Innovative Delivery History
- Program Funding Projections
- MMIP
- Delivery Approach
- Potential Roles
- DBE
- Next Steps



GDOT Innovative Delivery History

GEORGIA Express Lanes Northwest Corridor

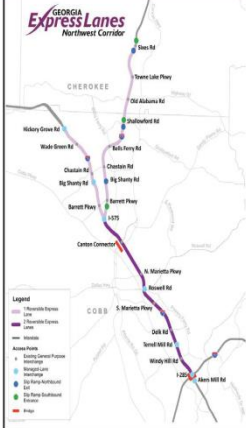


Construction Overview

General Construction Info

- Construction on the Northwest Corridor Express Lanes Project began in October 2014.
- The project team is working in earnest to inform the public about where work will be occurring and any impact that it will have on the traveling public.
- These construction notices, including any lane shifts and closures, are proactively communicated in advance through Georgia DOT's Georgia Express Lanes website at www.dot.ga.gov/DS/CEL/NWC, Georgia Navigator 311, social media and our local print and broadcast news outlets.
- Georgia DOT works diligently to minimize impacts to the public as much as possible.
- Most of the work for this project will occur off of the existing roadway and in the median.
- Crews are restricted from working in travel lanes during peak travel times and on holidays.
- Georgia DOT is working closely with our partners including city and county governments, community improvement districts, transit agencies, businesses, and community groups to ensure that construction updates are readily available and widely communicated.

Project Area



Motorists, please be advised that construction activities are now taking place throughout the entire project corridor.

Current construction work includes:

- Bridge, wall and ramp work, as well as installation of signage to assist the public in navigating the construction areas.
- I-75/I-285 interchange bridge work includes detourage, embankment, subgrade, base, and paving.
- I-75 Southbound will be shifted to saw pavement and bridge over Terrell Hill Road, from Dahl Road to Windy Hill Road.
- Construction will occur along the west side of the I-75 right-of-way, from the I-285 interchange north to the I-75/I-575 split. I-575 construction will be in the I-575 median, and will occur from the I-75/I-575 split north to Sikes Road in Cherokee County.

Construction work may include lane shifts and temporary closures.

Contact

NWC Express Lanes Project
Georgia Department of Transportation
Northwest Corridor Office
881 Franklin Gateway, Suite 405
Marietta, GA 30067
678-495-3767
northwestcorridor@dot.ga.gov

www.dot.ga.gov/expresslanes



SR 316 at Walther Boulevard Grade Separation



Safe Routes to Schools



SR 47 at Little River Bridge Replacement



I-285/SR 400 Interchange

I-75 – Northwest Corridor Express Lanes



HB 170 + FAST Act (federal program) = Industry Opportunities

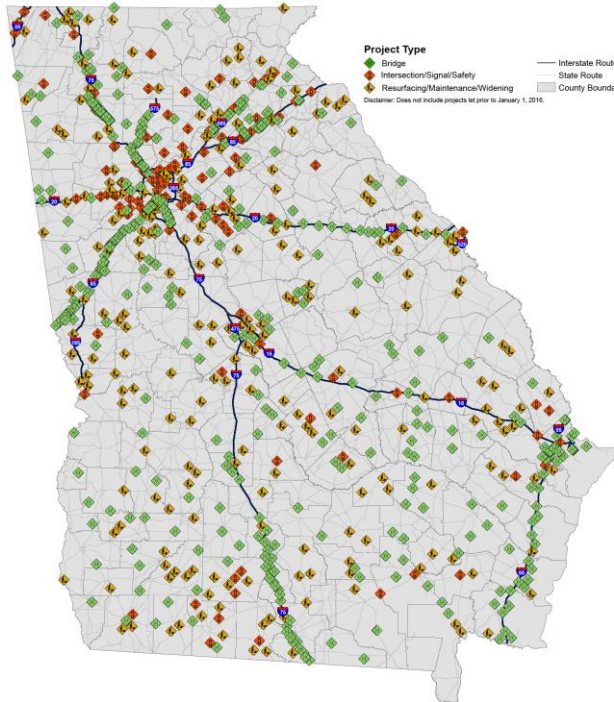
- MMIP Estimated Value: \$14 Billion (10 + years)
- DB projects estimated at \$375-500 M (5 years)
- Delivery Staff = 9 FTE
- Anticipated Consultant Opportunities
 - Extension of Staff – Office IDIQ's
 - Project or Program Specific Procurements
 - Programmatic Procurements – PMC & GEC's
 - Final Design & CEI as part of Design-Build Teams
- Contractors
 - Traditional DBB Program
 - Traditional DB Program
 - P3 Program
 - Mega Projects TBD
 - **Major Mobility Investment Program (MMIP)**



Upcoming Projects



First 18 Months Of Projects



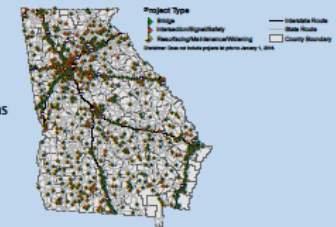
www.GAroads.org



Transportation Funding Act of 2015 (TFA) www.GAroads.org

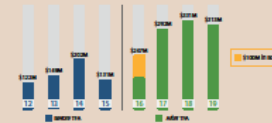
- Funding to improve Georgia's most critical transportation infrastructure
- Takes care of existing roadway first and foremost
- **Projects to be contracted over NEXT 18 MONTHS (January 2016 - June 2017)**
 - Over 2,500 miles in roadway resurfacing
 - Signal projects and improvements for 109 intersections
 - Hundreds of safety projects: signals, intersections, signs and guardrail replacement
 - 36 roadway widening from 2 to 4 lanes
- **33% Increase to Local Government Improvement Grants (LMIG) for road improvements**

*First 18 Months of Projects Across the State



Bridge Projects

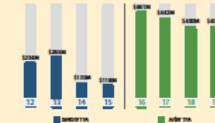
*Prior & Forecasted Funds for Bridge Projects



- Funding nearly **DOUBLED** in FY16
- **More than DOUBLED** by FY17
- **Nearly TRIPLED** by FY18
- Repairing & replacing State AND local bridges
 - Replacing 118 bridges
 - Replacing and maintaining 300+ bridges

Capital Maintenance Projects

*Prior & Forecasted Funds for Resurfacing Projects



- Funding for roadway resurfacing is nearly **QUADRUPLED** in FY16.
- Investment allows for sustainable 15 year major resurfacing cycle, with preventable (routine) maintenance in between.

Routine Maintenance Activities

*Prior & Forecasted Funds for Maintenance Projects



- Funding nearly **DOUBLED** in FY16
- Additional \$200 million contracted
- Pavement preservation: crack filling, pot hole repair, concrete slab repair, etc.
- Roadway and guardrail repair
- Clearing right-of-way & roadway of obstructions to improve safety
- Offers significant advantages for small businesses



