



**Industry Briefing
for
Southeastern Virginia GEC
Projects RFP**

Feb. 12, 2009

Agenda

- **RFP Discussion**
 - Nature of Contract
 - Scope of Services
 - Expression of Interest
- **Project Presentations**
 - Downtown Tunnel / Midtown Tunnel / Martin Luther King Freeway Extension
 - U.S. Route 460 Corridor Improvements
 - I-64 Corridor
- **Conflict of Interest**
- **Questions and Answers**
- **Summary**

Program Management

- **GEC's Role**
 - Operate as a Mini District (District within a District)
- **VDOT's Role**
 - Manage the GEC Contract
 - Act as Intermediary when Required
 - Address Policy Issues

Procurement Goals

- Full Service GEC
- Specialized Expertise
- Project Specific Focus

*Expertise is needed in both the technical
and business environments*

Expectations of the GEC

- **Strong GEC Role**
- **Flexible and Nimble**
- **Effective Decision Making**
- **Expertise in Managing & Monitoring Concession Based Projects**
- **Project Delivery Strategies**

We want to leverage the private industry's talents, particularly in immersed tunneling and in controlling risk

Contracting Strategy

- **Source of Funding**
- **Multi-Year Contract**
- **Schedule**

Program Facilities

- **Program Office**
 - Locally convenient to District HQ & Project Sites
 - Local Supervision & Administration
 - Adequate Parking
- **Communication System**
 - Seamless Office, mobile, and data communication
 - Telephone and video conference capabilities
- **IT Network**
 - Seamless electronic network between Projects, VDOT, FHWA, and consultant personnel
 - Electronic document control/depository level operations monitoring and implementation

Selection Committee

- **Dennis Heuer, Hampton Roads District Administrator**
- **Construction**
- **Environmental Quality**
- **Innovative Project Delivery**
- **Location & Design**
- **Right of Way**
- **Structure & Bridge**

Program Management

- **Development & administration of programs in Scope of Services**
- **Planning/Design & Construction Management**
- **Operations & Maintenance limited**
- **Congestion Management**
- **Risk Assessment/Risk Management/Scope Management**
- **Contract Administration**

DBE Development & Outreach Program

Scope of Services

- Operate the District Civil Rights Office for the projects
- Comply with State & Federal regulations
- Assist in workforce development.
- Establish a Civil Rights Council
- Establish a Community Resource Board
- Ensure that the Developer complies with its DBE / SWaM requirements

These requirements are stated in the RFP. Describe how will you achieve the underlying goals.

Public Affairs

- Program Public Relations
- Program Community Relations
- Public Information

One firm responsible to the District for all

11 *Public Affairs Activities*

Expression of Interest

- **RFP / EOI / Scoring Sheet**
- **GEC Qualifications**
 - Team Organization
 - Team Experience
 - Staff's qualifications (Program Director & Key Personnel)
 - Experience, expertise, innovation, and other skills in executive leadership and technical ability
 - Submit key personnel only
 - Program Management Approach
 - Section 10: 40 pages Maximum

