Committee on Right of Way, Utilities and Outdoor Advertising Control

2019 Annual Meeting

Chattanooga, Tennessee
April 28–May 2, 2019
Introduction

James Prossick, SR/WA, RW-RAC, RW/AC
HDR Vice President, Right of Way Services

- Senior Project Manager and Section Lead
- 38 years Right of Way Industry Experience
- Former Local Agency Employee
- Licensed Broker and Appraiser
- Wisconsin and Washington DOT Project Experience
Effective Right of Way Consultant
For GEC Design-Build Projects
From WSDOT’s website:
A General Engineering Consultant (GEC) provides overall program management and oversight of design and construction of large-scale projects, including design, construction, and materials engineering and inspection services work.
A GEC could augment agency staff, procure a consultant team capable of successfully and efficiently providing a wide range of project management services and expertise to meet the engineering and business needs of the project, or manage the needs of project through a fully integrated consultant and DOT team approach.
Alaska Way Viaduct

Originally constructed in 1953, the Alaskan Way Viaduct (SR 99) served as a critical link in Washington’s transportation system. Located along the waterfront in Downtown Seattle, the elevated highway structure was recently replaced with the SR 99 tunnel.

- Special Benefit Appraisals
- High-Value Temporary Construction Easements
- High Volume of Temporary Relocations
- Right of Way Construction Liaison Services
SR 509 Corridor

The SR 509 Corridor serves as a major connector route to I-5. This project improves freight mobility and congestion through the area.

Mixed Consultant ROW Team
High-Volume Residential Relocations

Co-Located Staff
Sound Transit Coordination
SR 520 Bridge Replacement Project

SR 520 is a critical Puget Sound highway traversing Lake Washington with the longest floating bridge in the world, linking densely populated cities and some of the largest state employers in the region.

- Joint WSDOT/Consultant Right of Way Staff and Services
- Controversial Acquisitions and Relocations with High Level of Public Scrutiny
- Unique Appraisal Assignments
- On-going Property Management Services
The I-405 Corridor is a vital regional corridor east of I-5, suffering from severe congestion which results in associated economic impacts. This corridor program creates an integrated, multimodal package of transportation improvements aimed at improving mobility, safety, and the quality of life for communities along the corridor.

- Multiple Active Right of Way and Construction Phases
- Mixed Consultant/WSDOT Team Across Disciplines
- High-Value Properties with Noise and View Concerns
- Multiple Agency Stakeholders With Varying Priorities
Peeling the Onion
Critical Items to GEC Design-Build Right of Way Success

1. Project Team/ROW/DOT Staff Integration
   - Management & Oversight Roles - Co-located and Outside Staff

2. Identify Process Shortcuts Without Detours or Dead Ends
   - DOT Process and Project Team Directives

3. Skilled Scalable Staffing to Meet Project Demands
   - Flexible Staff Resources

4. Balancing Regulatory Requirements and Schedule Needs
   - Achieve On-Schedule ROW Certification

5. Paying Attention to the Details
   - ROW Plan, Appraisal Scoping, Relocation Planning, and Early Acquisitions

6. Consistent Landowner Relations For The Life of the Project
   - Linking Public Involvement and ROW activates
Start Thinking Non-Linear Schedule
Challenges and Lessons Learned

- Importance of Schedule, Schedule, Schedule
- Effectively Manage Project Team Priority Changes and Delays from Stakeholder Agencies
- Develop Cooperative Relationships at All Levels
- Train Consultant on WSDOT Real Estate Requirements and Process
- Develop Appropriate Appraisal Scope and Supporting Materials to Stay On Track
- Provide Quality Control of Right of Way Plans for Real Estate Purposes
- Identify Appropriate Temporary and Permanent Easement Terms
- Efficiently Manage Administrative Settlement, Condemnation and Closing Process
Apply Lessons Learned for Next Project

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Design-Build Finance

• Contractor is responsible for all utility relocation

• Less involvement from GDOT, but provides oversight

• GDOT reviews and approves retention request, permits and agreement

• Mater Utility Adjustment Agreements are between Utility Owner and Contractor
# Design-Build Utility Coordination

