SPECIAL EXPERMINATAL PROJECT NO. 14 (SEP-14)

A+C+D Best Value Contracting

Second Interim Evaluation Report

For

I-84: Sandy River - Jordan Rd Project - Bundle 210
Key Number: 14032
ODOT Contract No. 14165

Oregon Department of Transportation
Major Projects Branch
Salem, OR 97301

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1.0 Introduction

The Oregon Department of Transportation (ODOT) submits this second interim evaluation report under the provisions of programmatic Special Experimental Project No. 14 (SEP-14) for the use of A+C+D alternative contracting for transportation projects. The purpose of this interim evaluation report is to fulfill the requirements of this project's SEP-14 Work Plan, as provided by ODOT to the Federal Highway Administration (FHWA) on November 25, 2009 summarizing the procurement phase of I-84: Sandy River – Jordan Road Project, Bundle 210.

This interim report includes a brief scope of the A+C+D project, a brief history of the procurement process, and summary of the effects A+C+D delivery method has had on the primary objectives, noted below, as stated in the SEP-14 for this project. This report will be followed by separate interim reports on an annual basis until completion of the experimental project. A final report will be submitted within four (4) months of completion and ODOT acceptance of the project.

ODOT proposed utilizing the A+C+D alternative best value contracting method to address project needs by evaluating components which include the contractor's qualifications and technical approach, as well as price, which results in a "Best Value" selection. This procurement method encompasses the Oregon Legislature's focus on economic efficiency and stimulation and provides recognition of the value to the public of employing enhanced contracting methods which will accomplish the required work in the most effective manner.

2.0 Project Scope

The I-84 Sandy River to Jordan Road project is replacing two bridges (06875 and 06875A) and widening two bridges (06945 and 06945A) on Interstate 84 in Multnomah County. Two of the Project bridges span the Sandy River, which is a sensitive environmental area.

The project also has several complicated construction constraints and technical requirements that required a contractor with specialized expertise in constructing a bridge with steel box girders and drilling eight (8) foot diameter shafts with post-grouting, which are not commonly used in Oregon. In addition the contractor had to plan and stage construction work within the short six (6) week annual in-water work windows.

After contract award ODOT identified the need to mitigate the risk of increased flood elevations that would significantly impact communities along the Sandy River. In order to minimize potential flooding ODOT determined that the construction methodology would be revised to eliminate the number of temporary work bridge and detour structure piles placed in the Sandy River.

To compensate for new design and construction approach resulting from change in site conditions ODOT changed the targeted completion date for the project from November 30, 2013 to November 30, 2014. Project estimated cost is $71,304,000 million for construction and total project costs is estimated to be $81,361,000 million dollars.

3.0 Summary of effects of A+C+D method on objectives

3.1 Did the project deliver the high level of quality expected of a contractor team especially experienced in the work items and overall supervision of such a complex project?

The contractor selected under the A+C+D Best Value method for this project has staffed the project with highly qualified and experienced bridge constructors and subcontractors particularly skilled in adapting their approach, means and methods to design and site conditions implemented by ODOT to mitigate the risk of flooding . The contractor used Malcolm Drilling (one of the preeminent foundation constructors in the area) for the drilled shaft work and the shafts were completed with minimal issues.

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3.2 Did the project meet schedule and budget with a minimum of modifications, in particular planning and schedule based issues?

After construction began, ODOT required the contractor to alter his means and methods to minimize the number of temporary piling in the river during flood season. The contractor worked very effectively with ODOT to develop an alternate approach to construction of the superstructure. This resulted in the contractor utilizing an overhead gantry system to deliver girders, which allowed the temporary work bridges to be removed prior to flood season. The alteration in construction methodology added one year to the schedule. The contractor is currently on schedule and it appears that contractor will be able to complete the project ahead of the revised schedule.

3.3 Did the contractor's submitted proposed technical approaches accurately reflect the approaches taken during construction to maintain schedule, budget and other project goals?

Other than the change ODOT required to minimize possible flooding, the contractor has followed the technical approaches outlined in his proposal. The eastbound bridge is virtually complete and the contractor is continuing to employ good construction approaches and techniques to provide a quality product and a safe work environment.

4.0 Reporting

Interim SEP-14 evaluation reports will be prepared and submitted to FHWA on an annual basis (on or near May 21st), until completion of the experimental project. These reports will focus on the primary objectives for project execution:

- Did the project deliver the high level of quality expected of a contractor team especially experienced in the work items and overall supervision of such a complex project?
- Did the project meet schedule and budget with a minimum of modifications, in particular planning and schedule based issues?

- Did the contractor's submitted proposed technical approaches accurately reflect the approaches taken during construction to maintain schedule, budget and other project goals?

A final evaluation report will be submitted within four (4) months after completion of the experimental project. The final report will contain a summary of how well the Project met the objectives, lessons learned, and recommendations pertaining to the use of the A+C+D project delivery and contracting method on other projects.