U.S. Route 460 Corridor Improvements Project



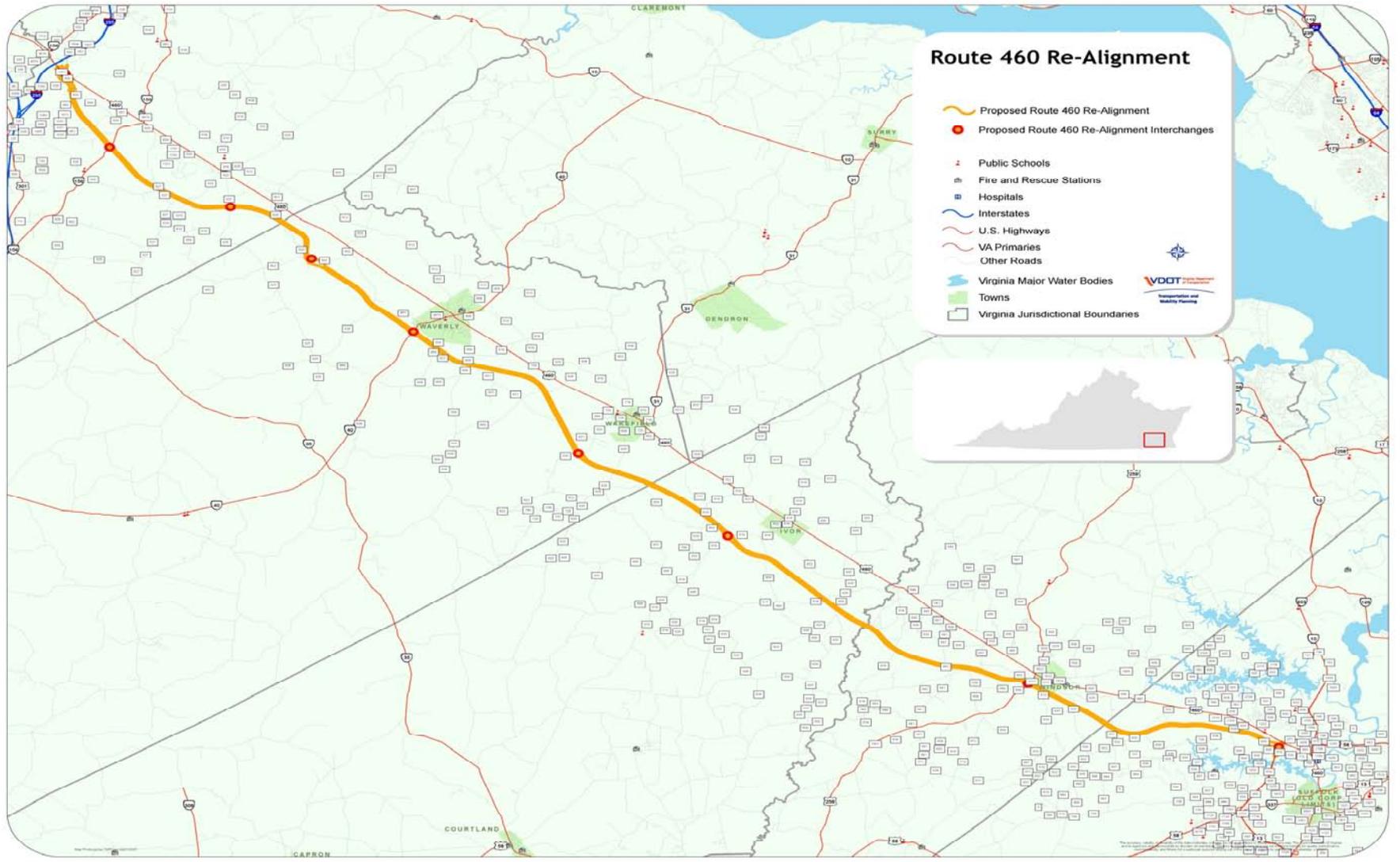
Purpose and Need

- **Accommodate Increasing Movement of Freight**
- **Reduce Travel Delay**
- **Provide Adequate Evacuation Route**
- **Improve Strategic Connectivity**
- **Improve Safety along Corridor**
- **Meet Legislative Mandate**
- **Meet Local Economic Development Plans**

Project Description

- **New 55 mile corridor from Petersburg (at I-295) to Suffolk (Route 58 Bypass) with seven interchanges (Base Proposal)**
- **4-lane median divided highway, limited access**
- **Proposed Intermediate Interchanges**
 - Route 156, Prince George County
 - Route 625, Prince George County
 - Route 602, Sussex County
 - Route 40, Sussex County
 - Route 620, Sussex County
 - Route 616, Southampton County
 - Route 258, Isle of Wight County

Route 460 Project Corridor



Project Scope

- **Base Case, per SFP/ROD, as noted above with possible future lane in each direction to the median side**
 - Interstate standards, 70 MPH design speed
- **Core Requirements, represents the minimum project design requirements**
 - Two lane divided
 - No required intermediate interchanges
 - Other attributes same as Base Case
- **RFDP provides for variable scope parameter based upon Offerors ability to develop funding**

Project Description

- **Tolled facility to provide Project funding**
- **Concession Term 30-70 yrs**
- **Reverts to VDOT at end of Term Concessionaire responsible for Project development:**
 - Design
 - Construction
 - Operations, to include tolling
 - Maintenance
 - Project Management
 - QA/QC
 - Integration with VDOT systems

Project Description

- **Concessionaire Reporting Requirements**
 - Weekly, monthly, quarterly, annual
- **Risk**
 - Combination of risk assignments
- **O&M Performance Measures and Compliance**
 - Performance Points & Process
 - Liquidated Damages
- **Handback Requirements and Reserve Fund**

PPTA Process & Timeline

- **SFP/ Quality Control**
 - All 3 Conceptual Proposals passed QC review 10/31/06
- **Offeror Teams**
 - Cintra, Itinere, Virginia Corridor Partners
- **Independent Review Panel**
 - Each team passed IRP review and public comment 07/21/07
- **Request for Detailed Proposals**
 - Current phase, RFDP provided to Offerors 12/31/08
- **Negotiations between VDOT and Successful Offerors (minimal for 460)**
- **Comprehensive Agreement to develop project**

Request for Detailed Proposals (RFDP)

- **Part One – Instructions to Offerors**
- **Part Two – Technical Requirements**
- **Part Three – Comprehensive Agreement**
- **RFDP designed to solicit a binding Detailed Proposal**
- **Requires minimal negotiations**
- **VDOT to evaluate Detailed Proposals and select the Successful Offeror to develop project**
- **Commissioner and FHWA approvals**

Project Schedule

- **12/31/2008 – Release of RFDP to Offerors**
- **5/1/2009 – Complete Proprietary Meetings**
- **6/12/2009 – Last date for ATC submittal**
- **8/14/2009 – Detailed Proposals due**
- **10/8/2009 – VDOT approval**
- **12/7/2009 – Execute Comprehensive Agreement**
- **5/7/2010 – Financial Close (180 days after CA)**
- **2011 – Initiate Construction**
- **2015 – Complete Construction**