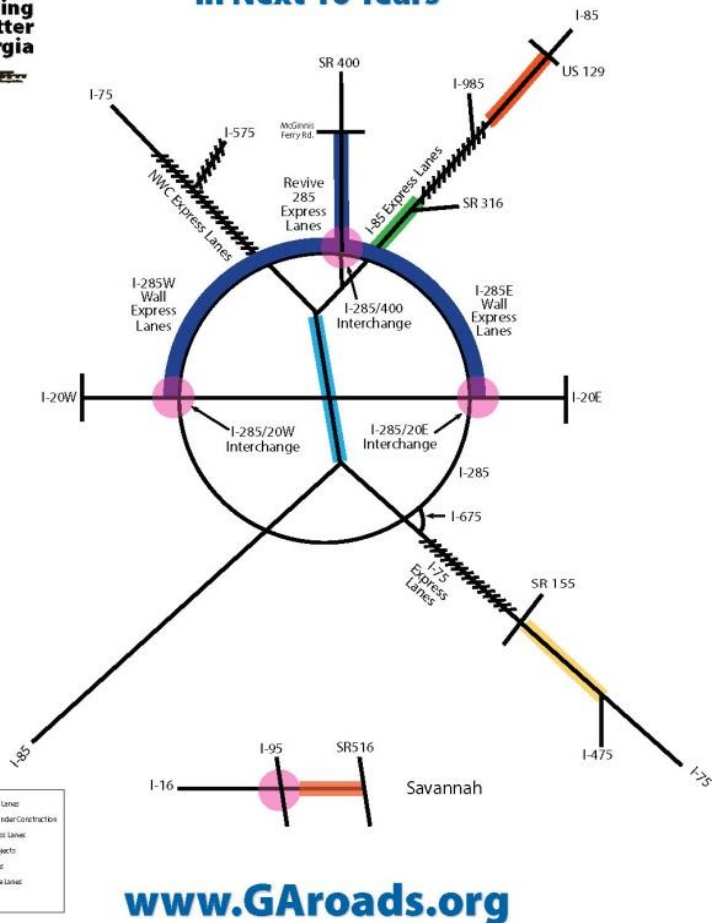
Upcoming Projects



Transportation Funding Act



Major Mobility Investments In Next 10 Years



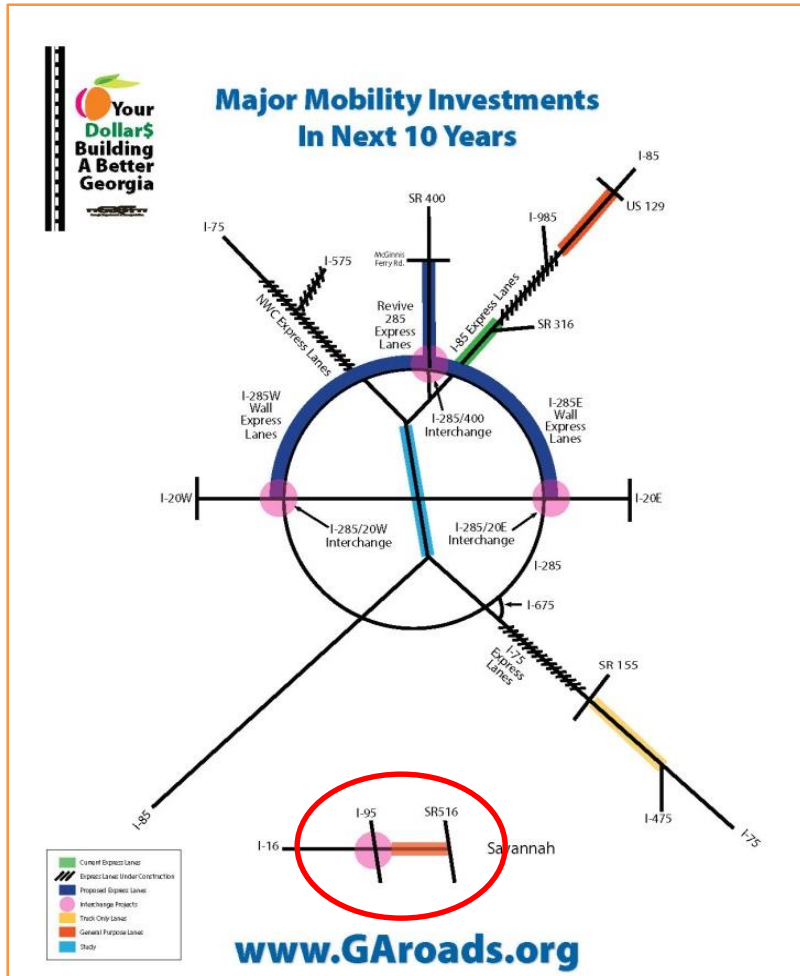
Projects	Total Project \$ Estimate (Millions)
I-285/I-20 East Interchange	\$534
I-285/I-20 West Interchange	\$910
I-285 West Wall Express Lanes, I-20 to I-75	\$743
I-285 East Wall Express Lanes, I-85 to I-20	\$659
Revive 285, Express Lanes I-75 to I-85	\$5,996
I-16/95 Interchange & widening I-16: I-95 to I-516 (2 Separate Projects)	\$244
I-75 NB Truck Lanes: SR 155 (McDonough) to I-475	\$2,064
SR400 Express Lanes; I-285 to McGinnis Ferry Road	\$2,420
I-85 North Widening, Hamilton Mill to SR 211	\$261
I-85 North Widening: SR 211 to US 129	\$344

PLUS

- Various Managed Lanes Projects (TBD)
- Various Interstate improvements and widening to be determined
- Various Design-Build projects that may include Bridge replacements and I-985 widening
- Various P3 projects (TBD)



I-16/I-95 Interchange including I-16 Widening

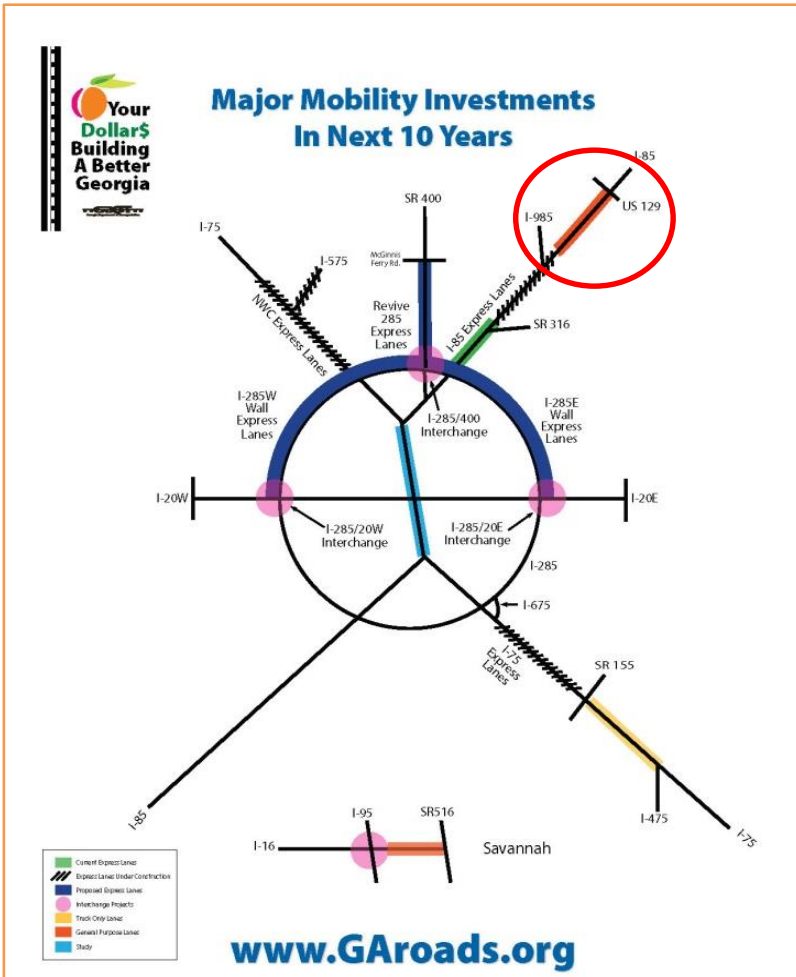


PI 0012758 and 0012757

- Reconstruction of the existing I-16 at I-95 interchange including new fly overs and extension of ramps
- One additional general-purpose lane along I-16 between I-95 and I-516
- The new lanes would be constructed by widening to the existing inside, grassed median



