

Session 58

Lawrence Taylor

FL. Dept. of Transportation

Design Requirements Case Studies - 40th Street & Treasure Island Bridge

Topic Description

The Local Agency Program is being used to develop multi-million dollar projects in D7 and other districts. There has been much change in the Department's role with regards to plan and spec review. This presentation provides case studies on two such projects: the City of Tampa's 40th Corridor Reconstruction Project and the City of Treasure Island's Bascule Bridge Replacement Project.

Speaker Biography

Lawrence Taylor, known to many as Larry, has been the D7 JPA/LAP Administrator since 2000. He came to the Department as a D5 Planning Statistics OPS employee in early 1979 while still a student at Stetson University. Upon completing his studies in June of that year, he accepted a position with the Department in the Planning Statistics Unit. He transferred to D7 in December of 1990 and became the District Statistics Administrator, developing the Roadway Characteristics Inventory, Automated Straight Line Diagram and Traffic Count programs for the new district.

After spending several years as District Government Liaison, he assumed the position of LAP Administrator and has guided the growth and development of that program for D7, including the successful submission of the first federally funded traditional roadway project utilizing Construction Manager at Risk contracting methodology. Larry presented the Local Agency Program at the Project Management Conference last year and the Governor's Hurricane Conference (the last 4 consecutive years).



Local Agency Program Lessons Learned: A District Perspective

Larry Taylor
FDOT District Seven
JPA/LAP Agreements Administrator

July 2006



Overview

- Case Studies
 - Case 1: Treasure Island Bridge (City of Treasure Island)
 - Case 2: 40th Street (City of Tampa)
 - Case 3: Clearwater Beachwalk (City of Clearwater)
 - Case 4: Old Memorial Bridge (Hillsborough County)
- Lessons Learned



Local Agency Program History

- Law 102-240: Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- FDOT can Delegate Authority to Qualified Local Agencies
- Any Project in the FDOT Work Program *can* be a LAP Project
- Firm Commitment by Locals



Benefit to Local Agencies

- Retains more approval authority when developing federally assisted transportation projects
- Savings in time and money through the ability to advertise, award, & manage its own projects
- More control over design & implementation
- May develop any federal aid project using state and federal procedures permitted by LAP



Local Responsibilities

- Must commit sufficient staff & other resources to project administration
- Must ensure all applicable state & federal requirements are met
- Must seek approval to administer each federal aid project.



LAP Certification Process

- Locals obtain a copy of the LAP Manual and review program to determine applicability.
- Meet/discuss the program with District LAP Administrator, as appropriate.
- Submit LAP Certification packet which includes
 - Local Agency's Certification Qualification Agreement
 - Local Agency's table of organization
 - Local Agency's staff resumes
 - Narrative describing qualifications
 - Transmittal letter signed by either an appointed or elected official



LAP Certification and Pre-qualification Areas

Local Agencies can be certified in

- Planning
- Consultant Selection
- Design
- Bid and Award
- Construction Administration

Local Agencies can be pre-qualified in:

- Environmental Assessment
- Right of Way



The Department's Role

- Assist local governments with certification process.
- Assist local governments with project selection once certification is obtained.
- Review, comment and approve local government design plans.
- Provide project oversight, particularly on projects on the State Highway System.
- Level of involvement increases with level of project complexity and upon local request.



Standards and Specifications

- Standards and Specifications
 - LAP Projects on the State Highway System
 - Must use FDOT Standards and Specs
 - Off-System LAP Projects
 - Green Book Standards
 - Recommend FDOT Specs (first 9 sections)
 - FDOT is currently developing Off-System Specs



Standards and Specifications

- On-System vs. Off-System
 - Review equal to FDOT project
- Off-System
 - Green Book is minimum
 - First 9 sections
 - Review for “fatal flaws”
 - FDOT spec override (special circumstances)



Environmental Clearances, Phase Submittals and Certifications

- Environmental Clearances
- Plans submittals:
 - State System Projects – phase submittals will be made at 30/60/90/100%.
 - Off-System Projects – phase submittals will be made at 60% and 100%
- Rail, Utility & R/W certification
- Specifications development



New Production Emphasis

- LAP Projects in Production Schedule
- Required Local Commitment
- LAP Project Management
- Constant Communication
 - Quarterly Status Meetings With Locals



Project Scheduling

- Local Scheduling Methods
- Project Milestones
 - LAP Execution Date
 - NTP to Local Agency
 - Design Start Date
 - Phase Submittals
 - Final Plans
 - Utility Certification
 - Permits Clear
 - Environmental Clear
 - R/R Certification
 - R/W Certification
 - Advertisement Date
 - Bid Opening Date
 - Award Date
 - Construction Complete



FHWA LAP Review

- Began in May 2005
- Sampled Federal-Aid LAP construction contracts in each FDOT District
- Checked only basic Federal-Aid contract requirements



FHWA Findings

- 18 LAP contracts sampled
- None met all federal requirements
- Moratorium on LAP construction authorizations
- Led to LAP Checklist(s) Process