Downtown Tunnel/Midtown Tunnel/MLK Extension Project



Purpose and Need

- **Provide connection to enhance movement within corridor to airports, freight or light rail lines, the Virginia Port Authority, or other existing and rail and transit facilities**
- **Provide for congestion relief and efficient and safe movement between Portsmouth and Norfolk**
- **Provide additional capacity at the existing Midtown Tunnel and improve capacity to accommodate forecasted traffic volumes and growth within the corridor**

Purpose and Need

- **Provide critical system linkage directly to the regional interstate highway system**
- **Substantially reduce through traffic on local streets and provide better alternative to Downtown Tunnel for traffic traveling to Norfolk from points to the west and south**
- **Better access for heavy truck traffic traveling to and from Portsmouth Marine Terminal (PMT) to I-264, particularly when traveling to points to the west and south**
- **Integration of Multi-modal/intermodal component for consistency with public transportation plans**

Project Objectives

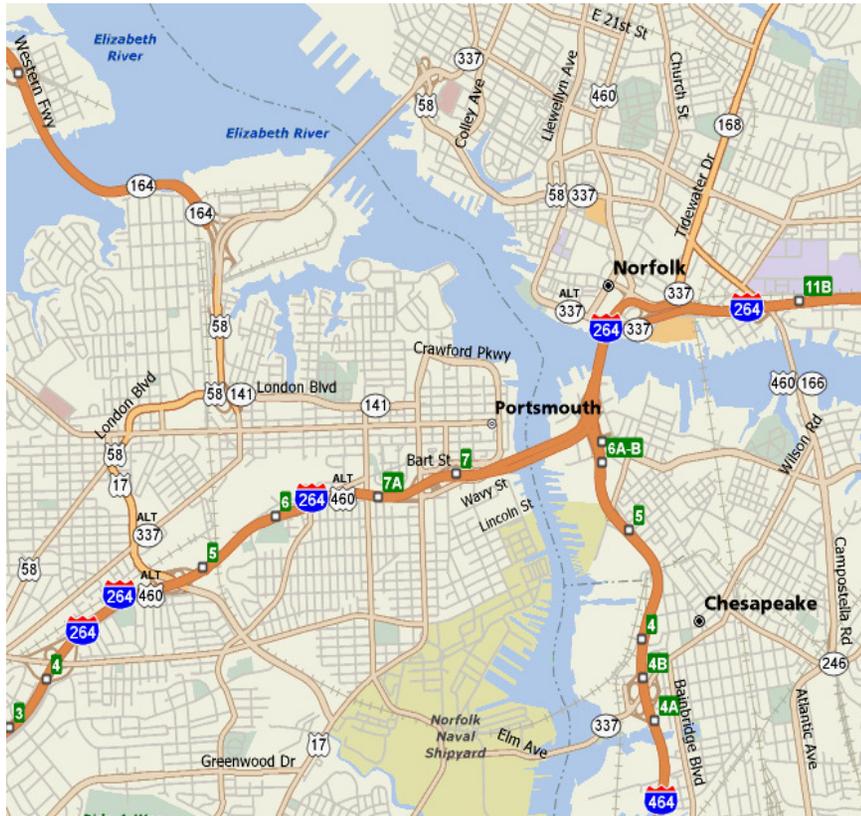
- **Increase capacity, reduce congestion and provide safe and efficient operations**
- **Develop a multi-modal transportation facility that may be integrated into the operations of a regional transportation network and that serves as an emergency evacuation route**
- **Develop a project that reduces and mitigates its impacts to the environment and surrounding communities while supporting the movement of commercial traffic**
- **Develop a project that is coordinated with adjacent land uses and supports the anticipated growth in personal and commercial traffic**

Project Description

Project Elements

1. **Midtown Tunnel – New Construction and Improvements**
2. **Downtown Tunnel Improvements**
3. **Brambleton and Hampton Blvd Interchange Modifications**
4. **Southern Extension of Martin Luther King Freeway (Route 58)**
5. **Coordination of Multi-modal and Transit needs**

Downtown Tunnel / Midtown Tunnel/ MLK Extension Project



COST

ESTIMATE: \$1.3billion (Tunnel & MLK 2008)

LENGTH: 0.8 mile (New Midtown)
1.2 mile (MLK Extension)
Martin Luther King Extension
- London Blvd to I-264

PROJECT: 4 lanes Limited Access MLK
2 Lanes (Tunnel)

CURRENT STATUS:

Receipt of Conceptual Proposal
Elizabeth River Crossings, awaiting IRP
Selection

COMMENTS:

Tolling as a Planning Alternative



Project Location



Project Approach/Understanding

Top Six Categories/Challenges

1. Correct Seasonal and Tidal Flooding Challenges

Portal elevations above flood plane (global warming)
Accommodate for future growth and drainage/runoff

