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

Less Time Information Money More

Innovation

Less

Money

Time
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
Conflicts 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 the Project Manager.
I-695 at I-70 Interchange Design Build Project Overview
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
  o Step 1 – Request for Qualifications
  o 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
  o 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
  o Online Survey for the public to prioritize the park and ride connections
    ▪ 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?