

Project Bundling



Kansas North Central Regional
Planning Commission (NCRPC)

Salina, Kansas

June 1, 2023



Project Bundling

North Central Regional Planning Commission (NCRPC) Workshop Highlights – June 1, 2023

This report highlights the North Central Regional Planning Commission (NCRPC) Project Bundling Workshop sponsored by the Federal Highway Administration's (FHWA) [Every Day Counts round five](#) (EDC-5) Project Bundling team, held June 1, 2023 in Salina, Kansas. The workshop was held in-person with several virtual presentations.

Agenda, Session Presentations, and Handouts

- Agenda - see Appendix A
- Session Presentations – see Appendix B
 - Pawnee Nation Bundling (G. Hostetler, CONSOR Engineers)
 - Local Public Agency (LPA) Case Study – Oakwood, Georgia (J. Spencer, City of Oakwood)
 - Build America Center 10 Tips for Putting a Successful Federal Grant Application Together (Q. Cui)
- Handouts – See Appendix C
 - LPA Bundling Process Flow Chart
 - Project Bundling Implementation Plan Template
 - City of Oakwood Georgia, 2017 Paving Bundle Project Bid Documents
 - City of Oakwood, Georgia Bid Tabulation results

Bundling Resources

- Consult the [Bridge Bundling Guidebook](#) for information applicable to any roadway project.
- See FHWA's [Bundled Facilities Overview](#) website for case studies, best practices, and lessons learned.
- [Watch a short video](#) on how advanced approaches to project bundling maximize agency resources.
- Consult the [Advanced Project Bundling: A Reference for Getting Started](#) for tools and methods.
- Use the [Agency Capability Self-Assessment Tool](#) to assess your current project bundling practices.
- Find project bundling information which informs and assists at this [reference tool](#).
- Read President Joe Biden's \$550 billion (\$350.8 billion for highway programs) [Bipartisan Infrastructure Law](#).

FHWA bundling leads/contacts for additional information:

- **Matthew Corrigan**, FHWA Office of Infrastructure Research and Development: (202) 493-3365, Matthew.Corrigan@dot.gov, (EDC-5 Project Bundling Co-Lead)
- **David Unkefer**, FHWA Resource Center, (404) 764-7498, David.Unkefer@dot.gov (EDC-5 Project Bundling Co-Lead)

Participants

Facilitator

- Daniel D'Angelo, P.E., Applied Research Associates, Principal Civil Engineer

FHWA

- Matthew Corrigan, Research Engineers
- David Unkefer, Construction & Project Management Engineer
- Peter Mancauskas, Acting Director, Office of Performance and Innovative Finance Support
- Matt McDonald, Program Development Team Leader
- Julie O'Dell, Program Analyst

Presenters

- Vanessa Lamoreaux, Senior Director, Kansas DOT
- Greg Hostetler, CONSOR Engineer
- Jason Spence, City of Oakwood, Georgia
- Qingbin Cui, Build America Center

Agencies & Organizations (registered)

- Bri Beck, NCRPC
- Emily Benedick, City of Beloit & Mitchell County
- Tyler Ferrell, Mo-Kan Regional Council
- Dan Fischer, USDA Rural Development
- Darren Fishel, Saline County Road & Bridge
- Sara Gier, City of Sylvan Grove
- Kelly Gourley, Lincoln County Economic Development Foundation
- Dale Hlad, Lincoln County Highway Department
- Amanda Horn, NCRPC, Community Development Rep.
- Amanda Lomax, City of Beloit
- Jerry Lonergan, Flint Hills Regional Council
- Justin Mader, Saline County Road and Bridge
- Curtis Mader, McPherson County
- Chad McCullough, Schwab-Eaton
- Deb Ohlde, NCRPC, Strategic Development Advisor
- Tim Parks, Department of Commerce
- Nicole Reed, CloudCorp
- Wayne Scritchfield, Saline County Kansas

- John Shea, NCRPC, Executive Director
- Ken Shivers, Clay Center Street Department
- Austin St. John, City of Marysville
- Dustin Stambaugh, City of Ellsworth
- Martin Tannahill, Dickinson County
- Kevin Thompson, RMA Engineering
- Trevor Tutt, Mo-Kan Regional Council

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Overview (Agenda item 1)

This objective of this one-day workshop was “to understand practical application of project bundling between local public agencies to solve infrastructure needs.” Opening introductory and welcome remarks were provided by David Unkefer and Matt Corrigan, the co-leads for the FHWA project bundling initiative. Emphasis was on the efficiency benefits of bundling done properly, and the opportunity for local public agencies to collaborate to bundle similar work types together; along with available resources and tools created by FHWA. Next, Vanessa Lamoreaux, Senior Director, Kansas DOT providing encouraging remarks on the opportunity with additional funding through the Infrastructure Investment Jobs Act (IIJA), and Kansas DOT’s efforts to assist and encourage local governments to work together to the benefit of all. Deb Ohlde, the primary sponsor, and organizer of the event further welcomed all and was considering the opportunities present for federal grants and the improved odds of success if on a larger regional scale.