I-85 North Widening



PI 110610

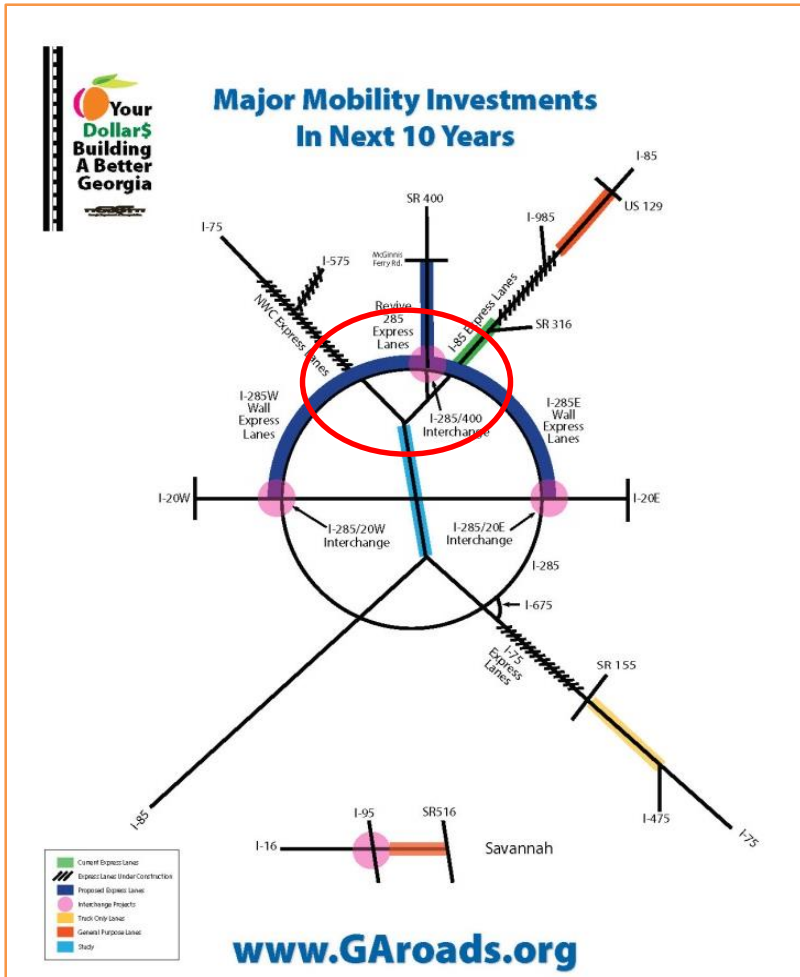
- Hamilton Mill Road to SR 211
- One general-purpose lane in each direction
- 6.2 miles within Gwinnett and Barrow Co

PI 0013545

- SR 211 to US 129
- One general-purpose lane in each direction
- 10.5 miles within Barrow and Jackson Co



Revive 285

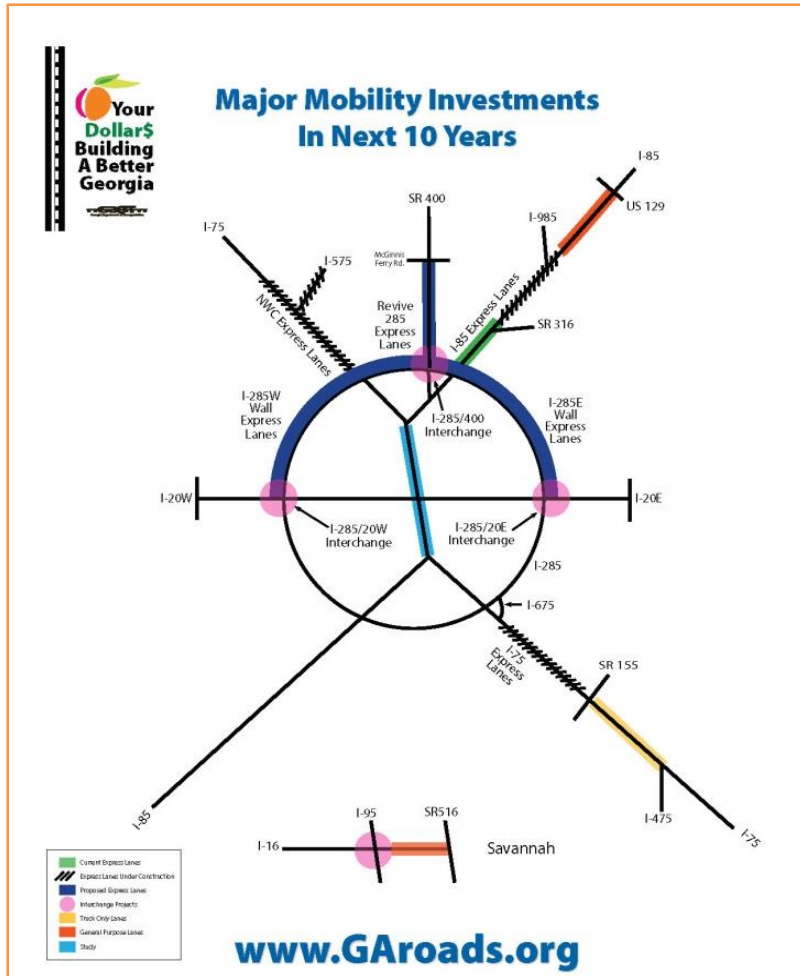


PI 0001758

- I-75 to I-85
- Two Express Lanes in each direction with operational improvements and Collector-Distributor (CD) systems at various locations
- Includes other operational improvements
- The Express Lanes will directly connect to Express Lanes on I-75, I-85 and SR 400



SR 400 Managed Lanes

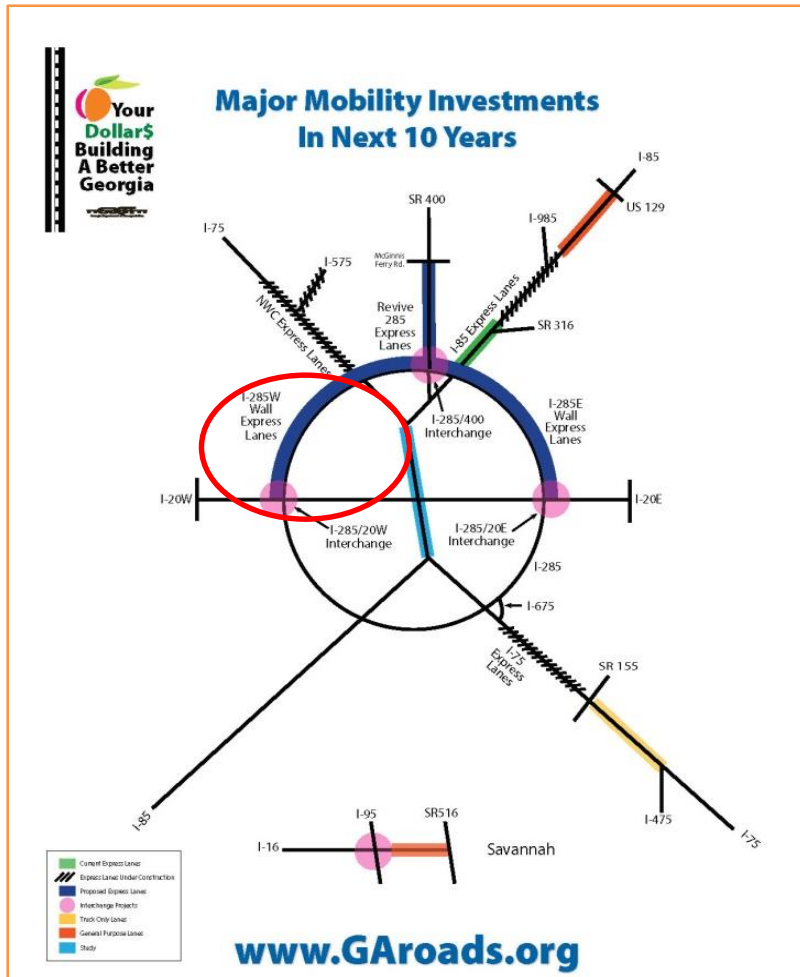


PI 0001757

- Two Express Lanes in each direction along SR 400 between I-285N and McGinnis Ferry Road
- One Express Lane in each direction from McGinnis Ferry Road to McFarland Road
- Will directly connect to the Revive 285
- Intermediate access points will be determined as additional coordination, environmental documentation and design activities are completed on the corridor



