

**Meeting Location:**

TIA Industry Forum  
One Georgia Center  
600 West Peachtree Street  
4th Floor – Rooms 403 and 404  
Atlanta, GA 30308

**Meeting Time:**

Monday, March 16, 2015  
10:00 AM – 12:00 PM

**Presenters:**

Mike Dover, TIA Administrator  
Shurjal Amin, TIA Program Manager  
Bobby Adams, Procurement for TIA Program  
Kelvin Mullins, Regional Coordinator for River Valley and HOGA  
Tim Matthews, Regional Coordinator for CSRA and HOGA

**Attendees:**

Forty (40) unique firms were represented, with forty-five (45) total attendees – excluding GDOT and TIA staff. Treasury Young, Procurement Administrator and GDOT, Deputy Commissioner Todd Long were in attendance. *(Sign-In sheets attached)*

**Program Overview Update (Mike Dover)**

The intent of the Industry Forum was to share program and project information, risks of the program and the process moving forward. Through this forum, GDOT provides the industry with an opportunity for two way communication on the projects prior to the restriction of communications that will be issued once the projects are advertised.

Procurement services have been completed for Band 2 and it has been decided to begin Right of Way and Preliminary Engineering for Band 3. TIA staff provided information on the anticipated scope and budget parameters for the proposed projects, the procurement process and past lessons learned while relating GDOT's proposed project approach. A two phased approach (Concept and Design) has been introduced on some of the higher risk projects. Currently focus is still on delivering Band 1 projects with 9 months to go.

Collections are lagging behind initial projections by approximately fifteen percent for the program as a whole. This revenue shortfall is being managed utilizing a comprehensive risk assessment of the program. \$281 million has been collected so far with local regions collecting 70 million dollars thus providing them with a 25% discretionary fund.

The State Transportation Board passed a resolution in May 2012 encouraging the use of small, disadvantaged, and veteran owned firms wherever practical and feasible. The use of these firms is continuing to be encouraged and several outreach events have been held. We will continue to have that partnership as we move forward with the program.

The website is continuing to be updated. Information concerning individual projects can be found there as well as the TIA manual. The latest update to the TIA manual was January 2015. All designs will follow the TIA manual if 100% TIA funded. If it is a blended project with federal funds, it will follow the federal process. Many upcoming projects are comprehensive, involved projects which have a considerable amount of information available from 20 years of trial and error trying to move them forward. To address risk, every project has been placed into a risk category. Revenue and project budgets will be utilized according to these assessments moving forward.

### **TIA Risk Management (Shrujal Amin)**

Projections for revenue have stabilized. Revenues are down by approximately 176 million dollars overall for the program. Active project management and innovative solutions from industry that will still allow for meeting the objectives of the project will mitigate this revenue shortfall. Every TIA project has been reviewed and the projects have been grouped into fifteen categories with risk level assigned on a scale of 1-5. Program risk and inflation have been considered. Based on both the project risk and the program risk, a discount rate factor has been used to develop hold backs. This will mean that the total funds listed on the investment list may not be available based on this comprehensive assessment and the resulting holdbacks.

### **Solicitation Information (Bobby Adams)**

Procurement will follow the same format utilized for Batch 3 which is very similar to the GDOT format. TIA procurement will be coordinated and staged to avoid immediate overlap with any GDOT procurements to provide industry time to respond. A two phased approach will be utilized with the first containing the shortlist phase and submission of a Statement of Qualifications (SOQ). The second phase will involve the finalist selection and it is not anticipated that presentations will be required.

There will be five contracts with anticipated firm fixed pricing. We are looking at a two phased contract approach (Concept and Design) with some of these projects. Part of the negotiations will be to determine if a one or two phased approach will be used. Overhead will be capped at 150% with both primes and subs in an effort to contain costs. Following is the planned schedule:

- Advertisements will be posted on April 3<sup>rd</sup>.
- SOQs will be due on May 5<sup>th</sup>.
- Shortlist announcement is expected in early to mid-June.
- Phase 2 submittal date will be 10 days after the finalist list is announced.
- Selection to be complete after that. (Will be further defined closer to phase two submittal date)

There will be five contracts advertised:

#### Two Contracts from CSRA

- Contract 1 – I-20 at US 221/SR 47, Columbia Co.
- Contract 2 – East Sparta Bypass from CR 216/Shoal Rd to SR 22, Hancock Co.

#### Three Contracts from River Valley

- Contract 3 – US 280/SR 30 from Lake Blackshear to SR 300 Conn., Crisp Co.
- Contract 4 – SR 1 from CS 2661/Turnberry Lane to SR 315, Harris/Muscogee Co.
- Contract 5 – CR 61/Cusseta Rd from Fort Benning to Stanton Dr., Muscogee Co.