Introductions (Agenda item 2)

Facilitator Daniel D’Angelo led the participants through introductions – names, organization representing, roles and a response to the question “What do you hope to get out of this Peer Exchange?”

The responses included:

- To understand needs and how can bundling help meet needs
- How can bundling help improve aging infrastructure
- How bundling can help smaller communities
- To learn from others bundling experiences
- To learn how bundling is done, how does it happen
- To learn new ways to fund projects
- How to create one multijurisdictional proposal
- How to apply for grants to improve chances of success
- How to get others to partner
- To understand what the grant opportunities are for bundling
- To learn about technical assistance available
- To understand Economic Development organization’s role
- To identify bundling opportunities

FHWA Build America Bureau’s Build America Center (BAC) (Agenda item 3)

Peter Mancauskas, FHWA Office of Performance and Innovative Finance Support and Qingbin Cui (QC), Director, BAC provided an overview of the BAC (<https://bac.umd.edu/>) hosted by the University of Maryland. Established in 2022 the BAC’s mission is to “mobilize the use of innovative financing, funding, project delivery, procurement, and contracting solutions to foster new approaches to transportation infrastructure development and delivery through the creation of a knowledge hub, spurring innovation with

cutting edge research, collaborative partnerships, and the development of an academy to deliver innovative education and training plus tailored technical assistance.” The “BIL Launchpad” (<https://billaunchpad.com/>) was specifically pointed out as a tool for all agencies and organizations to help navigate transportation grant programs and expedite applications, it was noted the BIL Launchpad provides customized information on available funding, interactive technical support, data on successful awards, and essential resources. With this platform, localities can accelerate their grant application process and access the necessary tools to enhance their transportation infrastructure.

Peer Presentations (Agenda item 4-6, 10)

1. Daniel D’Angelo, ARA, and David Unkefer, FHWA, provided an overview of FHWA resources and tools available to assist in improving bundling efforts. Focus was on the LPA bundling process flowchart and the 10-step bundling process and Implementation Plan template. See Appendix C for the documents. (Agenda item 4.)
2. Gregg Hostetler, National Director, Structural Assessment, CONSOR Engineers provide lessons learned on supporting LPA organization on their bundling projects. A case study was presented on the Pawnee Nation use of bundling and the alternative contracting method of construction manager/general contractor to great benefit. See Appendix B for the presentation. (Agenda item 5.)
3. Jason Spencer, Public Works Director, City of Oakwood, Georgia presented virtually on how he led three small neighboring cities to bundle pavement projects to achieve significant cost savings. In addition, he shared the bid documents and bid tabulation results. See Appendix B for the presentation and Appendix C for the documents. (Agenda item 6.)
4. Qingbin Cui (QC), BAC presented “10 Tips for Putting a Successful Federal Grant Application Together” and further expanded on the assistance and tools being provided by the BAC on behalf of FHWA to support local governments in taking advantage of available federal funding. The Safe Streets for All (SS4A) program in particular was noted. See Appendix B for the presentation. (Agenda item 10.)

Workshop (agenda items 7-9, 11)

Daniel D’Angelo led the participants through the following steps –

1. Identification of opportunities for bundling between agencies – and issues/risk assessment
2. Identification of potential solutions, action steps.
3. Identification of the next steps

The results are summarized below,

Bundling opportunities

1. Water infrastructure
2. Sewer infrastructure
3. ADA (housing)

4. Rural Road Safety (no shoulders, drop-offs, clear zone)
5. Fiber (DOE IJA grant)
6. Rural water districts/relocations
7. High-risk rural roads
8. Bikeways
9. Pavement treatments (county level, e.g., chip seal)
10. Railroad crossing safety improvements
11. Culvert replacements
12. Sign replacement/upgrades
13. Rumble strips
14. "Historic" pavement
15. Bridges
16. Roadside hardware (lighting, signals, signs, delineators)
17. Public transportation

Potential Solutions

- SS4A planning/demonstration grant application
- SS4A implementation grant application
- RAISE grant
- SMART grant – GIS
- Reconnect Communities Program/grants
- Thriving Communities grant

Hurdles

- Need facilitator/lead/champion
- Grant process complexity
- Local match (\$)
- Need for a framework (intergovernmental) agreement between agencies

Action Steps

1. Identify bundling opportunities of interest for each LPA
2. Collect safety data for the regions (send to NCRPC to compile)
3. Prepare a consultant plan (statement of work, scope) to support bundle grant application (agencies do not have sufficient resources)
4. Conduct benefit-cost analysis
5. Consider a regional bridge bundle program
6. Consider a regional culver bundle program
7. Outreach to industry to identify opportunities/constraints
8. Involve and coordinate with the Kansas Department of Transportation (KDOT)

Appendix A – Agenda

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AGENDA
North Central Regional Planning Commission (NCRPC)
Project Bundling Workshop
Salina, Kansas

Objective: To understand practical application of project bundling between local public agencies to solve infrastructure needs.

