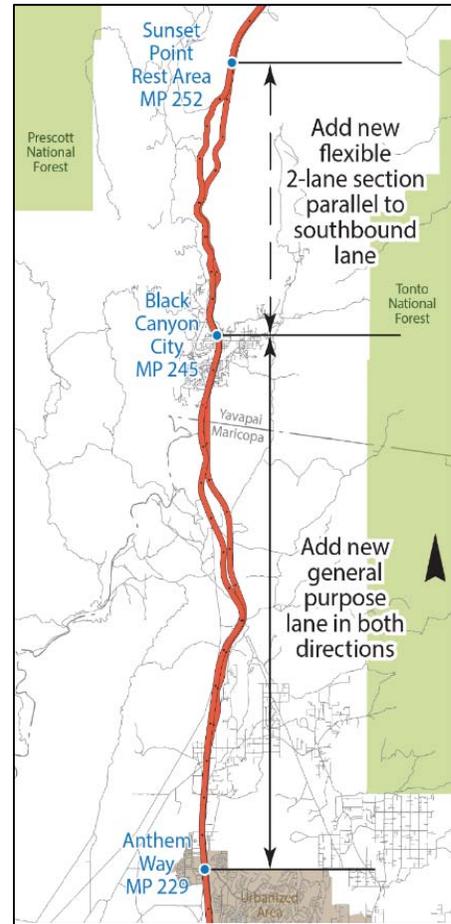
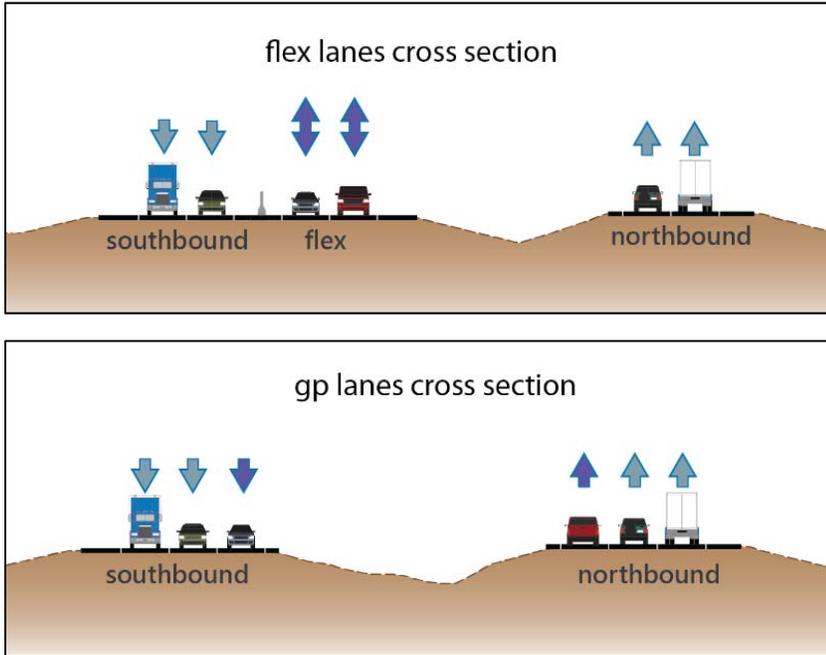


Project Overview

ADOT has programmed the design and construction of improvements on I-17 between Anthem and Sunset Point. I-17 will be widened to three lanes in both directions between Anthem and Black Canyon City, approximately 16 miles. There will also be two “flex” lanes added to the southbound side between Black Canyon City and Sunset Point, approximately 7 miles.



The flex lanes will be open to northbound traffic on Fridays and Saturdays and to southbound traffic on Sundays. The lanes will then be open other days as needed for holidays, incidents, maintenance, etc. The entrance/exit ramps will be equipped with barrier to prevent traffic from entering when the lanes are open to opposing traffic or closed to all traffic.

Plan of finance

The cost estimate in the DCR, finalized April 2019, was \$331.4 million. ADOT has \$323.3 million in funding dedicated to this project from the following sources:

- MAG (RARF): \$50 million
- Federal (NHPP): \$143.3 million
- State funds: \$130 million

ADOT also received a \$90 million INFRA Grant.

Procurement Schedule

Issue RFQ	Oct 2019
SOQ Submittal due	Dec 2019
Shortlist Announcement	Jan 2020
Issue Draft RFP	Feb 2020
Final RFP	May 2020
Proposals due	Sept 2020
ADOT select Preferred Proposer	Nov 2020
Execute P3 Agreement	Dec 2020
NTP	Jan 2021

Selection of Project Delivery Method

ADOT will be using an alternative project delivery method and the P3 law to deliver the project. ADOT is currently considering combinations of Design-Build with Maintenance and/or Operations.

Operations would focus on the flex lanes. Maintenance could be limited to just the flex lanes or all of the lanes within the project limits. The duration of any operations or maintenance would be 5 or 10 years.

Discussion questions

Delivery Method – Operations, Maintenance, and Financing

1. What do you consider to be the optimal length of the maintenance period under a DBO approach? DBM? DBOM?
2. What limits of O&M responsibility would result in the most reasonable transfer of risk; just the flex lanes? Flex lanes and new general purpose lanes? Flex lanes and new cut and fill slopes? Or the entire length of the project including existing lanes?
3. What special issues do you see with designing or operating reversible lanes

Schedule

4. Is the procurement schedule reasonable?
5. What is a reasonable construction duration?
6. Is it preferred to include a time component as part of the technical proposal?
7. What items of work might be considered for commencement prior to issuance of a Notice to Proceed for construction?

Project Scope and Phasing

8. Are there bid options/additions that might enhance the Project?
9. What concepts would you propose to maximize public outreach and awareness?
10. What concepts would you propose for construction phasing and MOT?

Procurement

11. Do you have any comments on the procurement process based on your experience with other procurements for P3 transportation projects? What are key lessons learned that ADOT should consider to help ensure a successful outcome?
12. What do you think is a reasonable time period for you to prepare a proposal in response to an RFP (a) for a DBO scope of work, (b) for a DBM scope of work, and (c) for a DBOM scope of work?
13. What minimum stipend amount is reasonable (a) for a DBO, (b) for a DBM, (c) or for a DBOM procurement?
14. What is the maximum length of time that you would be willing to commit to the terms of your proposal (i.e., 90 days, 180 days, or other)? Are there any circumstances that you would be willing to commit to a longer timeframe?
15. To what extent would you expect to involve Disadvantaged Business Enterprises (DBEs)? For what types of work would you most likely seek DBE participation?

Risk Assessment, Allocation, and Mitigation

16. What concepts would you recommend to motivate innovation and reduce contingency for Project risks – either through an alternative technical concept mechanism in the bid process, risk/reward sharing mechanisms in the Project Agreement, or other mechanisms you have utilized on similar projects?
17. What are the most important surveys and investigations ADOT should consider initiating prior to the start of a procurement process (e.g. geotech, environmental, ROW)? Based on your experience, how can ADOT best ensure that specific needs of individual proposers are taken into account in any surveys?

Design

18. Given the location and nature of the Project, where do you foresee significant opportunities to employ innovative design, construction methods, maintenance regimes and/or materials to acquire efficiencies in cost and schedule?
19. Discuss any possible innovations that could be implemented to improve the infrastructure for Intelligent Transportation Systems (ITS).