Inside the Procurement Process
Scott Perkins
Paseo Del Norte and I-25 Interchange Project – CN A301180
May 6, 2014
PROJECT TEAM

- NMDOT
- City of Albuquerque
- Bernalillo County
- FHWA
- Mid Region Council of Governments (MRCOG)
- Wilson & Company (Design Consultant)

- Kiewit/ Bohannan Huston/ Terracon (DB Team)
VICINITY MAP

- PDN BOP near Diversion Channel
- PDN EOP @ San Pedro
- 1-25 EOP @ Alameda
- 1-25 BOP @ Jefferson

STUDY LIMITS
The previous Highway Bill (SAFETEA-LU) provided federal funds that allowed the NMDOT to develop alternatives, purchase ROW, and produce a Draft Environmental Impact Statement (DEIS).

The original improvements proposed in the DEIS were estimated at $350 million.

Based on funding constraints and availability, a more affordable alternative ($93 million) was developed that focused on improving traffic flow through the interchange.

Moved forward with a new, fiscally responsible, stand-alone project that addressed critical needs.
FUNDING OF PROJECT

Funding $93 million

- Consists of construction, ROW, design/engineering, stipends, and construction management
- Construction: $75 million

Funding Summary Breakdown

- $50 million – City of Albuquerque
- $29.75 million – State of NM/NMDOT
- $5 million – Bernalillo County
- $8.25 million – Federal funding
DESIGN - BUILD

- The proposed construction for this project is through a Design-Build project delivery method.

- NMDOT does not have full authority to use Design-Build. Experience with Design-Build was 4 prior projects.
PROJEKT NEED

- Relieve congestion
- Movements – NB to WB and EB to SB
- Safety

OWNER’S GOALS

- $75 million GMP construction contract
- Minimize traffic disruptions
- Project completion by 09/03/15 or sooner
EXISTING INTERCHANGE
PDN & JEFFERSON LOOKING NE
ENGINEER’S ROLE

- Develop and distribute LOI
- Develop and distribute SOQ
- A total of 6 teams submit LOI and respond to SOQ
- A total of 3 teams shortlisted and proceed to RFP
- Develop and distribute RFP to shortlisted teams
- Shortlisted Teams:
  - Kiewit/BHI
  - Sundt/AUI
  - North Gateway JV
ENGINEER’S ROLE

- RFP
  - ITO 131 pages
  - Special Provisions 1062 pages
  - General 10 pages
  - Performance Specifications 151 pages
  - Utilities 32 pages
  - Contract Drawings 282 pages
  - Reference Documents 4000+ pages
  - Construction Specifications 70 pages
- Alternative Technical Concepts (ATC)
$140,000 STIPEND

- Offerors to be fully responsive but have unsuccessful proposals
- Must achieve an overall quality rating of “acceptable”
- Because of Technical Concepts
ATC Definition

- “ATCs eligible for consideration hereunder shall be limited to those deviations from the requirements of the as-issued Contract Documents that result in performance and quality of the end product that is equal to or better than the performance and quality of the end product absent the deviations, as determined by the Department in its sole discretion.”

- The proposer is allowed exclusive changes in the contract requirements to support an ATC that provides and equal or better product.
Alternative Technical Concept

- Proposals incorporating innovation and creativity into RFP
- Obtain the Best Value for the price by providing an equal or less cost
- Detailed list of requirements for submission of ATC
- Members held weekly meetings with each team to review ATC’s
## PROPOSAL TECHNICAL SCORING

### Pass/Fail Factors
- Legal Subfactors
- Financial Evidence
- Compliance with ITO Requirements

### Qualitative Scoring

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<tr>
<th>Component</th>
<th>Score</th>
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<td>Statement of Qualifications Carry Over</td>
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<tr>
<td>Management Approach</td>
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<td>Project Management Plan</td>
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<td>Price Factors</td>
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<td>Technical Design Approach</td>
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### PROPOSAL TECHNICAL SCORING

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<th>Category</th>
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<td><strong>TOTAL POINTS</strong></td>
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EXAMPLE ATC

I-25 / PASEO DEL NORTE INTERCHANGE RECONSTRUCTION DESIGN AND BUILD PROJECT

ATC Number: TBD

1. Description:
The northbound I-25 to westbound Paseo del Norte flyover ramp in the NMDOT Concept Design shows a ramp that connects to I-25 northbound as an exit ramp, crosses over Paseo del Norte Mainline, crosses over I-25 mainline, crosses over the southbound I-25 frontage road, and merges into Paseo del Norte as an entrance ramp. The ramp begins as a two-lane ramp where it exits I-25, transitions to a one-lane ramp before it connects to Paseo del Norte, and is a direct merge into Paseo del Norte. At the location where the ramp merges with Paseo del Norte, the Paseo del Norte mainline is three lanes in the westbound direction and the connection must be a direct merge to keep the proposed bridge over Jefferson a three-lane section for westbound traffic. The flyover in the NMDOT Concept Design requires ROW acquisition at the northwest, northeast, and southeast quadrants.