I-285 West Wall

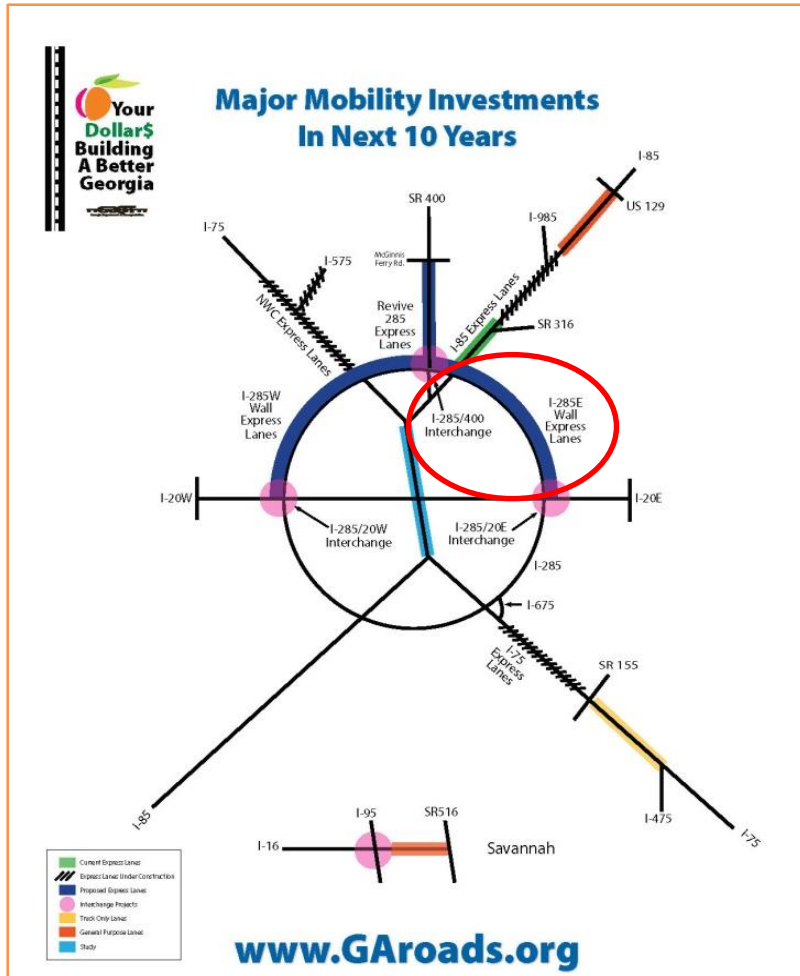


PI 0013917

- One Express Lane in each direction along I-285 between I-20 and I-75
- Existing lanes would be maintained and a new 12' outside lane would be constructed
- The Express Lane would be separated from the general purpose lanes through the use of delineators and pavement striping



I-285 East Wall

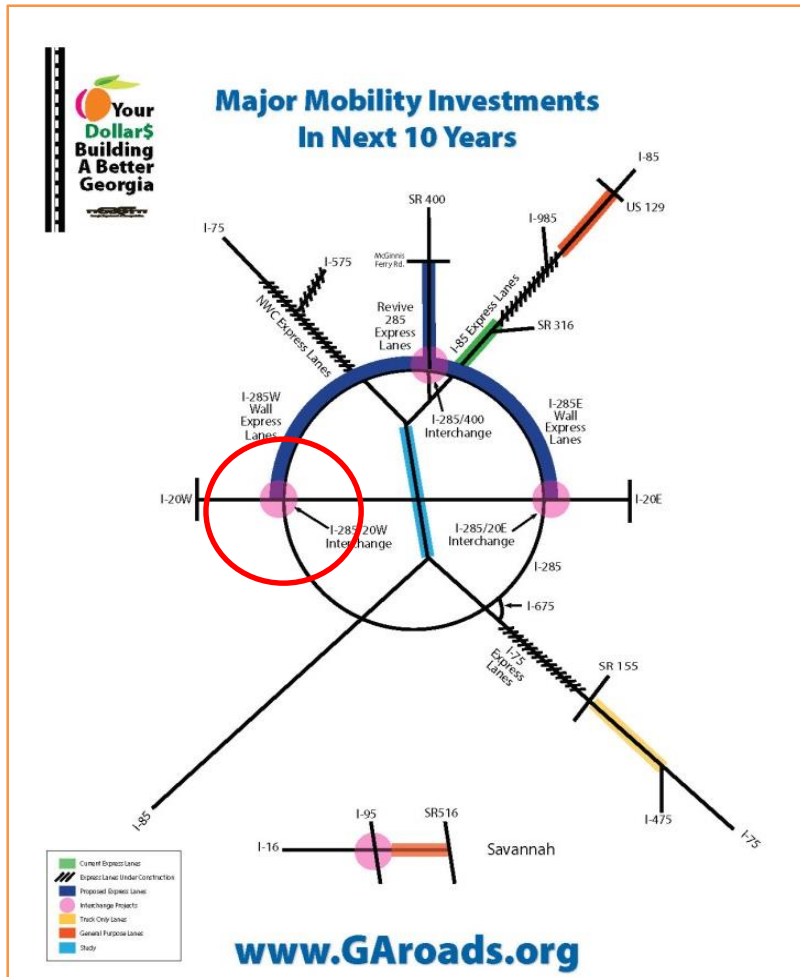


PI 0013914

- One Express Lane in each direction along I-285 between I-20 and I-85
- Existing lanes would be maintained and a new 12' outside lane would be constructed
- Express Lane would be separated from the general purpose lanes through the use of delineators and pavement striping



