



I-695 at I-70 Interchange

Design-Build Project

Contract No. BA0065272

Baltimore Regional Transportation Board Meeting

December 18, 2018

Project Manager: Ginny Collier



Presentation Overview

- Design-Build
- I-695 at I-70 Project Overview
 - Introduction
 - Project Location
 - Project Intent
 - Public Involvement
 - Schedule
- Questions



DESIGN-BUILD



Design-Build

Design-Build is a project delivery method where an owner acquires a single source to be responsible for the design and construction of a project and assign risk to the party best able to manage it.



Design-Build

Design-Build Offers Several Benefits

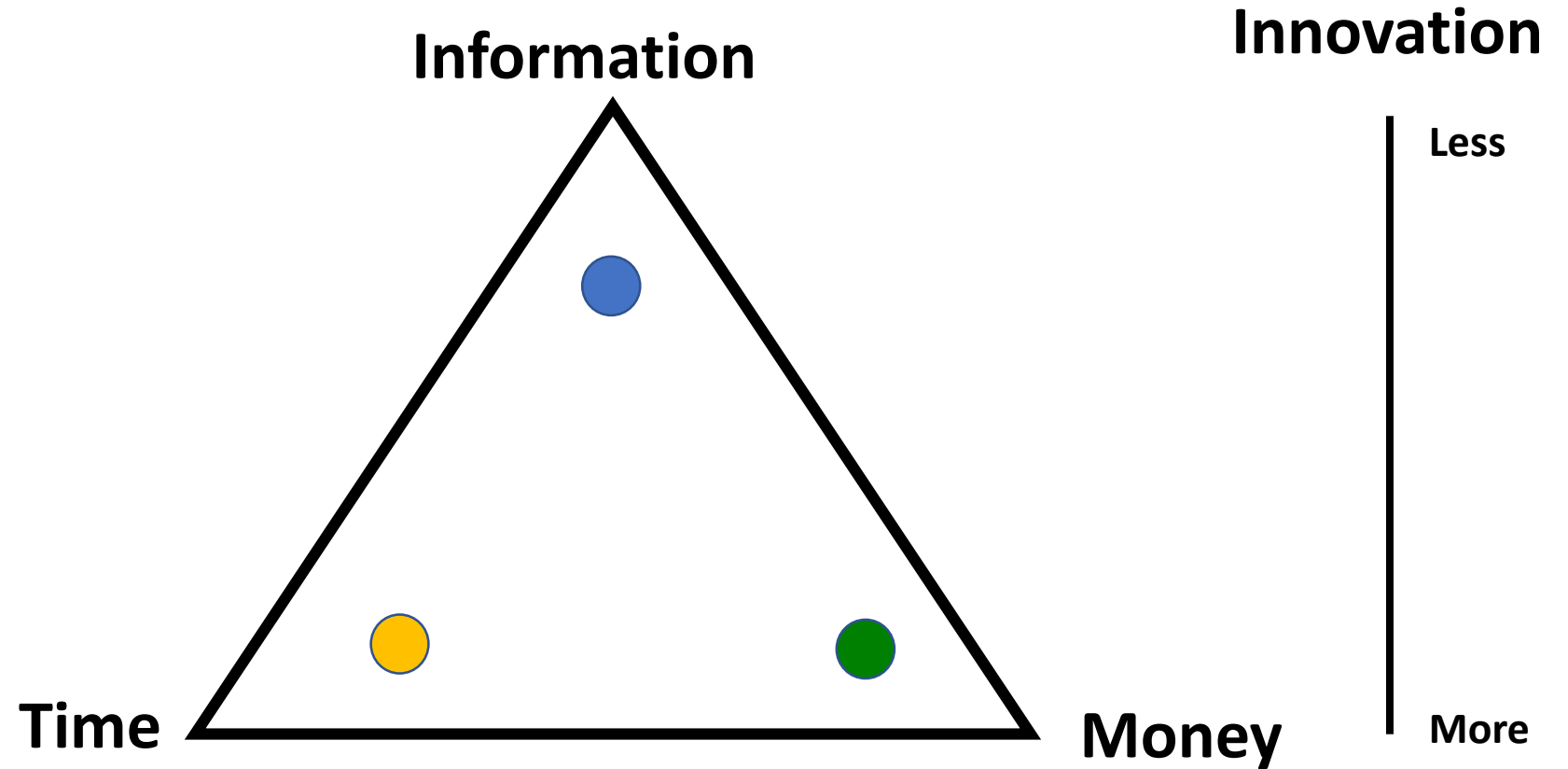
- Encourages innovation and creativity in design and construction
- Improves project collaboration
- Allocates responsibility and risks to the party best able to address them.