<table>
<thead>
<tr>
<th>Pre Let</th>
<th>Post Let</th>
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<tr>
<td>Costing Plans</td>
<td>DB Contractor Facilitates a Utility/SUE Kickoff meeting</td>
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<tr>
<td>SUE</td>
<td>DB Contractor coordinates with utility owners and pre-approved design</td>
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<td></td>
<td>consultants/construction contractors</td>
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<tr>
<td>Utility Workshop</td>
<td>DB Contractor coordinates and/or performs relocations (as specified in</td>
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<td>executed MOU)</td>
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<td>Utilities Outreach (Local Permittee and</td>
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<td>Utilities Company)</td>
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<tr>
<td>MOU’s and Utility Analysis Form</td>
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Utility Workshop

• Utility Workshop
  o Provide Utility Owners with up to date Project information such as scope, schedule and Design Build delivery mechanics
  o MOU’s are provided with explanation of Utilities Owners options
  o Utility Analysis form is provided with explanation of purpose
  o Utility Coordination process is discussed in details
  o Discuss GDOT expectation and Utility responsibilities.
Utility MOU’s

- Utility MOU’s
  - Outlines Design-Build Contractor’s and Utility Owners responsibilities
    - A – Has Prior Rights and wants to perform design and/or construction activities
    - B – Regardless of Prior Rights want design and/or construction included in the Contract. Water and Sewer is automatically included in the Contract
    - C – Owner wants to provide design and/or construction at their own cost
  - Executed MOU included in the Contract Bid Documents
  - Besides water and Sewer, Utility owners to provide pre-qualified vendor list and any special requirements
Design Build Contractor Responsibility:

- Has the responsibility of coordinating project construction with all Utilities that may be affected

- Coordination to be done by a GDOT Prequalified Utility Coordination Contractor

- Complete Supplemental SUE Plans – QL A

- Endeavor to design around, avoid or reduce utility conflict when possible
• Utility Impact Analysis Report:
  o Recommended after SUE QL-B but prior to SUE QL-A
  o Spreadsheet used to list what extent the roadway improvements will be impact utilities
  o Spreadsheet to list avoidance alternative required adjustments/relocations, and cost estimates to perform those relocations
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Utility Relocations and the Construction Management/General Contractor Delivery Process
CM/GC is Construction Manager/General Contracting.
Based off of the vertical CMAR or Construction Manager at Risk.
A contracting method that involves a Contractor in both the design and construction phases of a project.
The intent is to form a partnership with CDOT, the Design Consultant, and the Contractor.
The focus is on a partnership in which mitigates risk, improves the construction schedule, streamlines the design process, and produces a project that adheres to the budget.
An important role of the Contractor is to help acquire the constructability information to reduce risk in the design and construction phase.
CM/GC Basics

- What is the different between D-B-B, D-B, and CM/GC?
  - Risk Allocation – CM/GC is a shared risk approach.
CM/GC Utility Workflow

1. Identification of All Utilities in Project Area
   - SUE Plans
2. Impact Analysis
   - Utility Conflict Matrix
3. Coordination Process and Documentation
   - Preliminary Plans, Phasing and Utility Relocation, and ROW Considerations
   - Final Plans Specifications Clearance Letters
   - Pre Construction Meeting As Built
Vail Underpass Project I-70

I-70 Vail Underpass

PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:
1. Permanent Easement area estimated based on sound walls. Subject to change.
2. Utility easements have not been taken into consideration at this point.
3. Further temporary easements might be required along the South Frontage road to Westhaven Drive, depending on design of the sidewalk.
4. Temporary easements were measured to 10 feet beyond the limits of construction.

November 2014
Utility Relocation Plans
Utility Phasing Plan Integration
Utility Relocation Schedule

- Size of Utility
- Critical Utility
- Time of Year
- Utility company work durations
- Phasing of construction relocations
Utility Specification is written with contractors input and consideration for relocations, schedule and coordination time frames. Again reducing risk to the utility portion of the project.
Construction As-builts can be discussed and either negotiated to have the contractor include. Also the owner may have a separate construction management (CM) collect the data (preferred).
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Contact Info:
james.prossick@hdrinc.com
(425) 450-6356 direct or (206) 409-1406 mobile
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