2. Design to Accommodate Regional Growth

Norfolk and Portsmouth shipyard and dock facilities
APM Terminal expansion

3. Tunnel System Retrofits & New Design

PLC based HMI systems & interface
Equipment cycling and usage monitoring
Ventilation system design & maximum fire size
Switchgear and power realignment/redundancy
Accommodation of Bi-direction Traffic Flow in new and existing facilities

4. Design Height and Lane Width

Larger vessels, trucking industry, etc.
Overheight vehicle turnaround

Project Approach/Understanding

Top Six Categories/Challenges (Cont'd)

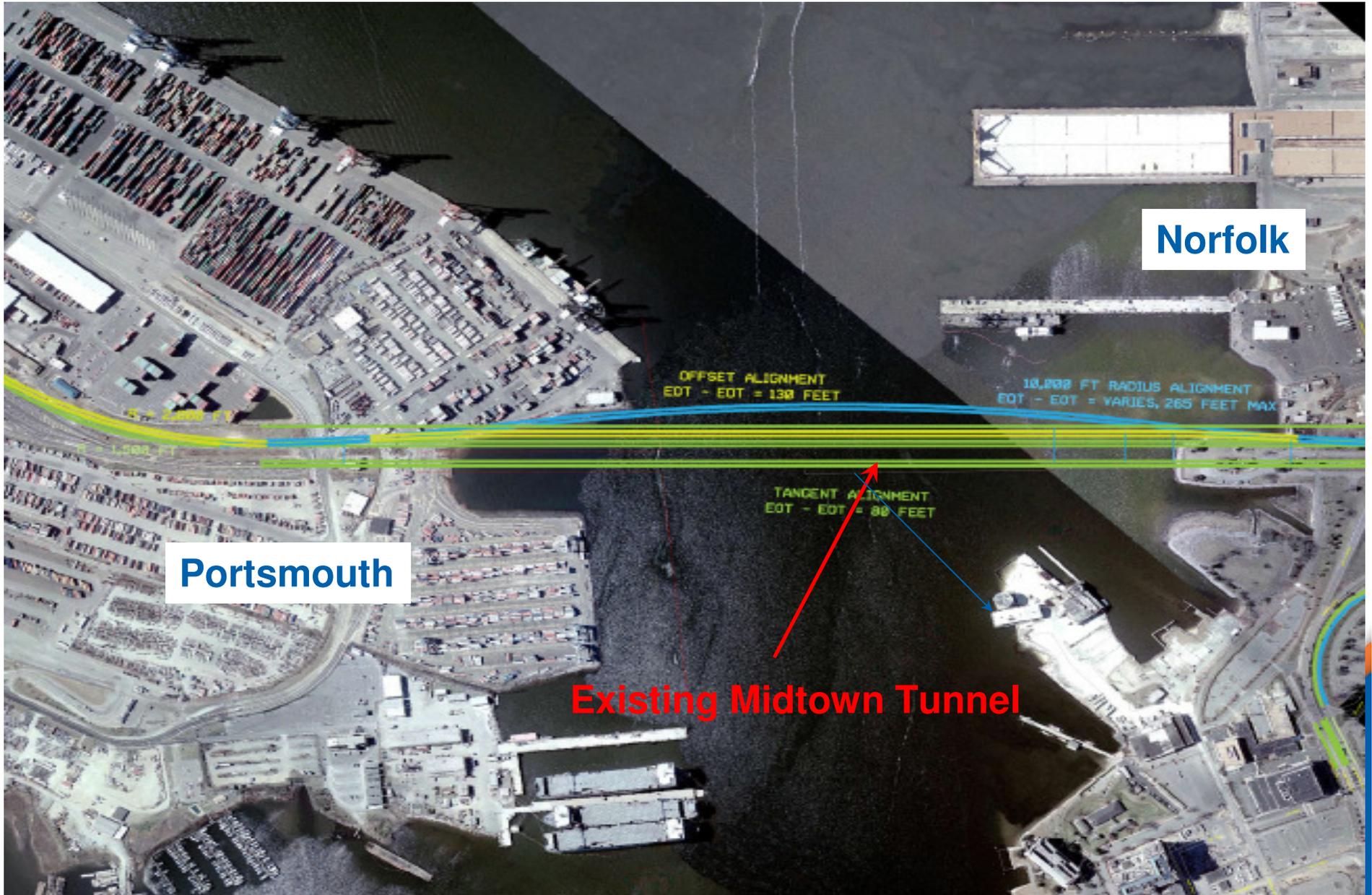
5. Construction /Environmental

- Tunnel spacing and stability (strata/soil property verification)
- Navigable waters and maintenance of traffic
- Dredging/disposal (Hazmat risk-tied to funding, Public Oyster Bed No. 9)
- Potter's Field (Cultural Resources – Historic Findings)
- Tunnel Refurbishment/Upgrade Program over Term
- Navy Channel Deepening Project (Coordination and Design Implications)

6. Tolling Strategies

- Public Acceptance (long term concession)
- When to implement tolls
- Tolling signage (variable pricing/exist opportunity)