Project information discussed will be posted to GDOT's Public Download page:

<http://mydocs.dot.ga.gov/info/publicdownloads/default.aspx>

There is currently information on two projects and information on a third will be posted later this week.

**Contract 1 – I-20 at US 221/SR 47, Columbia Co.**

Available information is contained in the investment report. This is an I-20 interchange bridge replacement project in Columbia County. Intersection safety improvements are included as it relates to site distance and will be a major concern. Widening is not seen in the scope. Goals will be to maximize the benefit as stated on the investment report to the best of your ability within the available budget. Investment List Amount is 11.04 million but less will be available to deliver the project. This is a 100 % TIA project so the federal process will not need to be followed. Coordination will be needed with the FHWA. The TIA program team will assist with this. This will be a GEPA document not a NEPA document. The TIA office will handle all coordination.

*Questions: Can FHWA make the decision to oversee this project?*

*Answer (Tim Matthews): They can, but this is not anticipated as federal funds are normally the driving force for FHWA oversight.*

*Question: Will LRFD be required for the bridge or just Load Factor design?*

*Answer (Tim Matthews): The TIA manual does not require a LRFD. It would also be dependent on factors such as the budget. It is a discussion we can have.*

**Contract No. 2: East Sparta Bypass**

The investment report is available. The purpose of this project is to construct a four lane truck route around the City of Sparta. One of the benefits is to reduce the traffic in downtown Sparta. This is a 100% TIA project with 11.5 million dollars as the approved investment list amount. The route is estimated to be approximately 2.75 miles. A two phase approach (Concept and Design) is desired on this project.

**Project Information (Kelvin Mullins)****Contract No. 3: Widen US 280 / SR 30 in Crisp County**

Investment list amount is approximately \$32.9 million and the project is 100% TIA. Coordination with a Band 2 TIA project currently under design which widens the bridge over Lake Blackshear will be needed. All permits for the lake should be taken care of with this project so they will not have to be requested again. Items of significance for this project are the Georgia Veteran's Memorial State Park, a golf course, an at-grade railroad crossing, and an existing bridge.

**Contract No. 4: Widen SR 1 / US 27**

The investment list is showing \$20 million of TIA funds and \$20 million of federal funds. We are expecting a phased approach on this project. Right now, the only funds available are the TIA funds in the amount of \$20 million. We are looking for assistance on alternatives that can be delivered for \$20 million and also for the full amount of \$40 million. This project has a long history and has previously had logical termini issues. Scope indicates to widen the route without specifying the number of lanes. It will need to be determined if a project that satisfies the indicated goals can be delivered for the existing \$20 million. Project length is approximately 7.2 miles. There are two lakes adjacent to the road and an abandoned railroad line on the other side of the road running parallel beside the existing road.

**Contract No. 5: Cusseta Road / Old Cusseta Road Improvements**

Benefit is to alleviate congestion along Cusseta Road and old Cusseta Road in the vicinity of I-185. Investment list amount is approximately \$58.2 and is 100% TIA funded. Approximately \$42 million is allocated for the ROW phase. This project has a considerable amount of existing information on it. There are many DGNs available.

### **Lessons Learned and General Comments (Mike Dover)**

During earlier solicitations, some projects had small budgets and they were developed using design as the controlling cost. It is becoming clear that design is not the controlling cost. Utilities and ROW are the controlling costs. There is a need to get ahead of utilities and ROW and not continue to design and redesign around them. It is advantageous to partner with these firms and establish the right costs for these projects and identify the risks. It is better to be able to do this early and mitigate the risks from utilities, ROW and environmental.

The department developed a Conflict of Interest Policy early on and it is the submitting firm's responsibility to report any potential conflicts. It does not mean it is a conflict or that a firm will be disqualified.

Many files with a large amount of information will be provided on an FTP site. Access will be provided to the site. Questions were entertained.

*Question: Can a firm offer innovations such as LIDAR that can reduce the cost but is not one of the categories being requested?*

*Answer – Bobby Adams: Absolutely, area classes are assigned based on what appears to us to be required. If a firm comes in as part of negotiations of selected firm or even in the proposal with an idea to reduce costs, we are open to that even if the area class was not specified. We do selections based on the technical aspects not the cost but to me that is one of the technical advantages to show.*

Mike Dover thanked everyone for their time and attendance and invited any feedback or suggestions for improving the Industry Forums or any TIA matters.

# **ATTACHMENTS**

***Attendee Sign-In Sheets***



# TIA INDUSTRY FORUM

Monday, March 16, 2015

10:00 AM

## SIGN-IN SHEET

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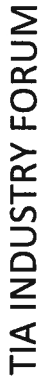
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