Time (CST)	Topic	Objective	Presenter/Facilitator
AM zoom link: https://usdot.zoomgov.com/j/1606331365?pwd=SHV0dEdhU3pNQUhQVjZiaE0xYVZkzQT09			
8:00 AM – 8:45 AM	1. Introductions and overview <ul style="list-style-type: none"> FHWA introduction - Project Bundling Saves Bundles! Kansas DOT vision & experience NCRPC vision & experience 	To provide an understanding of the FHWA project bundling innovation initiative for project delivery and how agencies are using bundling to gain efficiencies in achieving their goals.	David Unkefer, FHWA Matt Corrigan, FHWA Vanessa Lamoreaux, Senior Director, Kansas DOT Deb Ohlde, NCRPC
8:45 AM – 9:15 AM	2. Participant Introductions <ul style="list-style-type: none"> Name, organization, role Review/discuss “What do you hope to get out of this Peer Exchange?” 	Get to know participants and what their expectations are for the Workshop	D. D’Angelo, Applied Research Associates (facilitator)
9:15 AM – 9:45 AM	3. FHWA and Build America Center (BAC) <ul style="list-style-type: none"> Overview, support. Grant opportunities. 	To provide Innovative Funding and Financing Solutions for Discretionary Grants and Project Finance.	Peter Mancauskas, FHWA Office of Performance and Innovative Finance Support Qingbin Cui (QC), Director, BAC
9:45 AM – 10:00 AM	Networking Break	To provide an opportunity for one-on-one conversations and networking.	All
10:00 AM – 10:30 AM	4. Bundling Process <ul style="list-style-type: none"> Flowchart Implementation Plan and 10-step process. 	To understand the steps necessary to prepare a bundled project.	D. Unkefer, FHWA D. D’Angelo, ARA
10:30 AM – 11:15 AM	5. Lessons learned supporting Local Public Agency (LPA) bundling projects	To provide lessons learned on supporting LPA organization on their bundling projects.	Gregg Hostetler, National Director, Structural Assessment, CONSOR Engineers
11:15 AM – 12:00 PM	6. Local Public Agency (LPA) bundling program case study	To provide insight from a peer LPA organization on their bundling efforts.	Jason Spencer, Public Works Director, City of Oakwood, GA (virtual)



12:00 PM – 1:00 PM	Lunch	Working/Networking lunch on-site	All
PM zoom link: https://usdot.zoomgov.com/j/1614661242?pwd=ZDFXem05ZmU4aU94ZURJNDVvdVo2dz09			
1:00 PM – 2:00 PM	7. Identification of potential bundling opportunities, such as - <ul style="list-style-type: none"> • Bridges • Culverts • Safety related • SS4A grant (Planning & Demonstration and Implementation) • Pavement • ADA • Other? 	To brainstorm bundling work types to consider for bundling.	All D. D’Angelo, ARA (facilitator)
2:00 PM – 2:15 PM	Networking Break	To provide an opportunity for one-on-one conversations and networking.	All
2:15 PM – 3:00 PM	8. Identification of issues with bundling between agencies – risk assessment	To brainstorm bundling issues to be addressed.	All D. D’Angelo, ARA (facilitator)
3:00 PM – 3:30 PM	9. ID potential solutions/action steps. Resources available.	To brainstorm potential solutions to the identified issues and risks.	All D. D’Angelo, ARA (facilitator)
3:30 PM – 3:45 PM	10. Safe Street for All (SS4A) program	To provide an overview of the grant and bundling opportunities	Qingbin Cui (QC), BAC
3:45 PM – 4:00 PM	11. Wrap-up/Next steps	Document next steps, action items. To schedule a virtual 1–2-hour follow-up meeting!	David Unkefer, FHWA Matt Corrigan, FHWA Deb Ohlde, NCRPC D. D’Angelo, ARA (facilitator)

Project Bundling



Saves Bundles!