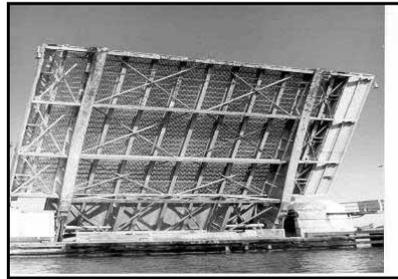
Checklist Process

- Project Guidelines Issued September 2005
- Local Agency Checklist Requirements
 - Operational Procedures
 - Contract Documents
- Certified by Local Agency
- Certified by District LAP Administrator
- Verified by Statewide LAP Administrator
- Reviewed by Federal Management Office
- Submitted to FHWA for Authorization
- Existing FDOT Specifications vs. Local Specifications



Case 1: Treasure Island Causeway Bridge

- City of Treasure Island
- Off-System Bridge



Case 1: Treasure Island Causeway Bridge

- 48 year old bascule bridge
- Structural rating of "2"





Case 1: Treasure Island Causeway Bridge

- Unique funding
- Money presents a problem
- Commitment of funds by 9/30
- City not LAP certified



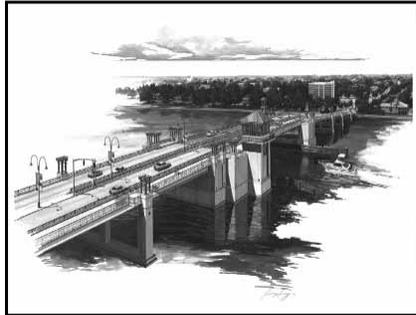
Case 1: Treasure Island Causeway Bridge

- City designed structure
- No prior FDOT design involvement
- Federalization of project



Case 1: Treasure Island Causeway Bridge

- Certification of City of Treasure Island under the Local Agency Program
- Special Experimental Project (SEP) 14



Case 1: Treasure Island Causeway Bridge

- Obtaining FHWA's blessing
- Current status/future look





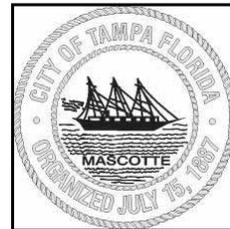
Case 1: Treasure Island Lessons Learned

- Large Job for Small Staff
- FDOT Plans Review/Construction Oversight
- Owner Preference vs. FDOT Requirements



Case 2: Miracle on 40TH Street

- City of Tampa
- Off-System Roadway
- Intersects 3 State Roads





Case 2: 40TH Street

- Northern segment from SR 582/Fowler Avenue to Busch Gardens entrance completed in early-2005
- Segment from Busch Gardens entrance to South of SR 580/Busch Boulevard completed in February 2006
- Unique combination funding situation



Case 2: 40TH Street

- FDOT Conducted PD&E Study
 - Environmental Justice Issues
 - Noise Issues
- PD&E Recommended Noise Walls





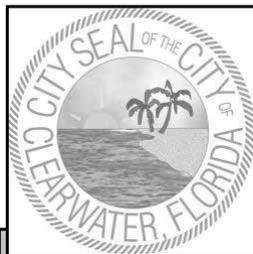
Case 2: 40th Street Lessons Learned

- Environmental Compliance
- Important for FDOT to Review Plans
- Owner Preference vs. FDOT Requirements



Case 3: Clearwater Beachwalk Not Your Basic Walk in the Park

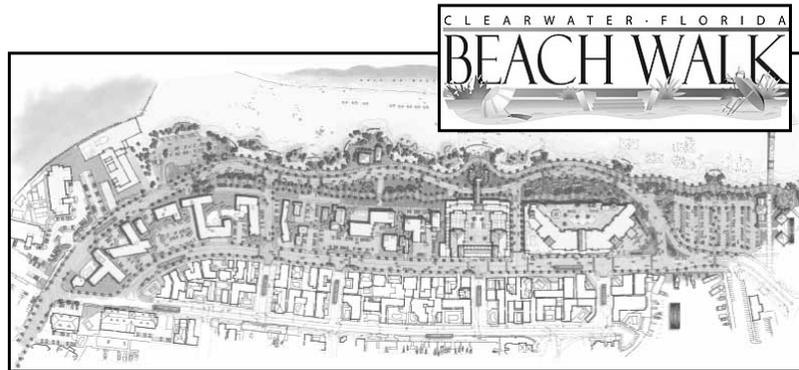
- City of Clearwater
- Off-System Roadway





Case 3: Clearwater Beachwalk

- Unique Funding-Federal Earmark Received Late in Design
- Needed Environmental Compliance



Case 3: Clearwater Beachwalk Lessons Learned

- Environmental Compliance
- Early Coordination with FDOT





Case 4: Old Memorial Bridge

- Hillsborough County
- Off-System Bridge



Case 4: Old Memorial Bridge

- In-Kind Replacement but Must Meet Current Design Standards
- ROW Acquisition Necessary





Case 4: Old Memorial Bridge Lessons Learned

- Early Coordination with FDOT
- Simple Projects can Become Complex
- Environmental Compliance