Tunnel Alignment Challenges



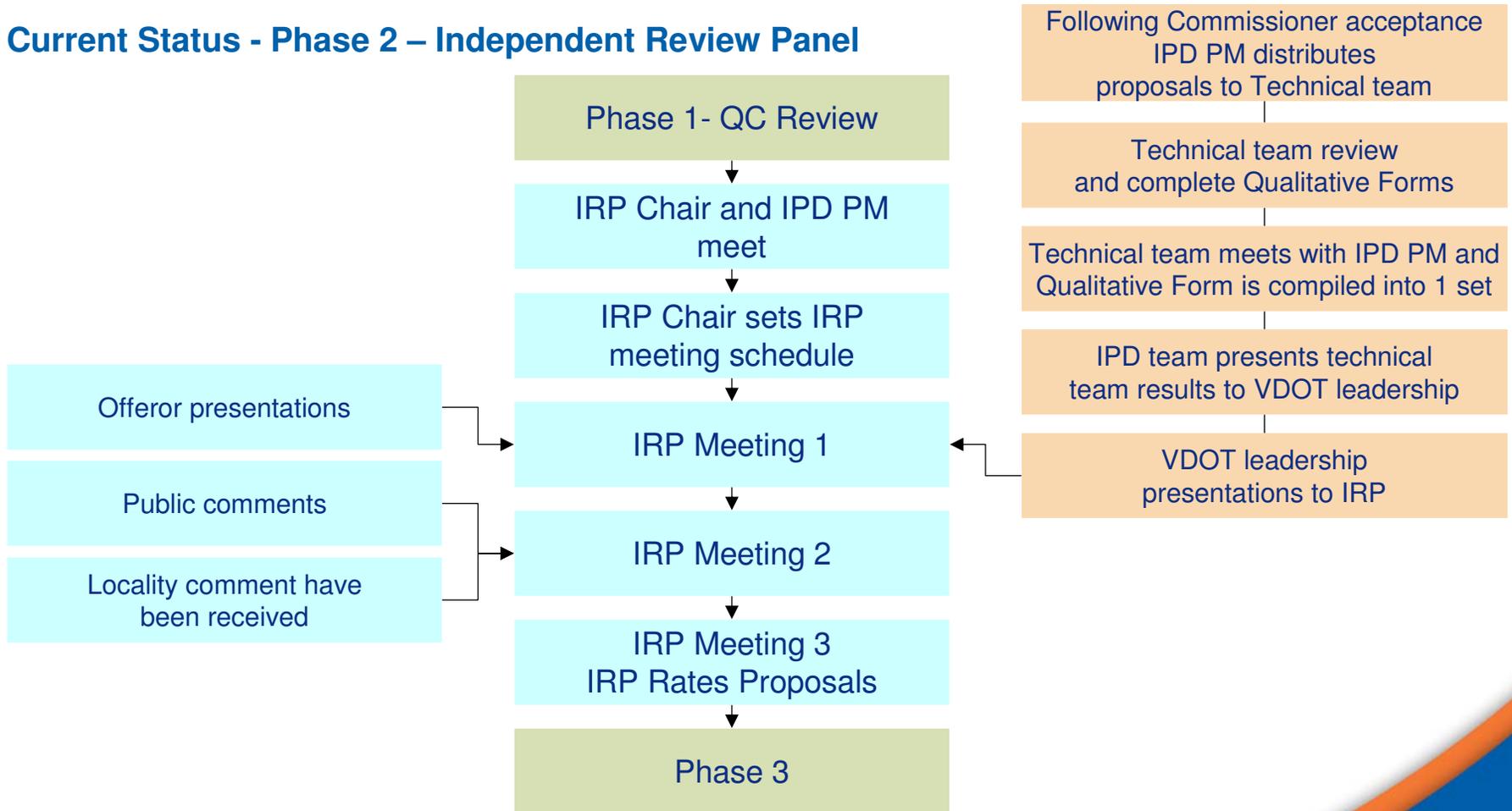
Project Approach/Understanding

Structure Critical Elements for Early Coordination

- **Emergency Egress Elements**
 - Configuration and space allocation for evacuation pathways, areas of safety & egress stairs to grade
- **Mechanical and Electrical System Utilities**
 - Configuration and space allocation for routing of main electrical conduits, roadway drainage pipes, fire water mains and key electrical and traffic control equipment
- **Tunnel Drainage Pump Station**
 - Configuration and space allocation & preliminary layout of wet wells & pump room
- **Tunnel Ventilation System**
 - Configuration and space allocation for air ducts, shafts, fans, electrical power and control equipment, facilities, determines vertical alignment and cross section!!!
- **Bi-direction Traffic Flow and Operations**
 - Accommodate emergency closure - bi-directional traffic in new and existing tunnel