Meeting Location

Salina Area Chamber of Commerce - Annex
120 W Ash St
Salina, KS 67401
<https://www.salinakansas.org/>

Hotel Information

Some options –
Candlewood Suites, 2650 Planet Ave Salina, Kansas 67401
Fairfield Inn & Suites Salina, 2455 Virginia Drive, Salina, Kansas 67401
Hampton Inn, 401 West Schilling Road, Salina, Kansas 67401
Hilton Garden Inn, 3320 South 9th Street, Salina, Kansas 67401
Holiday Inn Express Salina, 755 West Diamond Drive, Salina, KS 67401
Homewood Suites, 115 E Mulberry St, Salina, Kansas 67401
Marriott Courtyard, 3020 Riffel Drive, Salina, Kansas 67401

Airport Information (approximate miles to Salina)

Salina Regional Airport (SLN), Salina KS – 7-miles
Manhattan Regional Airport (MHK), Manhattan, KS – 59 miles
Hays Regional Airport (HYS), Hays, KS – 94 miles
Wichita Dwight D. Eisenhower National Airport (ICT), Wichita, KS 67209 – 97 miles
Kansas City International Airport (MCI), Kansas City, MO 64153 – 184 miles
Lincoln Airport, Lincoln, NE (LNK) – 190 miles

Coffee and Lunch Options:

Lunch provided by NCRPC

GSA Per Diems – Salina, KS (June 2023)

Lodging: \$98/night
Meals & Incidentals (M&IE): \$59/day (\$44.25 first & last day of travel)
Mileage only if within 50 miles of home or work/office.

Contacts

Workshop planning/coordination:

- Daniel D'Angelo, Applied Research Associates, (518) 526-5738 (text or call), ddangelo@ara.com
- David Unkefer, FHWA, (404) 771-1971, david.unkefer@dot.gov
- Qingbin Cui (QC), Build America Center, (301) 405-8104, cui@umd.edu

Lead agency

- Debra Ohlde, North Central Regional Planning Commission (NCRPC), <https://www.ncrpc.org/>
(785) 275-2499, email: communitydevelopmentadvisor@ncrpc.org

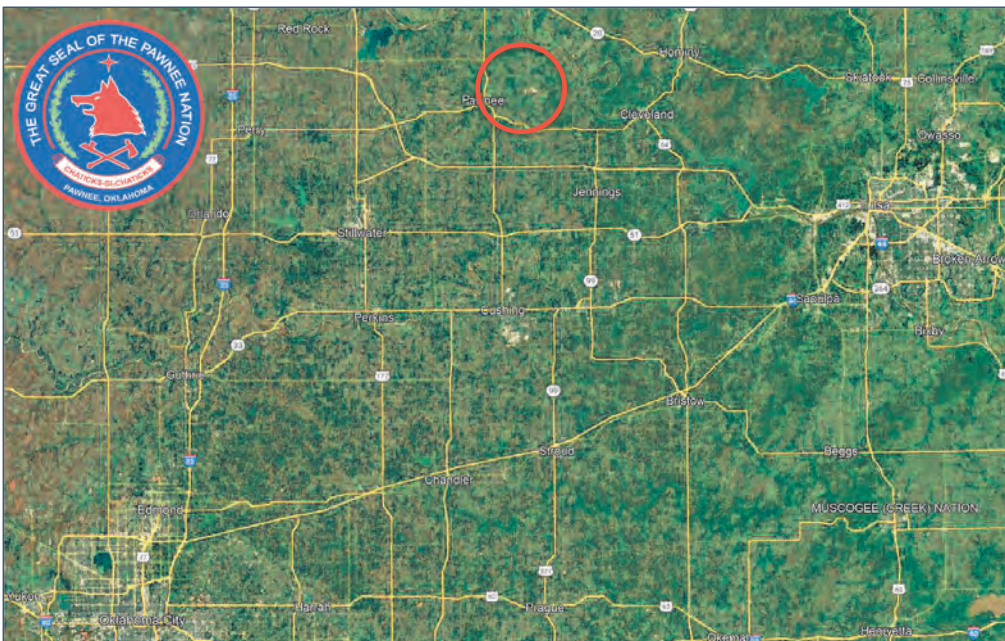
Appendix B - Session Presentations

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Pawnee Nation, Oklahoma



Pawnee Nation, Oklahoma



Pawnee Nation CM/GC Safety and Enhancements

Pawnee Nation
Construction Manager/General Contractor (CM/GC) Safety and Enhancements | Pawnee, Oklahoma

In April of 2018, the Pawnee Nation partnered with the Federal Highway Administration (FHWA) to assemble a team to deliver an ambitious capital improvement program. This program included a bundle of 13 projects that would represent the first programmatic use of CM/GC in the nation that included both horizontal (roadway and bridge-type projects) and vertical (buildings, pavilions, etc.) construction projects. CM/GC and project bundling are promoted under FHWA's Every Day Counts (EDC) initiative, which promotes and implements new highway and bridge construction innovations. Using three EDC initiatives, the Pawnee Nation's team – Pawnee Nation as the owner, CONSOR Engineers as the design engineer, and Builders Unlimited as the CM/GC – delivered what would have traditionally been 7- to 10-year capital improvement program in a fifth of the time. From the start of design to ribbon cutting, the team delivered 12 of the 13 projects in less than 18 months while generating more than \$500K in cost savings on a total project budget of \$5.6M. Only one project, affectionately known by locals as the Green Bridge, was not completed in the timeframe due to funding delays; however, after receiving funding, the complex historic structure rehabilitation was designed and constructed in less than six months. The team's innovative and collaborative rehabilitation approach to the Green Bridge saved a historic bridge that is a popular landmark with the local community. This successful program serves as a model for what is possible in delivering much-needed infrastructure, safety, and community enhancement projects!