I-285/I-20 West Interchange

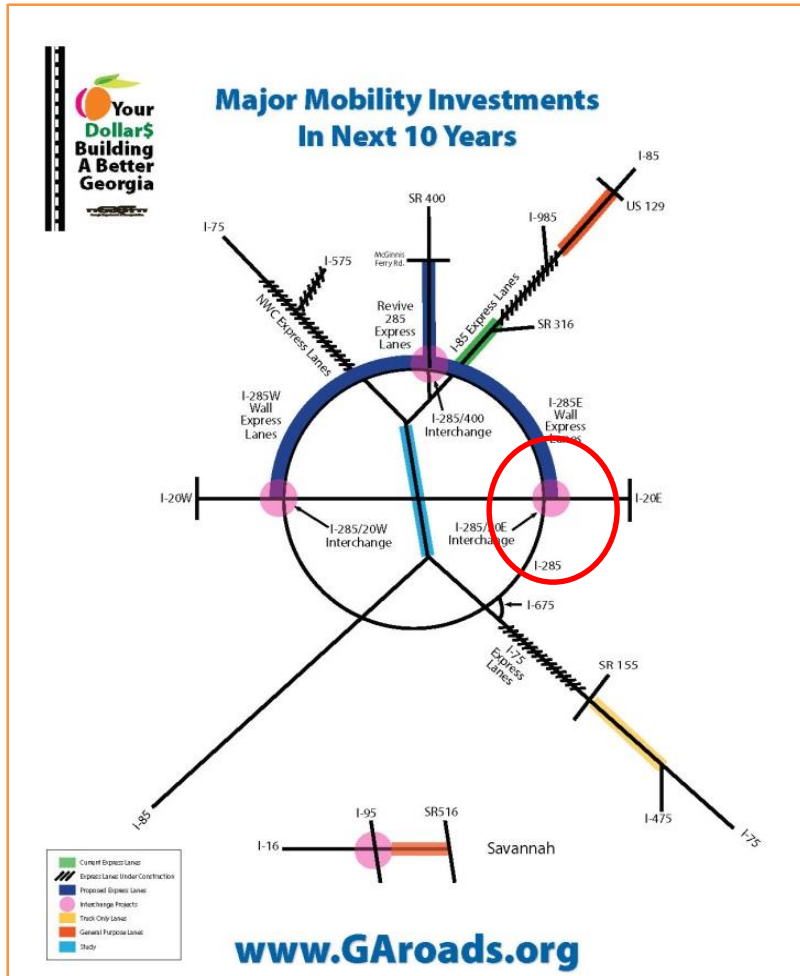


PI 0013918

- Widening and operational improvements on I-20 eastbound and westbound between Thornton Road and the I-285 Interchange
- Additional lane along I-20 eastbound from Factory Shoals Road Bridge to Six Flags Parkway
- Includes other operational improvements
- Will not preclude future Express Lane connections between I-285 and I-20



I-285/I-20 East Interchange

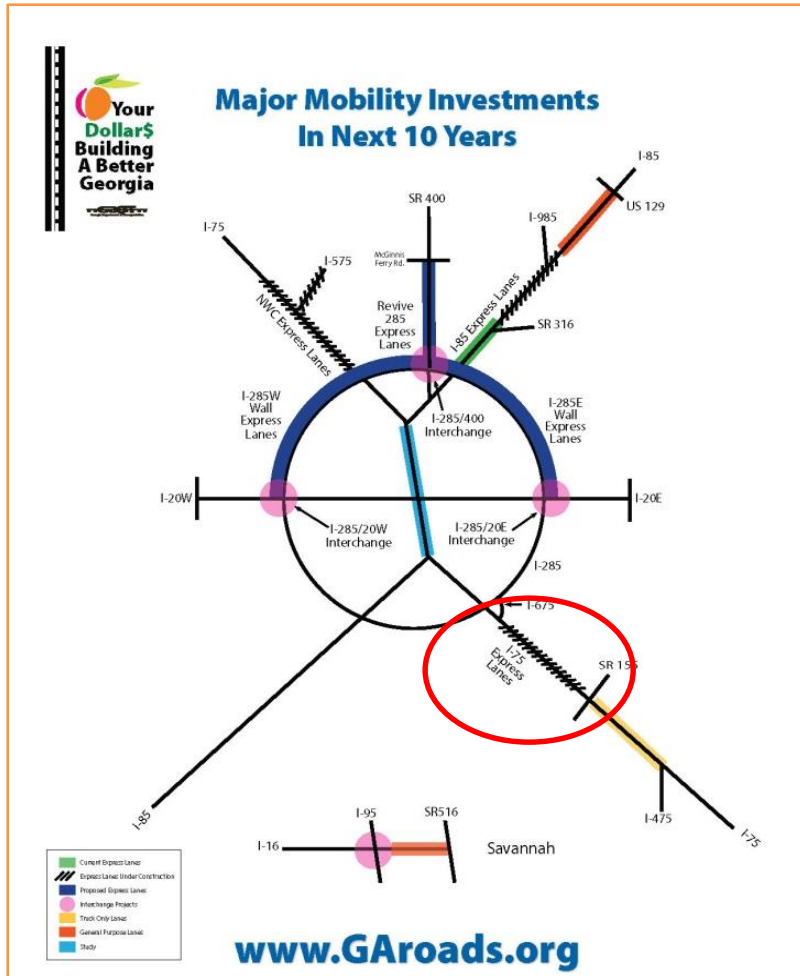


PI 0013915

- Widening and operational improvements on I-20 eastbound to I-285 southbound ramp and the I-285 southbound to I-20 westbound ramp
- Includes other operational improvements
- Will not preclude future Express Lane connections between I-285 and I-20



I-75 Truck Lanes



PI 0014203

- Addition of two designated, separated truck lanes in the northbound direction along I-75 from McDonough to I-475 in Macon
- The truck lanes would be barrier-separated from the general purpose lanes along I-75
- The truck lanes will not be tolled
- The final northern limits will be determined once additional environmental and traffic studies are conducted



High Expectations for MMIP

MMIP Goals

- Support economic development throughout the state of Georgia
- Improve mobility for people, goods and freight in key transportation corridors statewide, including the metro Atlanta region
- Relieve traffic congestion and improve travel reliability for improved quality of life

“We are about to embark on a 10-year journey into Georgia’s future.”

“We promised the people of the state of Georgia that we would show them results. And that is what we’re doing today.”

- Governor Nathan Deal

“It will be transformational for Georgia in the short term and the long term.”

- Commissioner Russell McMurry

“This program will be delivered on time and on budget with high quality. Failure is not an option!”

-Chief Engineer Meg Pirkle



BENEFITS OF MMIP*

- 5% delay reduction across transportation network
 - Results in decrease in transportation costs
- Increases Gross State product (GSP) growth by \$2.5 B
 - 13,660 permanent jobs created
 - \$1.1 B additional personal income

*Benefits pulled from the Cambridge Study summary



MMIP Corridor Project GEC Consultant Opportunities

- 16/95 I/C & 16 Widen**
- 85 N Widening**
- Revive 285**
- SR 400**
- 285 W Wall*
- 285 E Wall*
- 285/20 W I/C*
- 285/20 E I/C*
- 75 Truck Lanes*

Corridor GECs (Full Delivery)*

Project Studies & Analyses
Procurement Support
Scoping
Environmental & Costing Plans
Pre-Scoping & Early Schematics
Design Oversight – Submittal Review
Construction Management & Oversight –
OCEI

