

IMPROVE 81

I-81 CORRIDOR IMPROVEMENT PROGRAM

Program Support Services Non-Design-Build Pre-proposal Presentation
RFP No. LD 20200917

Dave Covington, PE

I-81 Program Delivery Director

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Statement of Need

Brief Need Overview

- Contract not specific to a District, but the entire corridor and projects included within the I-81 Corridor Improvement Plan
- Service Districts – Bristol, Salem, Staunton
- Need for staff augmentation due to increase in program activity
- Currently 56 capital improvement projects within program as well as a host of operational improvements
- Unpredictable timing and delivery due to several factors including delivery methods, facts of the projects, and timing of funding availability

Program Staffing

Staffing Resources

- VDOT staff
- On-Call statewide Location & Design Division contracts
- On-Call District (CEI) contracts
- Program Support Services (PSS) contract(s)

Staffing Objectives

- Have the right people assigned to the right projects based on schedule, complexity, experience, availability, motivation, and skill.
- The PSS contract provides an additional pool of resources.
- There could be, and likely should be, a mixture of personnel assigned to projects (from different contracts) to build the right team.

Program Goals

- Safely deliver the Program
- Deliver all projects on or ahead of schedule with high quality and within budgetary constraints
- Deliver the program with a focus on accountability and transparency
- Use the taxpayer funding in the most effective manner possible at all times
- Provide accurate, consistent and timely reporting to VDOT leadership, the I-81 Committee, the Commonwealth Transportation Board, and elected officials
- Create a culture of teamwork to drive projects to completion together
- Have fun!

Key Personnel Traits – Program Manager

Program Manager

- A trusted partner who can help deliver the program
- Committed to the success of the program
- Willingness and ability to commit whatever resources are needed to ensure successful delivery
- Creative problem solver
- Understands true risk management principles
- Unafraid of trying new, innovative concepts to find solutions
- Strong leadership skills

Key Personnel Traits – Engineering Manager

Engineering Manager

- Diverse experience solving challenging engineering problems in innovative ways
- Strong understanding of engineering principles, but also understands political, social, and economic aspects of delivering transportation infrastructure projects.
- Sees the “big picture”
- Provides strong guidance to engineering staff to ensure that we are applying the right solution to problems
- Strong risk management understanding and skills
- Strong leadership skills

Key Personnel Traits – Operations Manager

Operations Manager

- Diverse experience solving challenging engineering problems in innovative ways
- Ability to evaluate large sections of the corridor, identify issues preemptively, provide creative solutions, and monitor performance within and between specific CIP projects.
- Very knowledgeable in existing and emerging technology to enhance safety and reliability within and between work zones
- Knowledge of maintenance operations with a focus on protecting the assets and interest of the Maintenance Division and District Maintenance sections.
- Strong risk management understanding and skills
- Strong leadership skills

Key Personnel Traits – Construction Manager

Construction Manager

- A broad spectrum of experience, will participate in pre-construction and construction activities.
- A mentor and leader of field personnel; ensuring successful construction operations
- Pro-active, forward looking, and able to work closely with VDOT staff, consultant staff, and contractors to solve problems as they occur.
- Solves problems in the field and helps contractors cross the finish line ahead of schedule and within budget while meeting quality objectives
- Strong leadership skills

Key Personnel Traits – Environmental Manager

Environmental Manager

- Knows all aspects of NEPA and can work with District Environmental Managers to obtain permits in a timely manner and ensure that work is performed in compliance with permits as well as local, state, and federal environmental regulations and laws
- Act as an extension of District Environmental Management and will spend time in the field to provide guidance and ensure compliance
- Will support the Department with documentation of compliance, violation, and corrective measures
- Strong leadership skills

Key Personnel Traits – Safety Manager

Safety Manager

- Ability to the develop an effective program-specific safety plan, in compliance with OSHA, VOSH, state, and federal laws and regulations.
- Able to work closely with District Safety Managers to not only develop the safety plan, but execute the plan.
- In conjunction with District Safety Managers as well as contractor safety managers, will perform site visits and inspections in order to not only correct unsafe behavior and activities, but develop lessons learned for distribution and modify the safety plan accordingly when necessary.
- Ability to help develop a culture of safety throughout the I-81 Corridor Improvement Program.
- Strong leadership skills

Anticipated Near-Term Usage

Plan Review

- It is anticipated that the most immediate need for staff augmentation is related to plan reviews on current design projects.
- Plan review may include any disciplines in order to meet Program timelines for plan reviews.
- It is anticipated that review timelines may be shortened in order to expedite project delivery; however, that may be on a case-by-case basis and contingent upon funding timelines.

Anticipated Near-Term Usage (continued)

Expert Advice

- The I-81 CIP will seek out innovation wherever possible. Innovative ideas may need additional or independent analysis to determine viability.
- Expert advice may include studies to vet alternative or competing concepts.
- Expert advice may also include brainstorming sessions to increase creativity related to solving complex problems.

Anticipated Near-Term Usage (continued)

Risk Management

- Risk Management is not relegated to a single position; rather, it is expected that every team member engage in ongoing risk management principles throughout the delivery of the Program.
- Consultants may be asked to lead risk management meetings, develop risk registers, update risk registers, and participate in risk management discussions.
- The objective is to manage risk in a pro-active, consistent, and continuous manner. Each discipline may contribute to risk management processes.

Anticipated Near-Term Usage (continued)

Program Management Plan

- See Scope of Services

Anticipated Near-Term Usage (continued)

Financial

- Development of a methodology of collecting and reporting Program/Project financial information to be used for reporting to VDOT senior management, I-81 Committee, Commonwealth Transportation Board, and other elected officials as needed.

Anticipated Near-Term Usage (continued)

Operational Performance

- Development of a methodology for managing operational performance, including feedback mechanisms, within and between projects.
- The objective is to develop a method of pre-emptively avoiding safety and congestion issues, gauging performance, and addressing deficiencies when they are identified.
- This includes the development of a Regional Transportation Management Plan that will establish best practices and guidelines for development of project-specific TMPs.

Anticipated Near-Term Usage (continued)

Materials

- Assistance with the gathering and analysis of materials data along the corridor to facilitate adequate and consistent designs.

Anticipated Near-Term Usage (continued)

Communications

- The Department is currently utilizing internal resources as well as the statewide Public Relations on-call contract for communication.
- However, the successful consultant team should expect to integrate with this team to ensure additional communications resources are available as well as ensure consistency in dissemination of project related information.

Questions and Answers

- Note – Any questions asked during this presentation or answers provided are for informational purposes and do not constitute official responses to procurement questions. If you have official questions, please submit those questions to the VDOT Consultant Procurement Office through BidExpress.