The proposed ATC flyover modifies the alignment of the northbound to westbound flyover ramp shown in the RFP concept design. The radius of the ramp alignment does not change; the proposed ATC flyover ramp matches the radius of the RFP concept design. The difference is how the ramp connects to Paseo del Norte. The proposed ATC flyover takes two lanes off of I-25 at approximately the same location as the RFP concept design, but crosses the I-25 mainline south of the existing Paseo del Norte/I-25 bridge and connects to Paseo del Norte on the inside within the existing median. Since this ramp connects from a freeway (I-25) to an expressway (Paseo del Norte), this proposed connection complies with AASHTO and standard practice for this type of interchange. Also, the proposed configuration does not create a merge condition for the connection at Paseo del Norte, the two-lane flyover ramp will have two continuous lanes westbound and will connect side-by-side within the two westbound Paseo del Norte through lanes to create a four-lane westbound facility. The four-lane configuration will allow traffic flows to stabilize before dropping one lane so three westbound lanes cross the bridge over Jefferson (this detail is shown in Figure 6).

2. Location:
Northbound I-25 to Westbound Paseo del Norte Flyover Ramp.

3. Conceptual Drawings:
See Attached:
- Figure 1A – Plan View Rendering of Proposed Flyover
- Figure 1B – Horizontal alignment details of Proposed Flyover
- Figure 2 – Profile of Proposed Flyover
- Figure 3 – Bridge Concept Details
- Figure 4 – Pier Protection at Paseo del Norte/SSB I-25 Frontage Road Intersection
- Figure 5 – Horizontal Geometry and Elevation layout for Paseo del Norte west leg

4. Proposed Revision to Contract Language:
No changes to contract language required.
Subject: Kiewit ATC #1  
Northbound to Westbound Flyover Realignment  
June 6, 2013

The ATC is approved subject to the following conditions:

1. The contract language in Part 2, (and potentially Part 3, PS 5, Section 3.2) of the Contract Documents will need to be revised to be consistent with the ATC, subject to the Approval of the Department.

2. It is brought to the Contractor’s attention that approval of this ATC does not relieve the Contractor from compliance of any Contract requirements unless they are specifically revised as a part of the ATC, and in particular the requirements for Maintenance of Traffic and Access.

3. In addition to the pier shielding shown in Figure 4A, add shielding for the pier in the east median to protect westbound traffic.

4. Confirm that piers in medians do not obstruct sight distances to signal faces and as required for left turn movements in intersection. If sight distances are restricted “protected” left turn movements may be required. If protected left turns are used a traffic analysis will be required, demonstrating the intersection operations provide the required LOS with the protected condition. Even in a “protected” left turn condition totally blind sight conditions will not be allowed.

5. It is anticipated that the ATC will require a revision to the IACR. The Contractor shall be responsible for obtaining FHWA Approval for the revised IACR without entitlement to a cost or schedule change order.

6. In the event that implementation of the ATC will require governmental and/or third party approvals, the Contractor will have full responsibility for obtaining any such approvals. If any required approvals are not granted with the result that the Contractor must change its design, the Contractor will not be eligible for a Change Order to increase the price or extend the Project schedules.

Inclusion of this letter in the Offeror’s Proposal will represent the Offeror’s commitment to include the ATC in the Project.
EMPHASIS PLACED ON SCHEDULE PERFORMANCE

- Set Max Calendar Days of 730
  - Completion set for September 3, 2015
- 40 Points Committed to DB Team with shortest schedule
- Incentive $= 40 \times \left(\frac{CDR}{CDR_{\text{max}}}\right)
  \begin{align*}
  CDR &= \text{Offerors Calendar Days Reduction} \\
  &= 730 - \text{Committed Calendar Days}
  \end{align*}$
GUARANTEED MAXIMUM PRICE (GMP)

- GMP Set at $75 million
- Dependant on offerors price commitments
- Use of two scenarios
  1) Less than or equal to GMP
  2) No offerors lower than or equal to GMP
WHAT MAKES A WINNER?

- Aggressive Schedule
- Past Projects
- MOTA
- Right-of-Way
- ATCs
Q & A