SPECIAL EXPERMINATAL PROJECT NO. 14 (SEP-14)

A+C+D Best Value Contracting

Third 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 third 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 evaluation 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 a 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 project is proceeding well and ODOT's construction management and oversight staff approach to the project have resulted in the project meeting the expectations for quality of work and adaptability to changing conditions. Hamilton, the contractor, changed construction superintendents last year and there was somewhat of a learning curve for their new superintendent to get up to speed on the project. ODOT's and contractor's project team members worked with the new superintendent, helping him become familiar with project objectives and constraints. With the exception of some minor issues concerning subcontractor quality, the project has been successful to this point.

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

The project is slightly ahead of schedule and should meet all milestones and completion dates. Minor change orders executed during the past year had no impact to the overall project schedule and budget.

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?

The contractor's approaches did in fact reflect construction approaches except for the change to utilize a gantry crane system that included two 100-ton hoist lifts with beams measuring up to 167 feet to deliver bridge beams across the river. By setting the beams from above the river, the project team avoided the need for a work bridge. This innovative change avoided debris backing up against work bridge pilings, which would have increased flood levels and high water impacts to the local communities.

4.0 Reporting

Interim SEP-14 evaluation reports will be prepared and submitted to FHWA on an annual basis (on or near July), 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.