

Local Agency Program (LAP) Case Studies: A District Perspective

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Local Agency Program Case Studies: A District Perspective

- Case Study #1: CR 585A/
McKinley Drive/40th Street
Reconstruction Project –
City of Tampa (FPN: 257809
1–5 58 01)
- Case Study #2: SR 699/
Gulf Boulevard – CM@Risk
Reconstruction Project –
Pinellas County (FPN:
257083 1 58 01)



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

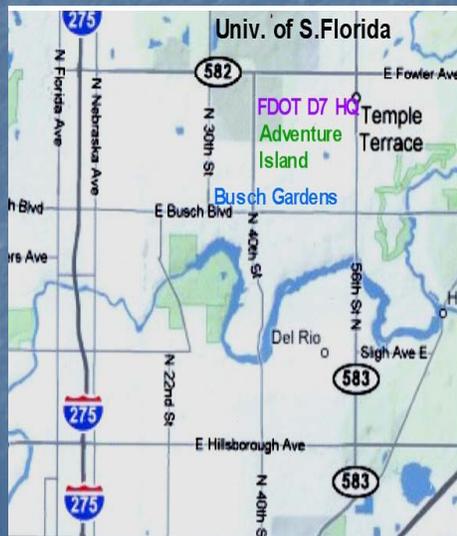
Project Scheduling

■ 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
- Rail Certification
- R/W Certification
- Advertisement Date
- Bid Opening Date
- Award Date
- Construction Complete

Case Study #1: CR 585A/ McKinley Drive/40th Street



- 4.2 mile north/south arterial
- #1 MPO Priority
- Major tourist attractions

Case Study #1: CR 585A/ McKinley Drive/40th Street

- Multiple funding sources
- Major reconstruction project
- Off-System Roadway that intersects 3 state highways



Case Study #1: CR 585A/ McKinley Drive/40th Street

- Includes a low level structure
- Includes 3 roundabouts
- TIITF Reservations



Case Study #1: CR 585A/ McKinley Drive/40th Street

- FDOT Conducted PD&E Study
 - Environmental Justice Issues
 - Noise Issues
 - Public Sentiment – 40th Street Task Force
- Design Issues
 - Depressed economic area
 - Winding road
 - Heavy pedestrian traffic
 - Roundabouts

Case Study #1: CR 585A/ McKinley Drive/40th Street

- ROW Issues
 - TIIFT Reservations
 - Minimize Takes
 - ROW Acquisition by a Local Agency
- Construction
 - Maintenance of Traffic
 - Community Relations
 - Project Segmentation

Case Study #1: CR 585A/ McKinley Drive/40th Street

The project is divided into five segments, Segments A – E
(Segments 1 – 5 for FM purposes)



Case Study #1: CR 585A/ McKinley Drive/40th Street

- Northern Segment (E) from SR 582/Fowler Avenue to Busch Gardens Entrance completed January, 2005
- Segment D from Busch Gardens Entrance to South of SR 580/Busch Boulevard completed February, 2006

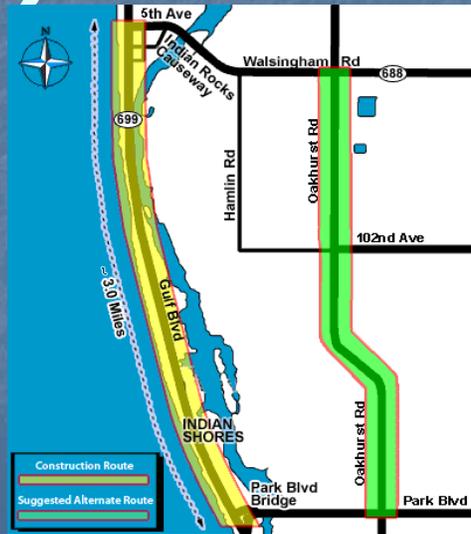


Case Study #1: CR 585A/ McKinley Drive/40th Street

- Enhanced LAP Process
 - Segment B PS&E Submittal
- Upcoming Segments
 - Segment C (FY '09)
 - Segment A (FY '10)



Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County



Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

- FDOT had a resurfacing project scheduled for SR 699 between Park and Walsingham. A reconstruction project was funded for design, but not construction.
- Pinellas County had a re-claimed waterline that needed to go under SR 699 for the same limits.

Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

The Department's Plan

- Complete reconstruction of roadway
- Drainage improvements – Storm sewer with inlets
- Addition of sidewalk
- Sea wall repairs
- Addition of a paved parking area near the sea wall

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- 3 mile long reconstruction project
- Multi-Discipline Joint Venture



Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

- Design Issues - Constrained right of way
 - No Detour for Traffic Control Plan
 - Sea wall
 - Pedestrian Issues/Sidewalks
- Drainage Problems
 - Storm Sewer w/Inlets – Full Road Reconstruction
 - No Areas for Ponds
- FDOT Roadway/County Utility Issues
 - Merger???

Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

- Innovation 101 – Use of Pervious Pavement
 - Solve drainage problems
 - Reduced cost (30%) versus storm system
 - No ROW needed for ponds
 - Can accommodate bikes/pedestrians

Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

- Permeable Asphalt Demo



Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

Challenges:

- Merging of FDOT and Pinellas County Project – federalization of project
- Delay – LAP Moratorium

Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

Benefits:

- Traffic control and mobilization costs can be shared by both agencies
- Disruption to the public is minimized

Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

- Pinellas County coordinated with the Department to construct the reclaimed waterline and the roadway at the same time to minimize costs and delays to the public
- The construction of both projects was to be coordinated by Pinellas County
- Pinellas County decided to use a CM@Risk to construct the project

Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

- Alternative Contracting Methodology
 - The Construction Manager at Risk
- Special FHWA Approval (SEP 14)
- Traditional Roadway Project

Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

- Benefits of CM at Risk
 - Negotiated contract
 - Preconstruction services
 - Value Engineering
 - Constructability
 - Guaranteed Maximum Price

Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

- Benefits of CM at Risk
 - No Supplemental Agreements
 - Reduced construction time
 - Fast track
 - Avoids disputes

Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

- Why CM @ Risk
 - Single point of contact
 - Engineering/construction expertise
 - Flexibility in selection
 - Flexibility in value added material



Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

- How CM was Selected
 - CCNA process
 - Advertise – qualifications
 - Shortlist
 - Interview
 - Selection

Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County

The Long Road Ahead



Case Study #2: SR 699/ Gulf Boulevard Reconstruction Project – Pinellas County The Long Road Ahead



- Seawall is complete
- Shoulder work underway
- Reclaimed water line complete

Case Studies: An Overview

- Environmental Compliance
- Important for FDOT to Review ALL Plans
- Owner Preference vs. FDOT Requirements
- Continuous Discussions with Locals
- Joint Venture

Local Agency Program

- FHWA audits
- Fine tuning the process
- Local government coordination



Educational Tools

- District Seven hosted proactive local government training workshops
 - May 2005
 - December 2005
 - May 2006
 - August 2008 (Planned)



CONCLUSION

- FDOT LAP website link

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

- District Seven contact information

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Case Studies: An Overview