- Green Bridge Project:** Rehab of Historic Perry State Bridge - First use of CM/GC for bridge project in Oklahoma
- ICDING Campgrounds and Fit Ball Projects:** New Dance Hall - Constructed with new restroom, campground facilities, and a new fit ball
- Meet Me at the Park Project:** First Park expansion with playground, basketball court, picnic pavilion, and horseshoe pits - Funded by a Disney Grant
- Street Lighting Project:** Multiple streets
- 1st Street Safety Improvements:** First use of CM/GC in safety construction project in Oklahoma
- Fit trail to campground pedestrian bridge:** Bridge was constructed in one day using First Class Bridge temporary system by Premier Steel

CLIENT/OWNER: Pawnee Nation of Oklahoma
ENTERING FIRM: CONSOR Engineers, LLC
Edmond, Oklahoma

ACEC ENGINEERING AWARDS

- ✓ ACEC Oklahoma Engineering Excellence Award Entry
- ✓ ACEC National Engineering Excellence Award Entry



3

Pawnee Nation CM/GC Safety and Enhancements

Program Goals:

- ❑ Complete 13 projects in 18-months, from concept to ribbon cutting (7-year capital improvement program)
- ❑ Utilize Construction Manager/General Contractor (EDC-1 Innovation) to generate cost and time savings
- ❑ Utilize **Project Bundling** (EDC-6 Innovation) to generate time and cost savings
- ❑ Successfully “**bundle**” horizontal and vertical projects



4

Bundled Projects



1st Street Safety Improvements



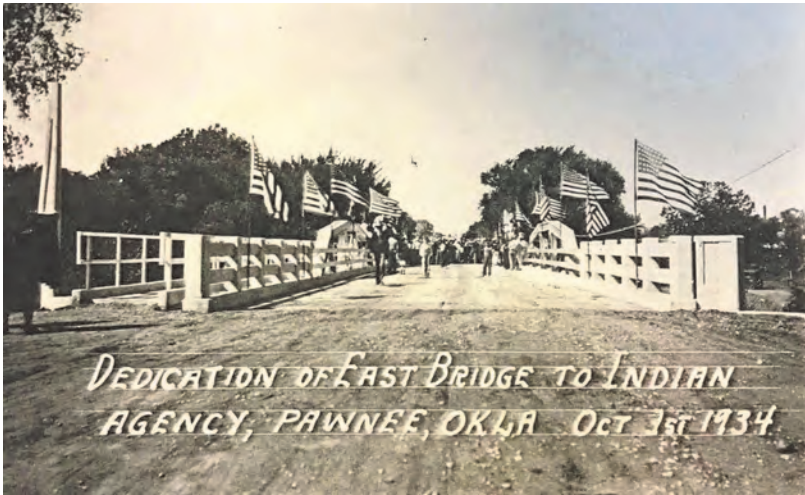
Bundled Projects



Morris Road Project – Sidewalk, Safety, Lighting



Bundled Projects



Green Bridge – Historic Pony Truss Rehabilitation



Bundled Projects



4. Green Bridge – Historic Pony Truss Rehabilitation



Bundled Projects



Green Bridge – Historic Pony Truss Rehabilitation



Bundled Projects



ICDBG Campgrounds and Fit Trail Project



Bundled Projects



ICDBG Campgrounds and Fit Trail Project



Bundled Projects



Meeting Me at the Park – funded by Disney Grant



Bundled Projects

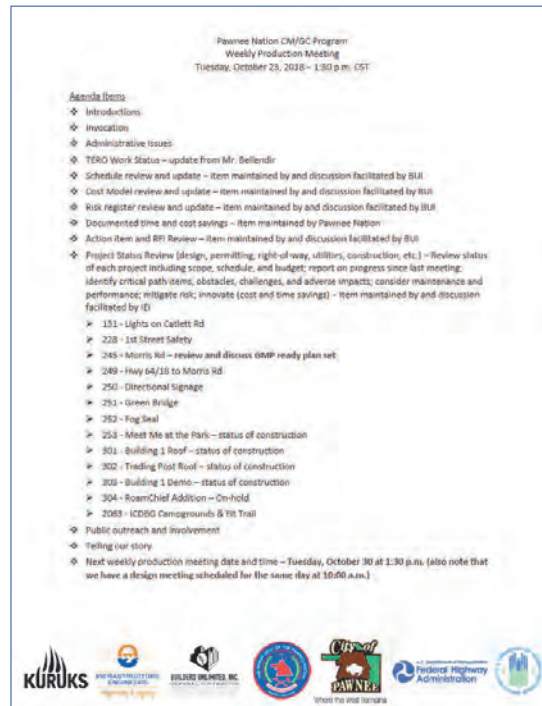


Other Projects



Preconstruction Activities

- 2-Day kick-of meeting
- Weekly production meetings
- Scheduling
- Cost-Model
- Risk Register
- Permitting
- Utility Coordination
- Geotechnical Investigations
- Design Survey
- Independent Cost Estimating