Design-Build

However for the project to be viable, the responsibility and risks must have mitigating features in the contract.

Risk Mitigation





Design-Build

Design-Build Allows You Many Freedoms but You Must Manage the Associated Risk

- All Aspects Of The Project Must Analyzed For Potential Risks
 - Design
 - Permitting
 - Utilities
 - Right-of-Way
- Measures Must Be Created To Balance Those Risks
 - Information (Data Collection, Specifications, Other Info)
 - Money
 - Time



Design-Build

Design-Build Goals

- Goals are unique for each project
- 4-6 goals that are the most important the project achieve
- Goals will need to have established priority/hierarchy
- Goals shall guide the project development, decision making and creation of the contract documents
- Goals shall guide the risk allocation and associated mitigation



Conflict of Interest

Maryland Annotated Code § 13-212.1 contains various restrictions on participating in State procurements:

- Drafts Specifications for Procurement
- Retained for Phase V Services (works on the project after Advertisement)
- Received payment in excess of \$500,000.00

Any consultant usage must be discussed with and tracked by Project Manager



I-695 at I-70 Interchange Design Build Project Overview



Introduction

December 19, 2017 Governor Larry Hogan announced Baltimore Traffic Relief Plan, which included \$100M for the I-695 at I-70 Interchange Design-Build Project

By June 2018, funding allocation was in place and in July 2018, MDOT SHA held a project initiation and began data collection.

Project Location



- Project Location
 - Baltimore County
- Project Limits
 - I-695 at I-70 Interchange
 - Including I-70 extension toward Baltimore City and Park and Ride
 - Exact limits along I-695 will be determined through traffic modeling and with I-695 TSMO Team

Project Location





Procurement Overview

- Competitive Sealed Proposals (COMAR 21.05.03)
- Best Value Selection
- Two –Step Procurement Process
 - Step 1 – Request for Qualifications
 - Step 2 – Request for Proposals
 - Technical Proposal
 - Price Proposal



Project Intent

- Address structural issues within the interchange
 - Six bridges built in 1965 need repair or replacement soon
- Maintain regional connectivity
- Provide peak hour congestion relief:
 - Ramps operating over capacity:
 - Address safety concerns due to capacity and operational issues
- Future Maintenance
 - Removal of stacked bridges



Key Issues

- Mainline I-695 cannot be widened with current interchange configuration
- Maintenance of Traffic
 - Existing ramps are single lane with narrow shoulders
- Proposed improvements should stay within existing MDOT SHA right of way
- Allocated funding is not anticipated to allow all interchange movements to be maintained
- Public Involvement



Public Involvement Strategy

- What we know:
 - Ramp A and Ramp C need to be addressed for capacity
 - Interchange to interchange movements will remain for regional connectivity
 - Structural issues within the interchange need to be addressed
- What we will do:
 - Use public involvement to shape RFP in a way which allows for more potential innovation to DB Team



Public Involvement Strategy

- Anticipate 2 Public Meetings
- First Meeting – December 20, 2018
- Disseminate what we already know will be included in project
 - Online Survey for the public to prioritize the park and ride connections
 - <http://bit.ly/I-695-I-70ConnectionsSurvey> (closes 12/28/18 at midnight)
 - Looking for both commuter and local feedback
 - Newsletter mailing (32,000-local only including Baltimore City)
 - Newspaper Advertisements in Baltimore City and Baltimore, Howard, and Carroll Counties
 - Email to elected officials, announcement on MDOT SHA social media
 - Geofencing to capture commuter feedback
 - Utilize surveys and meeting discussions to gather data



Public Involvement Strategy

- Second Meeting – will occur Spring 2019
 - Provide results of customer feedback from survey
 - Discuss potential mitigation strategies for movements that are unlikely to be included in the future improvements including:
 - Additional travel time
 - Local impacts
 - Discuss potential mitigation strategies for worst case scenarios for noise (abatement/screening, etc.)
- Use the Public involvement to guide the creation of the Request for Proposals



Procurement Schedule

- Advertise Request for Qualifications – March 19, 2019
- NEPA Approval – Spring/Summer 2019
- Issue Request For Proposals – June/July 2019
- Notice to Proceed – December 2019



Questions?