Corridor GECs (Partial/Post-Let Delivery)**

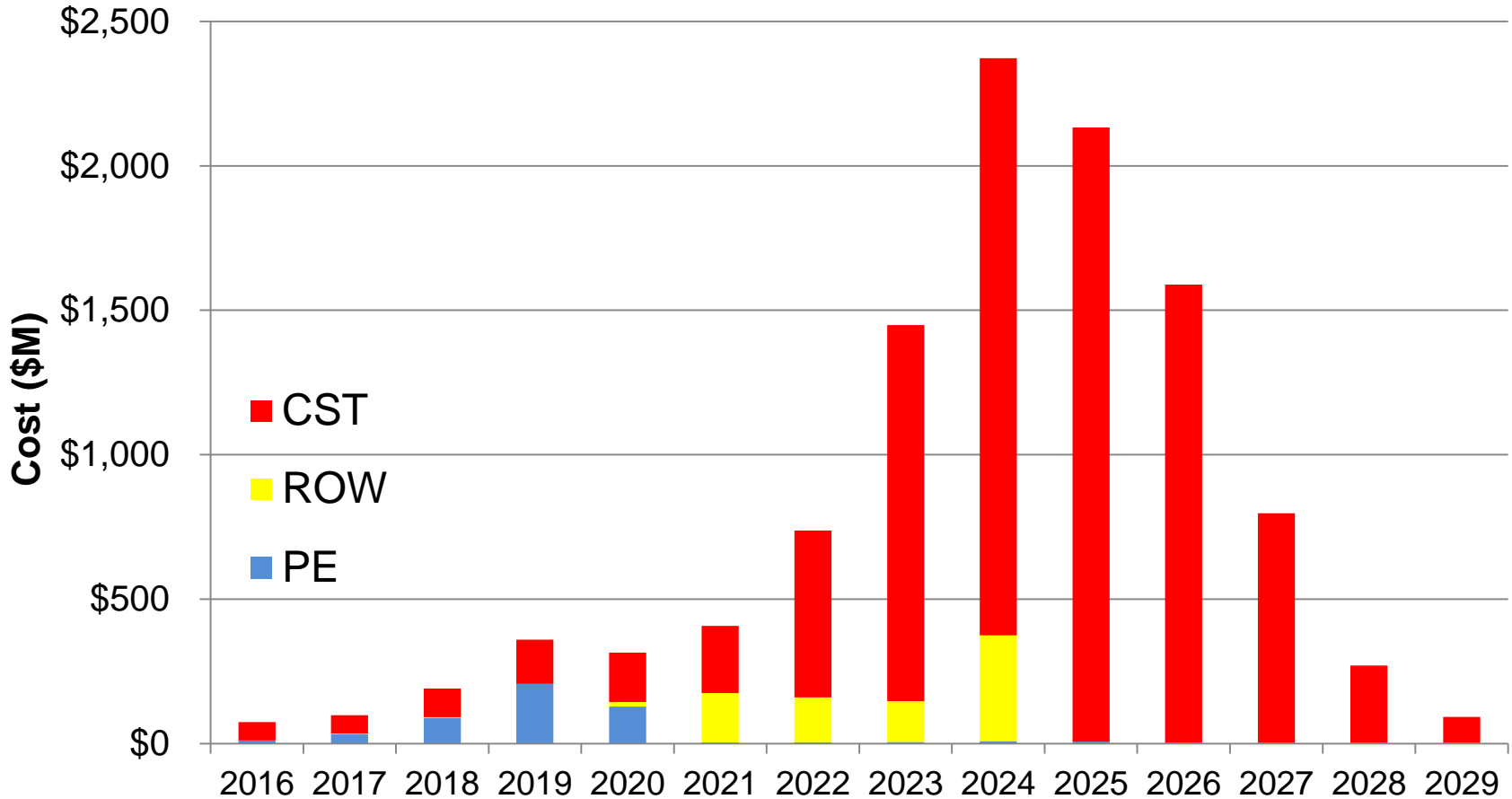
Procurement Support (optional)
Environmental & Costing Plans (optional)
Design Oversight – Submittal Review
Construction Management & Oversight –
OCEI

Subject to Change



OID Program Delivery – Estimated Expenditures Over Time*

Illustrative Example



*Without financing (MMIP & DB/P3)

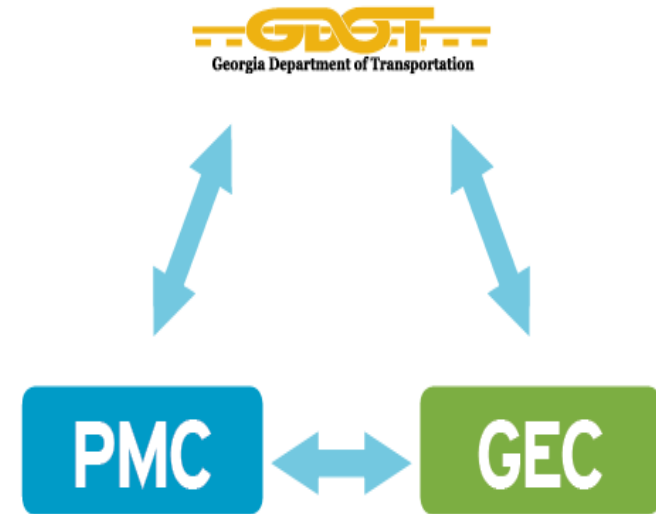


Delivery Approach (Preliminary)



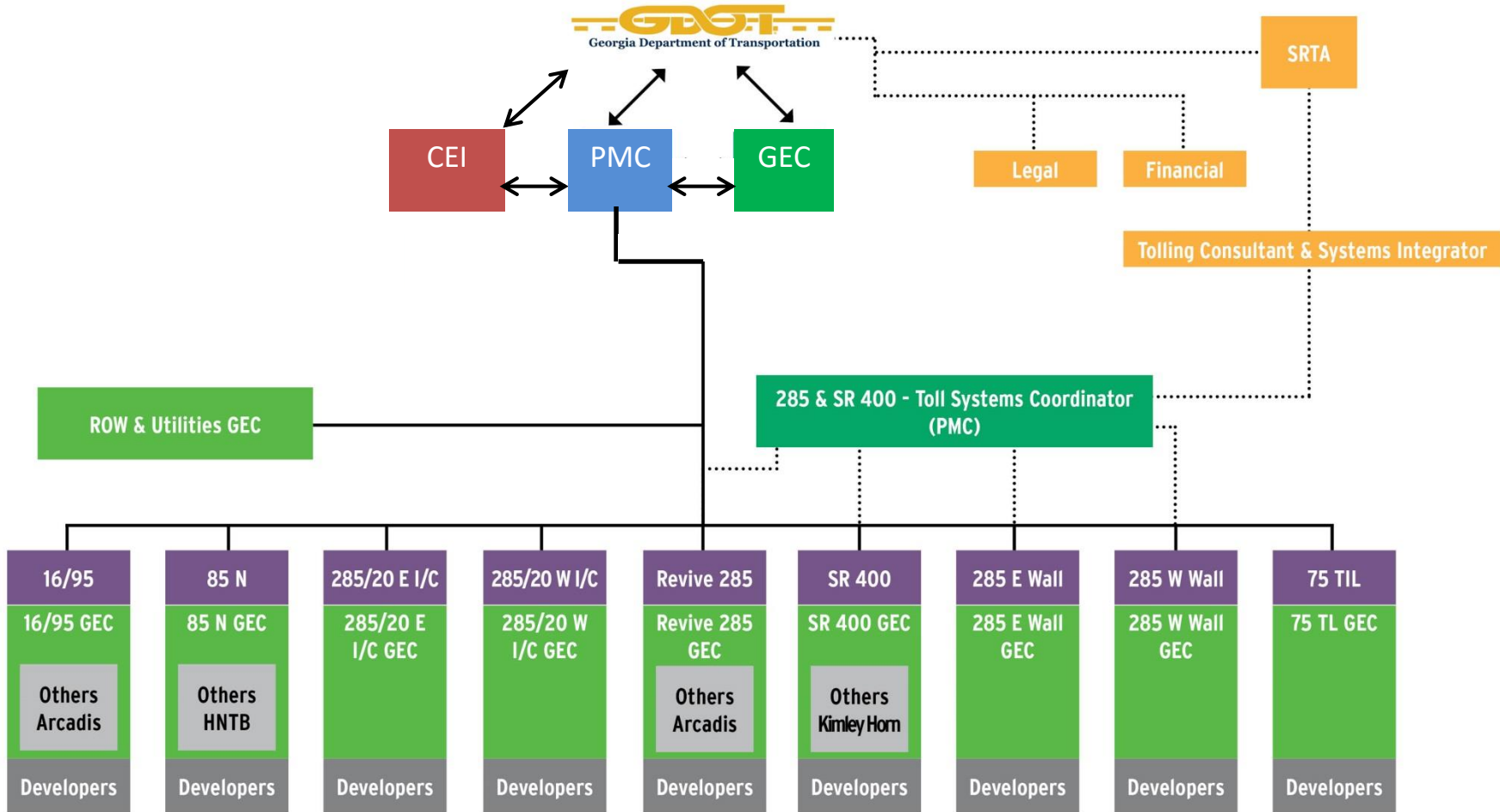
Current Delivery Model

- Staff Augmentation
- Flexible
- Responsive
- Successful



Staff Augmentation Delivery Model*

*GDOT holds contracts for PMC and GEC





Why this Model?