Preconstruction Activities

- NEPA Process – CE
- Right-of-Way
- SHPO Consultation
- Innovation Tracking – Time & Cost Savings
- Design Disciplines
 - Architectural
 - Civil – Roadway, site work, drainage, etc.
 - Structural
 - Mechanical, electrical, plumbing
 - Lighting
- Tribal Employment Rights Office (TERO) Workers
- Action Items and RFI Tracking
- Public Outreach
- Telling our Story



15



Program Results

- ✓ 7- to 10-year Capital Improvement Program delivered in less than 18-months (with exception of Green Bridge due to funding delays)
- ✓ Over \$500k in cost savings on overall program cost of \$5.6 million
- ✓ Substantial safety improvements and enhancements for the Pawnee Nation



16

Program Results

- ✓ First programmatic use of CM/GC with “bundling” of both horizontal and vertical projects
- ✓ First use of CM/GC in Oklahoma
- ✓ First use of Programmatic Bundling in Oklahoma
- ✓ Historic (Community Landmark) Green Bridge rehabilitated with “no adverse effect”



■ The end: **Questions?**



Gregg Hostetler, PE
GHostetler@consoreng.com
(405) 227-0531
www.consoreng.com



Presented on
behalf of :



NCRPC Bundling Workshop June 1st - Salina, Kansas



1

Presentation Outline

- Introduction
- Program Overview
- Program Results
- Next Steps
- Summary
- Q & A



2

Introduction

- Background
- Program Purpose
- Goals

3

Background

- **Budgeting:** Key Element of our Transportation System
 - Replacement value of our pavements exceeds \$21 million
 - To protect this investment, we must have an effective maintenance program
 - Estimated annual cost is approximately 2% of replacement value (approx. \$430,000)
- **Bidding:** Contract Challenges
 - Small municipality with low bid quantities
 - Low contractor bid participation (1 to 3)
 - Access to alternative paving methods (In-Place Recycling)

4

Program Purpose

To Provide a Comprehensive Paving Bid Package by Partnering with Other Small Municipalities in Bundling Road Projects to Increase Material Quantities to Attract a Higher Number of Contractors to Compete for Work.

5

Goals

- To Reduce Costs of Maintaining Our Pavement System
- To Expand Methods of Treatment (i.e., In-Place Recycling)
- To Assist Other Municipalities With Project Selection & Treatment
- To Provide Single Entity to Issue Task Orders and Receive Billing
- To Establish a Realistic Project Plan That Meets Everyone's Funding Needs

6

Program Overview

- Project Selection & Mapping
- Pavement Condition Assessment
- Verify Quantities
- Provide Estimated Project Cost
- Compile Submitted Projects Into Single Bid Document

7

Project Selection & Mapping

- Each Participating Municipality Will Provide Their List of Roads to Include:
 - Length & Width
 - Work Description
 - Mapping

8

Pavement Condition Assessment

- We Ask That Each Participant Complete Their Own Assessments.
- However, We Have Assisted Some in The Past and Make Recommendation for Treatments.

9

Verify Quantities

- We Provide Participants with Estimated Bid Quantities and Ask That They Verify and Agree That:
 - Treatment Method is Correct
 - Patching Needs Are Clearly Marked
 - Asphalt Type and Thickness is Correct
 - Type of Striping & Lengths Are Correct

10

Provide Estimated Project Cost

- Once Quantities Have Been Tabulated, We Provide Each Participant an Estimated Cost Based on the Previous Year's Line Item Bid Prices

11

Compile Submitted Projects Into Single Bid Document

- Once All Individual Projects Are Approved & Submitted, They Are Combined Into One Bid Document

12

Program Results

- Bid Package
 - [Oakwood 2017 Paving Project.pdf](#)
- Bid Results
 - [Bid Tabulation.xls](#)

13

Next Steps

- Based on The Success of Our Program, We Have Worked With Our County to Include The Words “And/Or Other Local Municipalities” Into Their Bid Packages.
- With This Change, Now The Smaller Cities May Benefit By Using The County’s Line Item Bid Prices For Better Pricing While Still Meeting State Bid Requirements.