Current Status of Procurement – Feb 2009

Current Status - Phase 2 – Independent Review Panel



Procurement Timeline

Activity

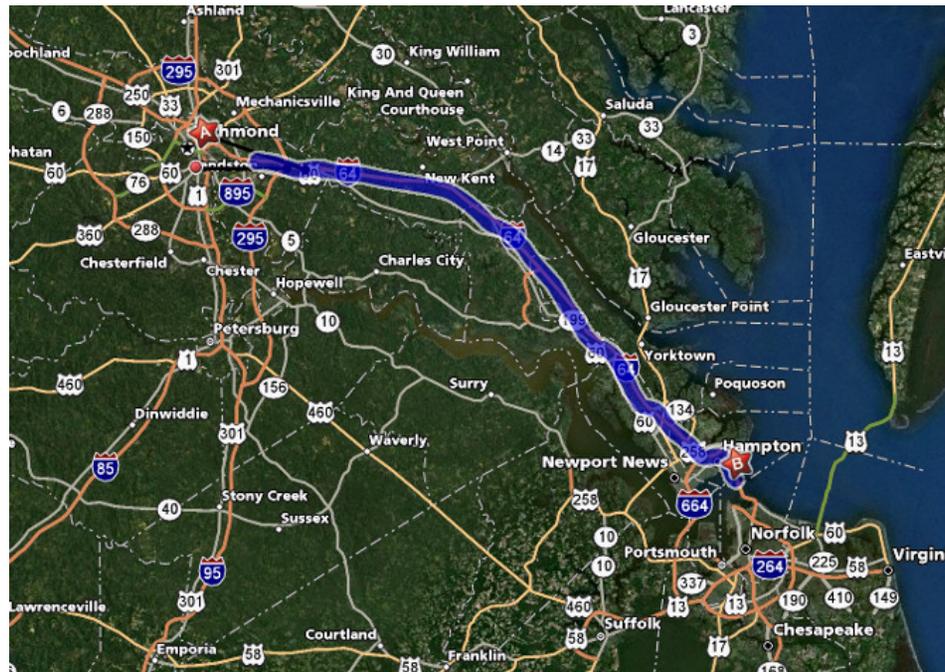
Due Date

✓ Conceptual Proposals Submissions	Sep. 29, 2008(A)
✓ QC and Responsiveness Check	Oct. 15, 2008(A)
✓ Commissioner Accept. of Con. Prop.	Oct. 29, 2008(A)
1. Secretary Appoints IRP	Feb 2009
2. IRP Meetings	March – May 2009
3. CTB Action	June, 2009
4. Solicitation Detailed Proposals	July-Sep 2009
5. Detailed Proposal Submissions	December 2009
6. CTB Presentation of Key Business Points	June, 2010
7. Interim or Comprehensive Agreement	June, 2010
8. Design and Right-of-Way Acquisition	Fall 2010
8. Begin Construction	Fall 2010
9. Complete Construction	Spring 2014
10. O&M Concession Term	50 – 60 year
11. Handback to VDOT at end of Concession Term	