- Expands on Proven Approach
 - Accountability
 - Credibility
 - Inclusiveness
 - Innovation
 - Transparency
 - Teamwork
 - Respect
 - Continuous Improvement
- Allows for Strong Owner (GDOT) with Limited Staff
 - PMC assumes some traditional GDOT roles, responsibilities and authorities



Roles & Responsibilities of PMC (General)

- Current approach is staff augmentation
 - Some of that will remain for DB Program
 - Expanded R & R's needed for MMIP & P3
- New approach, while federally compliant, would be more independent, accountable with PMC serving as “mini-DOT”
 - PMC to act as owner's representative, to extent allowable and desirable (GDOT will retain key authorities)
 - PMC to accomplish work activities that previously have only been done by GDOT staff
 - Detailed Roles and Responsibilities to be developed and coordinated with other Offices
 - Anticipate new PMC to further develop for GDOT approval
 - Anticipate close ties from PMC Subject Matter Experts and GDOT Offices
- Other Office's use of PMC's/GEC's for MMIP delivery support needs to be coordinated with OID Program Delivery Approach



Potential Magnitude – Consultant Opportunities*

- Owners Representative (\$500 - \$700 M)*
 - Programmatic PMC
 - Programmatic GEC
 - Programmatic CEI
 - MMIP GEC's
- Developer's Team (\$150 - \$300)*
 - Final Design Services
 - QC/CEI Services

**Over the next 5 years*



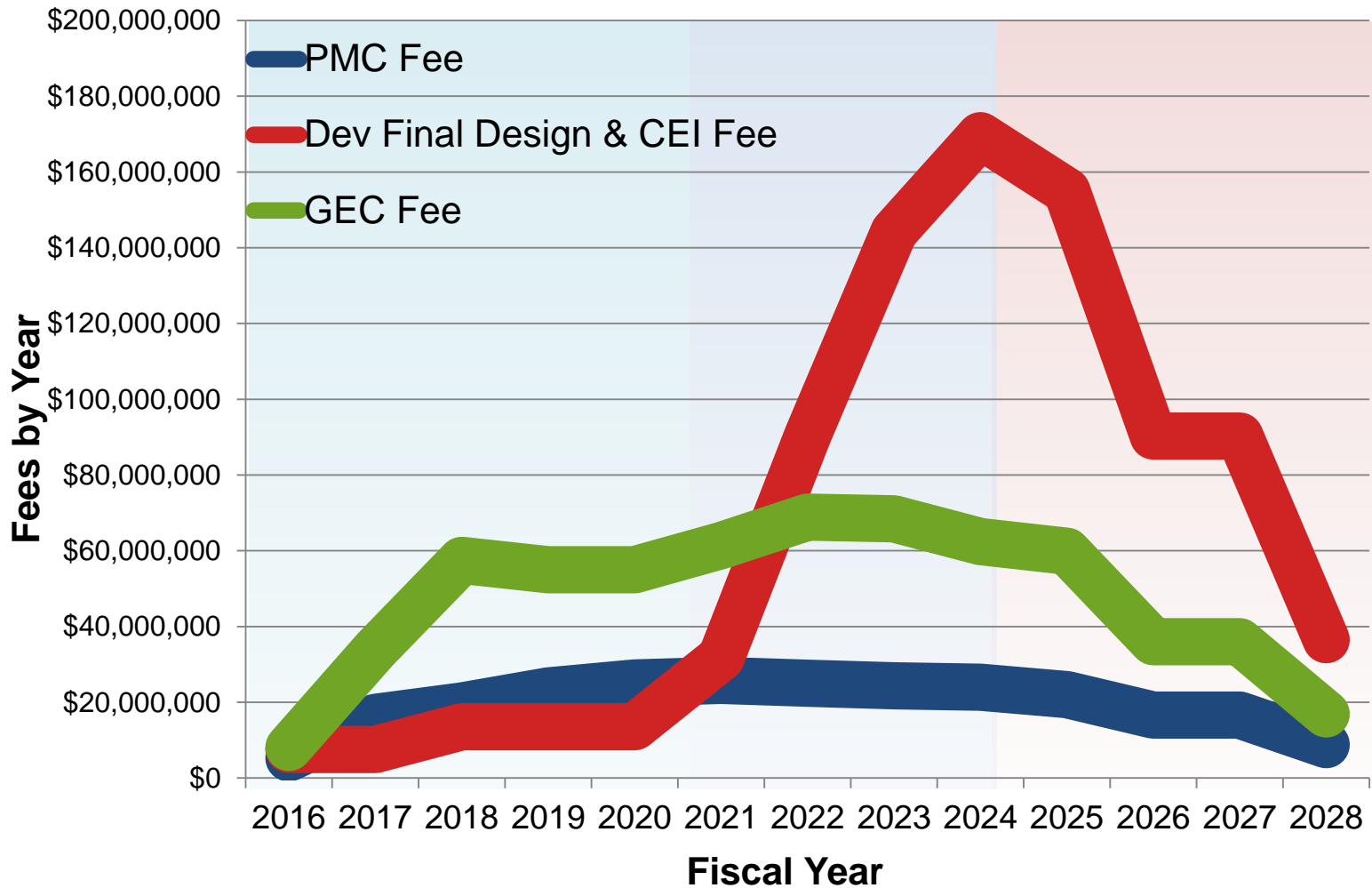
Conflicts of Interest (General Rules)

- Programmatic PMC Role
 - Prime and Major Sub-Consultants, SHALL NOT participate on GEC Teams or Developer Teams for projects within the program being overseen by the PMC
- Programmatic and MMIP GEC Role
 - Prime and Major Sub-Consultants SHALL NOT participate on Developer Teams for projects subject to oversight by the GEC. The Prime and Major Sub-Consultants MAY participate on multiple GEC Teams and MAY also participate on Developer Teams for projects not subject to their own oversight.
- Developer Designer & CEI
 - Prime and Major Sub-Consultants not conflicted as noted above MAY participate on Developer Teams
- Minor Sub-Consultants' eligibility for participation at multiple levels in the program delivery model SHALL BE in conformance with current state guidelines
- GDOT retains the right to modify these rules at their discretion and retains ultimate authority for determining issues surrounding conflicts of interest



