



DeIDOT's CM/GC Experience

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Agenda

- ❖ Brief overview of CM/GC
- ❖ Original 3 projects
- ❖ Restore the Corridor
- ❖ Projects in process



Excellence in Transportation

❖ Every Trip.

- ❖ We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

❖ Every Mode.

- ❖ We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

❖ Every Dollar.

- ❖ We seek the best value for every dollar spent for the benefit of all.

❖ Everyone.

- ❖ We engage our customers and employees with respect and courtesy as we deliver our services.

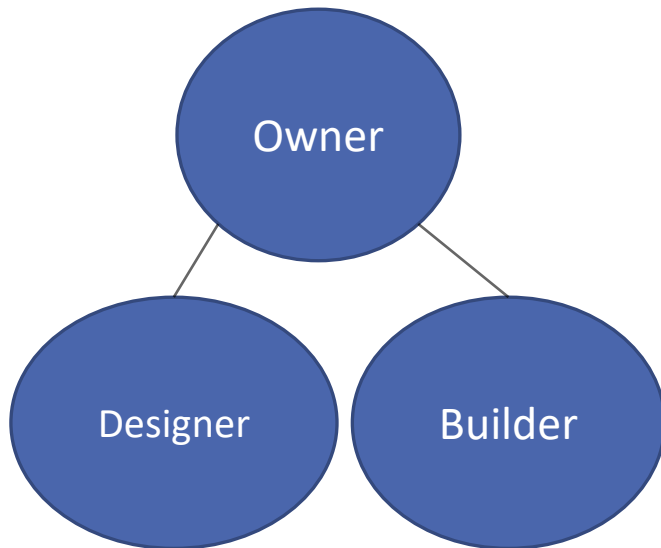


Brief Overview of CM/GC

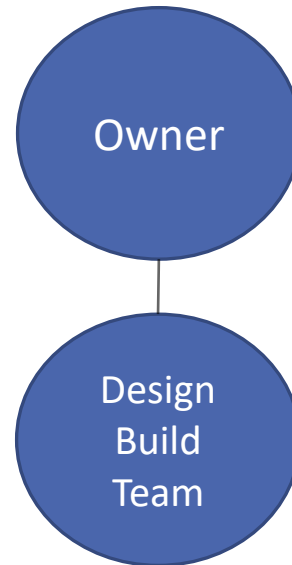
❖ What is CM/GC?

- ❖ Stands for Construction Manager/General Contractor
- ❖ Delivery method combining the best parts of Design-Bid-Build and Design-Build

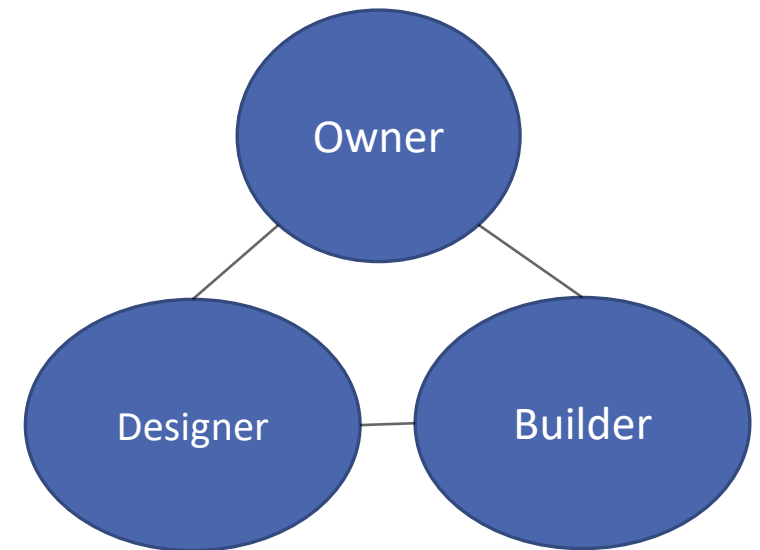
Design-Bid-Build



Design Build



CM/GC



Brief Overview of CM/GC

❖ Legal authority

❖ FHWA

- ❖ SEP-14 in early 2000s
- ❖ Codified under MAP-21
 - ❖ 23 USC §112
 - ❖ 23 CFR 631-635