I-64 Corridor

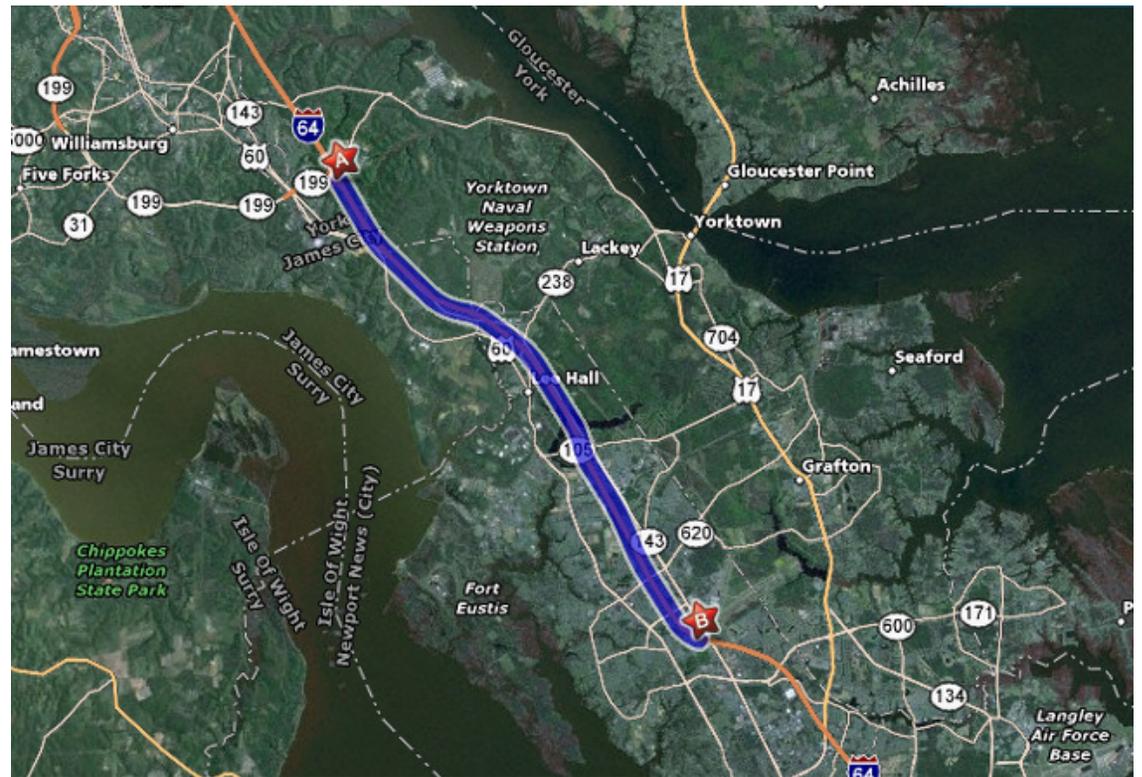
Three Phases/Elements

- West of Route 199 (Exit 243) to West of Rte 143 (exit 255)
- I-295 to West of Route 199 (Exit 243)
- I-295 to HRBT



West of Route 199 (Exit 243) to West of Rte 143 (exit 255)

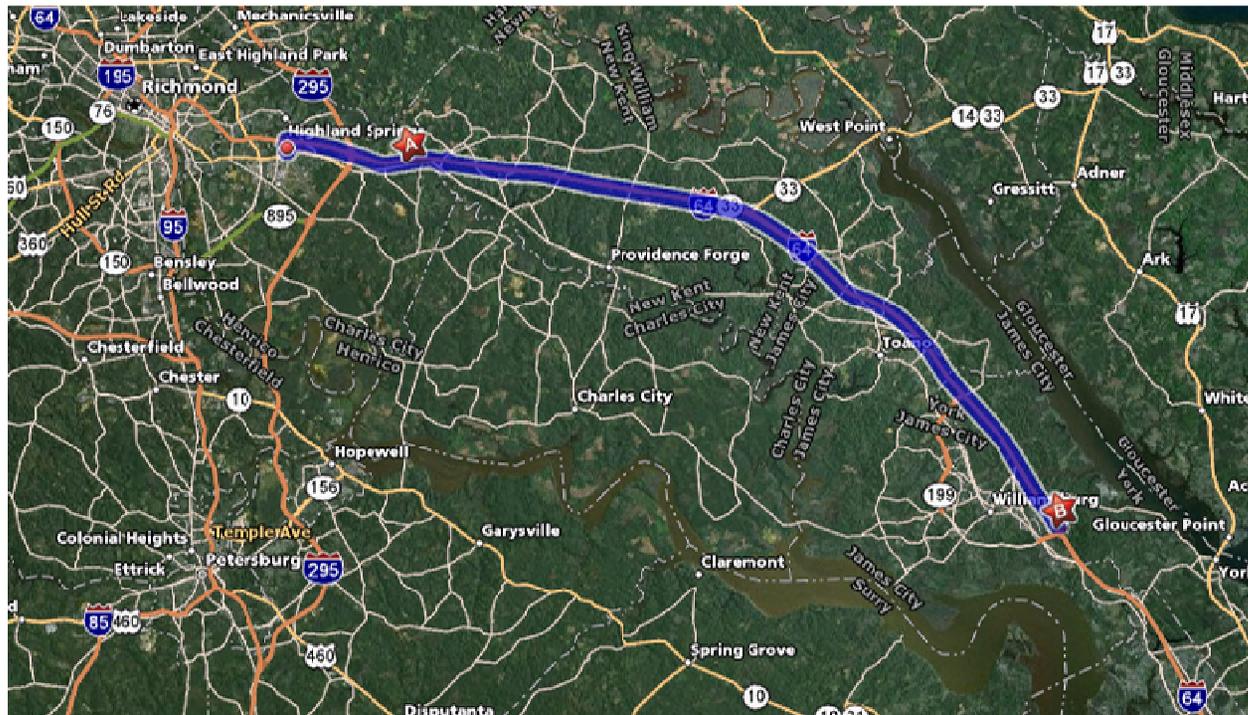
- NEPA Documentation
- 30% Plan Design
- Toll analysis



Project will be prepared to advance as either P3 or traditional project after 30% Design

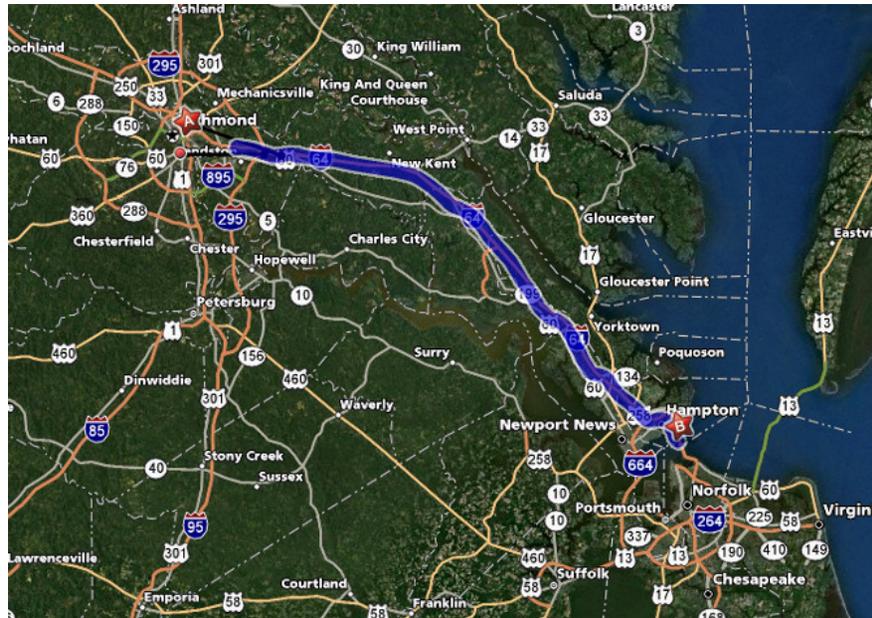
I-295 to West of Route 199 (Exit 243)