Recap-Lessons Learned

- FDOT/Local Government Communication
Early and Continuous





Recap-Lessons Learned

- Environmental Compliance Must be Completed
- Owner Preference vs. FDOT Requirements



Other Lessons Learned

- Single Point of Contact with Local Government
- FDOT Needs to Identify a Project Manager for Each Project
- LAP Agreements Need to be in Place
- Monitor Cost Estimates and Schedules

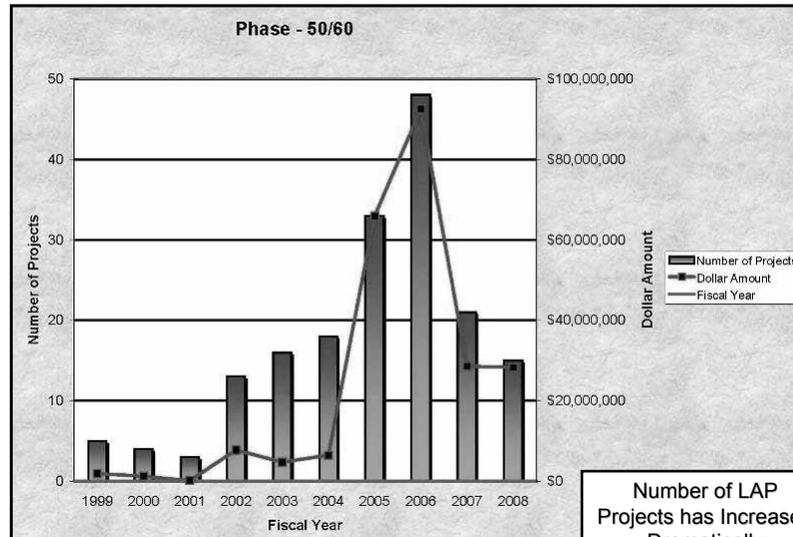


Local Agency Program

- FHWA Audit
- Fine Tuning the Process
- Local Government Training



Local Agency Program





Educational Tools

- District Seven Hosted Proactive Local Government Training Workshops
 - May 2005
 - December 2005



Educational Tools

- District Seven Distributes Innovative LAP Bulletin to Local Governments

**Local Agency Program Bulletin 1
District Seven Update
July 2006**

Abbreviated FHWA Checklist

A number of local governments attended our District Seven workshops last year to learn about the checklist that has been placed on the Local Agency Program (LAP) by the Federal Highway Administration (FHWA). As you know, this renewed emphasis is based on a recent project audit performed by FHWA which resulted in the identification of a number of deficiencies in the statewide implementation of the current LAP program. To date, our District Seven workshops have focused primarily on current projects receiving local authorization since July 19, 2005 with LAP agreements between the FDOT and local government. As discussed at the workshops, these projects all require the submission of the FHWA checklist as part of the plans, specifications, and estimates package (PS&E) to FDOT.

FHWA recently issued an additional request that impacts LAP construction projects which delayed their initial federal authorization on or before July 19, 2005 for these projects. FHWA has developed an abbreviated checklist that needs to be completed by the local government and submitted to FDOT for review and approval. This abbreviated checklist includes only six items of interest to FHWA, but each will require some research on the part of the local government to ensure that the information reported is accurate. A copy of this abbreviated checklist has been included for your information and use as needed.

District Seven and our LAP partners have 25 projects that require submission of an abbreviated checklist. Also included with this bulletin is a list of these projects, sorted by the responsible local government, that will need to be addressed.

When completing the abbreviated checklist, if a "no" or "NA" is the local agency response to all of the questions asked, the completed checklist can be signed and mailed to the District Agreement Administrator for processing, with the Federal Mail Management Office. When the checklist is completed for projects where one or more of the six requirements receives a "no" response, action must be taken by the local government to resolve the problem(s). All efforts should be made to supplement the project contract with the correct documentation to resolve any "no" responses. After the District and local agency have worked through the issues, the checklist must be signed and returned to the District Agreement Administrator for processing. A written explanation and resolution of the issue must be included for every "no" response entered on the checklist.

We request that the completed abbreviated checklist for each of the projects identified as being noncompliant be return to the District by September 1, 2006. It is imperative that a completed checklist be submitted for each of the projects listed. FHWA has warned that they will remove all federal funds from the project if found in noncompliance with this request. Project funding would then become the responsibility of the local government.

Completion of the Abbreviated Checklist

If the local government can answer "yes" or "NA" to all questions asked, the completed checklist can be signed and mailed to the District Agreement Administrator for processing.

If one or more of the questions receive a "no" response, action must be taken by local government to resolve the problem. The completed checklist must be signed and returned to the District Agreement Administrator for processing. A written explanation and resolution of the issue must be included for every "no" response entered.

Questions on this issue can be directed to: Lorraine (Lynn) Taylor, District Agreement Administrator, Florida Department of Transportation, 813.971.2644.



CONCLUSION

- FDOT LAP Website link

www.dot.state.fl.us/ProjectManagementResearchDevelopment/lap_pmr&d

- District Seven Contact information

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- Sara Clark, District LAP Coordinator
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THANK YOU!