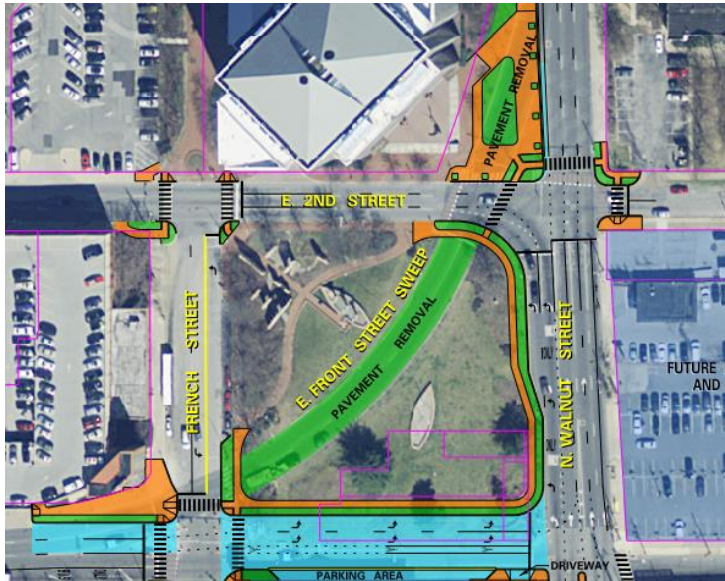
❖ Delaware

- ❖ Pilot program in 2015
 - ❖ 80 Del. Laws, c.78, §130 (Up to 6 projects)
- ❖ Expanded to 10 projects in 2019
- ❖ Projects require advance approval



Original 3 Projects

- ❖ 4th Street, Walnut Street Intersection Improvements (MLK Sweep)
- ❖ Bridge 1-227 on Paper Mill Road
- ❖ Bridge 3-150N&S on SR1 over Lewes-Rehoboth Canal



Original 3 Projects

- ❖ Good projects to get the feel of the process
- ❖ Good relationship with contractor helped during construction
- ❖ CM more than just constructability reviewer
- ❖ Need to better utilize the Independent Cost Estimator (ICE)



Restore the Corridor

- ❖ Rehabilitation of I-95 from I-495 to North of Brandywine River
- ❖ Large and complex project with major challenges
 - ❖ Significant traffic
 - ❖ City access
 - ❖ Amtrak coordination
 - ❖ Rehabilitation work
- ❖ Strict parameters
 - ❖ 2 years maximum permanent lane closures on I-95
 - ❖ Budget
- ❖ Positive CM/GC experience



Restore the Corridor

- ❖ Project generally viewed as a major success
 - ❖ Lane closures on I-95 completed 4+ months early
 - ❖ Added work on north end of project limits
- ❖ Lessons learned
 - ❖ Pre-procurement expert workshop
 - ❖ In-person 2-day kick-off workshop
 - ❖ CM/GC most appropriate for large/complex projects
 - ❖ Budget – account for inflation, impacts to community, scope creep, fair market vs low bid
 - ❖ Price/Quality/Time – pick 2
 - ❖ Advertise the preconstruction RFP earlier in process
 - ❖ Traffic mitigation was a large part of the success



Restore the Corridor

- ❖ Lessons learned (continued)
 - ❖ Contracting portion of the process needs to be re-evaluated
 - ❖ DBE goal earlier
 - ❖ Early Work Packages earlier in process
 - ❖ Separate contract numbers for early work packages
 - ❖ Hand-off meeting when moving from Preconstruction to Construction
 - ❖ Better documentation of some of the decisions
 - ❖ Keep ICE involved into construction
 - ❖ Colocation - Designers on site during construction
 - ❖ MOT plan well conceived and executed
 - ❖ Think through phase shifts earlier in process
 - ❖ Construction noise



Projects in Process

- ❖ I-95 & SR896 Interchange
 - ❖ Contract not awarded to CM
- ❖ North Millsboro Bypass
 - ❖ Construction starting
- ❖ Bridge 3-437 on SR54
 - ❖ Construction scheduled for Fall 2024 through Spring 2026
- ❖ Bridge 1-684 on South Heald Street
 - ❖ Construction scheduled to begin in 2024
- ❖ Bridge 1-686 on South Market Street
 - ❖ Follow Bridge 1-684



Questions?

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