14

Summary

- **Joint Paving Project Bundling Provides**
 - Better Competitive Bid Pricing
 - Increased Contractor Participation up From 1-3 to 5-7
 - Access to Alternative Paving Methods That Usually Require 40k Square Yards or More to be Cost Effective
- **Lessons Learned**
 - Have a Simple Intergovernmental Agreement “IGA”
 - Make Sure All Participants Provide Accurate Information
 - Have Contractor Verify Quantities and Work Prior to Start
 - Understanding of The Issuing of Task Orders and Billing Process

15

Q & A



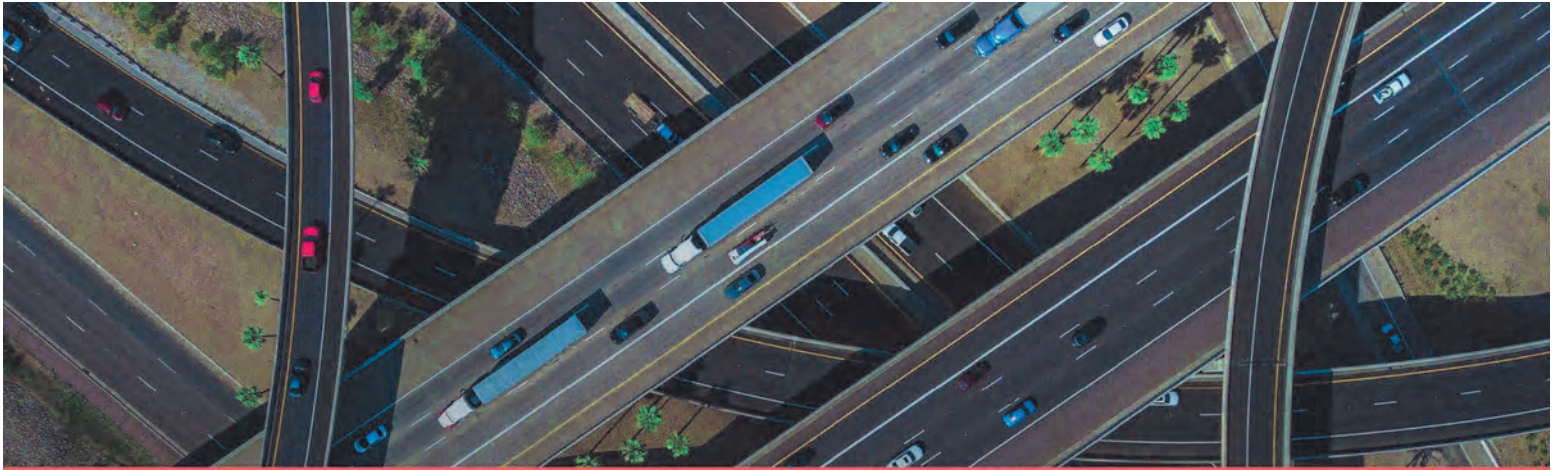
Jason Spencer, APM
Public Works Director
City of Oakwood, Ga
jspencer@cityofoakwood.net

www.cityofoakwood.net

<https://www.linkedin.com/in/jason-spencer-apm-3a933841>



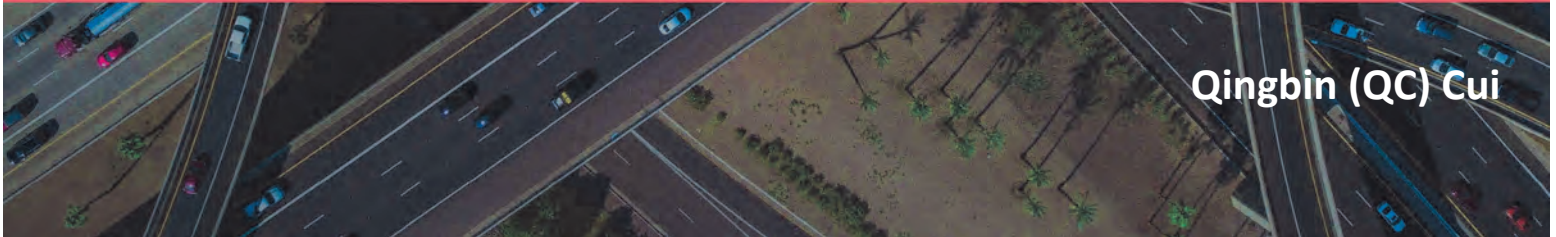
16



BUILD AMERICA CENTER
 INNOVATIVE FINANCING AND DELIVERY
 OF TRANSPORTATION INFRASTRUCTURE

10 Tips for Putting a Successful Federal Grant Application Together

Qingbin (QC) Cui



BUILD AMERICA CENTER
 INNOVATIVE FINANCING AND DELIVERY
 OF TRANSPORTATION INFRASTRUCTURE

2022 HIGHLIGHTS

The Build America Center (BAC) will mobilize the use of innovative financing, funding, and project delivery solutions to foster new approaches to transportation infrastructure development and delivery through creation of a knowledge hub, spurring innovation with cutting edge research, collaborative partnerships and the development of an academy to deliver innovative education and training plus tailored technical assistance.