Estimated Resource Needs for MMIP & DB Program – Consultant Fees

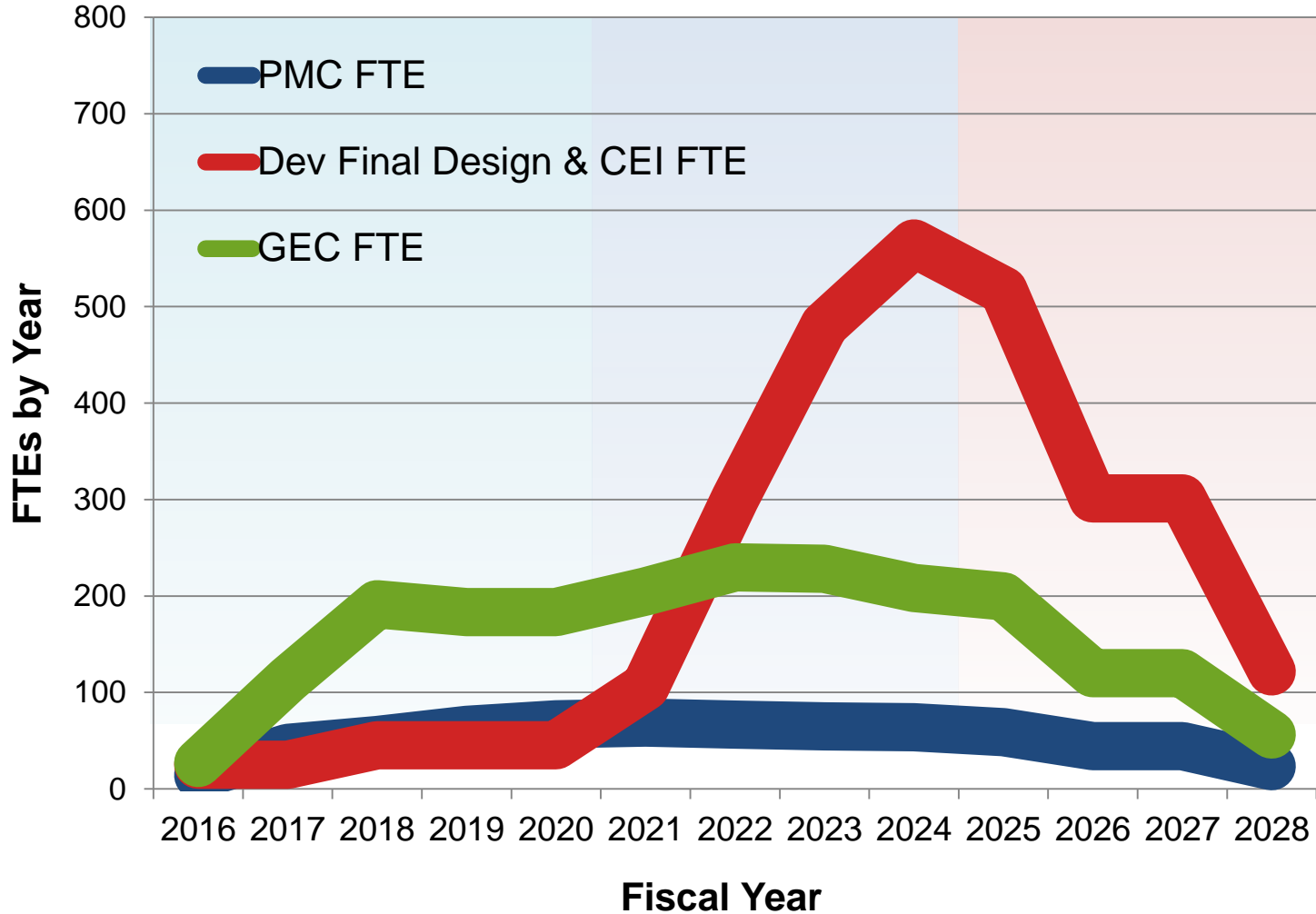
Illustrative Example





Estimated Resource Needs for MMIP & DB Program – Consultant FTEs

Illustrative Example





Illustrative Procurement Schedule

- PMC
 - Summer 2016 RFQ
- Programmatic GEC +
 - Fall 2016 RFQ
- Programmatic CEI
 - Spring 2017
- MMIP GEC RFQ's
 - Wave 1 – Spring 2017
 - Wave 2 – Fall 2017
 - Wave 3 – Spring 2018
 - Wave 4 – Fall 2018
- Others TBD



PMC Procurement Schedule

- Industry Forum – July 6, 2016
- 1:1 Meetings – July 7, 2016
- PNA – July ?, 2016
 - Restrictions on Communications
- RFQ – August 2016
- SOQ Due – September 2016
 - 2-Step Process
- Selection – December 2016



Delivery Team Roles



Consultant Roles & Responsibilities

- **Programmatic PMC**
- Programmatic GEC
- Programmatic CEI
- MMIP GEC (s)
- Developer Team

PMC

Program Management, Oversight & Administration
Procurement Management
Program and Project Controls
Programmatic Studies & Analyses, Project Management & Administration
DB & P3 Procurement
Quality Management
Construction Management
DBE Mentoring and Program oversight
Communications and Outreach
Mega Project Management Team (s)
Toll Systems Integration Coordination
Risk Management
Ability to Fill Other Roles to Backstop

Subject to Change



Consultant Roles & Responsibilities

- Programmatic PMC
- **Programmatic GEC**
- Programmatic CEI
- MMIP GEC (s)
- Developer Team

GEC

Project Studies & Analyses
Procurement Support
Scoping
Right of Way Plans
Environmental & Costing Plans
Pre-Scoping & Early Schematics
Design Oversight – Submittal Review
Expert Engineer
Owner’s Construction Engineering and Inspection– OCEI
Ability to Fill Other Roles to Backstop

Subject to Change



Consultant Roles & Responsibilities

- Programmatic PMC
- Programmatic GEC
- **Programmatic CEI**
- MMIP GEC (s)
- Developer Team



Subject to Change



Consultant Roles & Responsibilities

- Programmatic PMC
- Programmatic GEC
- Programmatic CEI
- **MMIP GEC (s)**
- Developer Team

Corridor GECs (Full Delivery)

- Project Studies & Analyses
- Procurement Support
- Scoping
- Environmental & Costing Plans
- Pre-Scoping & Early Schematics
- Design Oversight – Submittal Review
- Construction Management & Oversight – OCEI

Corridor GECs (Partial/Post-Let Delivery)

- Procurement Support (optional)
- Environmental & Costing Plans (optional)
- Design Oversight – Submittal Review
- Construction Management & Oversight – OCEI

ROW & Utilities GEC

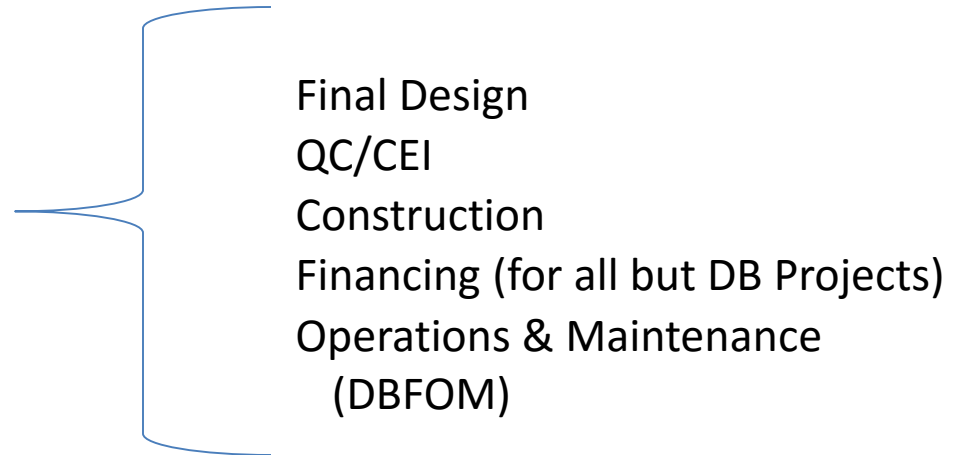
- MMIP ROW/Utilities Program Acquisition Plan
- Early Parcel Acquisition Support & Coordination – Early Utility/RR Coordination
- Parcel Appraisals, Negotiations, Agreements and Relocation Assistance

Subject to Change



Consultant Roles & Responsibilities

- Programmatic PMC
- Programmatic GEC
- Programmatic CEI
- MMIP GEC (s)
- **Developer Team**



Subject to Change



DBE Program

- A strong partnership with DBE firms is critical to the success of MMIP and DB program
- Ongoing outreach opportunities will continue through the life of the program
- Magnitude of MMIP and DB program will create opportunities for DBE firm growth



Resources

GDOT webpage

<http://www.dot.ga.gov/>

MMIP Project Information

<http://www.dot.ga.gov/is/tfa/>

GDOT DBE webpage

<http://www.dot.ga.gov/PartnerSmart/Business/Pages/DBE.aspx>

GDOT Innovative Delivery Program

<http://www.dot.ga.gov/PS/Innovative>



Questions

Darryl D. VanMeter, P.E.
State Innovative Delivery Administrator
dvanmeter@dot.ga.gov
404-631-1703