- Primarily NEPA work
- PE & Traffic to support NEPA
- Not in Long Range Plan



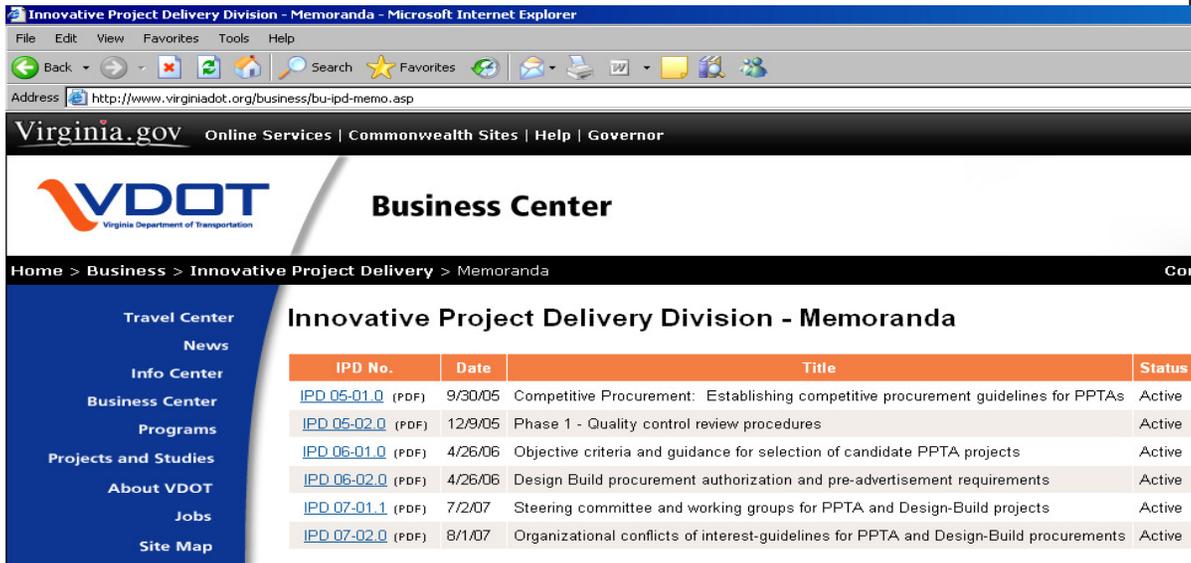
I-295 to HRBT

- To be performed in the future
- Builds upon NEPA, PE & traffic from other two projects
- Will also look at infrastructure needs thru the tunnel
- Not in Long Range Plan



Conflict of Interest

- Issues of Concern
- Conflict Determination
- Posting of Determination



The screenshot shows a Microsoft Internet Explorer browser window displaying the VDOT Business Center website. The address bar shows the URL: <http://www.virginiadot.org/business/bu-ipd-memo.asp>. The page title is "Innovative Project Delivery Division - Memoranda". The navigation menu includes: Travel Center, News, Info Center, Business Center, Programs, Projects and Studies, About VDOT, Jobs, and Site Map. The main content area is titled "Innovative Project Delivery Division - Memoranda" and contains a table with the following data:

IPD No.	Date	Title	Status
IPD 05-01.0 (PDF)	9/30/05	Competitive Procurement: Establishing competitive procurement guidelines for PPTAs	Active
IPD 05-02.0 (PDF)	12/9/05	Phase 1 - Quality control review procedures	Active
IPD 06-01.0 (PDF)	4/26/06	Objective criteria and guidance for selection of candidate PPTA projects	Active
IPD 06-02.0 (PDF)	4/26/06	Design Build procurement authorization and pre-advertisement requirements	Active
IPD 07-01.1 (PDF)	7/2/07	Steering committee and working groups for PPTA and Design-Build projects	Active
IPD 07-02.0 (PDF)	8/1/07	Organizational conflicts of interest-guidelines for PPTA and Design-Build procurements	Active



Q & A

Lets Talk!

Summary

- **EOI should be concise, well organized**
- **Show independent thought**
- **Demonstrate your agility of decisions**
- **Ensure delivery of product**
- **We welcome your thoughts. They are 20% of the score!**