BAC BIL Support

- Funding Strategy
- Program Analysis
- Application Planning
- Project Identification and Scoping
- Fundability Review
- Benefit Cost Analysis
- Justice 40 Review and Analysis
- Application Development
- Application Review
- Data Analysis
- **No Charge to Localities**

2 Tools

BIL LAUNCHPAD

- Billaunchpad.com
- NOFO, Plan Ahead, Awards w/ full application packages
- SS4A, SMART, RAISE, TCP, Low/No Emissions, CFI, RIA, etc.
- Build Infrastructure Better Symposium
- CFO Forum
- Stanford Infrastructure Forum
- Modernizing Infrastructure Webinars
- Major Project Database
- Enhancing Mobility Innovation

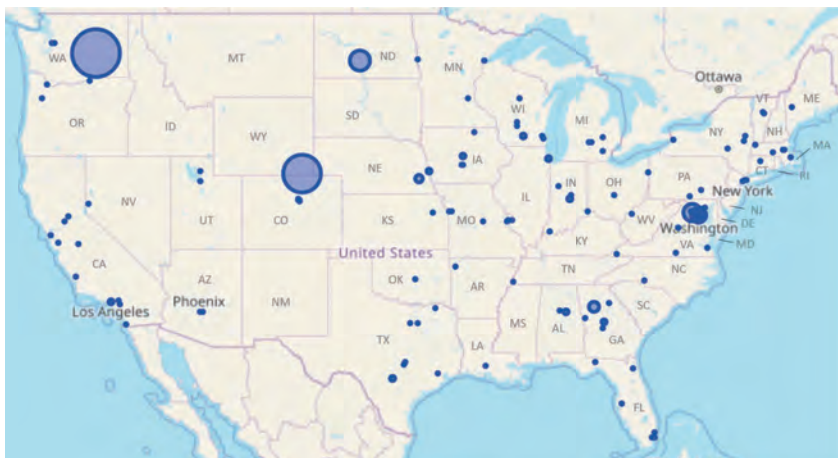
10 Localities

6 Grant Application

\$13+ million

4 Guides & Whitepapers

- Released in January 2023
- [Billaunchpad.com](https://billaunchpad.com)
- Monthly New Users: 362
- Returning Users: 104
- Award Data
 - Successful Applications
 - Unsuccessful Applications
 - Project Narrative, Benefit Cost Analysis, Supporting Documents, Climate Impact Analysis, Equity Analysis, etc.
- Covered BIL Programs: SS4A, RAISE, RCP, TCP, INFRA/Mega, etc.
- Start Now w/ 1-Click Technical Assistance



BILLaunchpad Accelerates Localities' Grant Application

1-Click Technical Assistance

Visit Us for Latest Updates

Sign Up to BAC Newsletter

3



BAC Empowering Localities Initiatives

Supported Organizations

- Governor's office and state DOTs
- Counties, Cities, and Tribal governments
- Non-profits, Universities, Communities

Technical Assistance Highlight

BIL Program
SMART Grant Program FY22

Project Lead
North Central Regional Planning Commission (NCRPC)
Baitoi, Kansas

Project Location
Sedgewick County, Saline County, Cowley County, and Cloud County, Kansas

The NCRPC has a 50-year history of leading, advising in rural areas, thereby generating cost-effective solutions to problems where staff and equipment can be shared across multiple jurisdictions and also utilized across a wide variety of community organizations. This organization provides cost-effective planning and development services with a focus on community-led and innovative solutions. NCRPC has been a strong advocate for community-based planning and engaged local communities into the regional planning process.

PROJECT DESCRIPTION

This project aims to improve transportation efficiency and safety by planning and preparing smart technologies and systems to travel development communities. Specifically, the project will focus on the development of a prototype GIS-based platform that integrates local infrastructure assets information to provide location data, monitor asset conditions, and inform technological solutions and comprehensive decision-making processes. An innovative feature of the project is the application of drone technology for bridge inspection and condition evaluation activities.

In the project area, nearly 9% of bridges are structurally deficient and approximately 58% do not meet the currently acceptable standards with respect to at least one traffic safety feature (i.e., bridge width, or weather, approach gradient, approach guardrail) or are missing such safety-related information. This presents a safety risk to the public and emphasizes the need for comprehensive bridge inspection and related data collection activities to monitor and assess the condition of bridges in the project area. By leveraging drones for performing bridge inspections and collecting bridge inspection data, the proposed project will help to increase the safety, reliability, and resiliency of the transportation system within the Kansas communities. The project is considered a regional collaboration between two rural counties, one mid-sized county, and one large county with nearly one third of the population within the geographic scope being in a Historically Disadvantaged Community.

EQUITY AND COMMUNITY BENEFITS

Nearly 40% of the census tracts included in the four counties within the project location are designated as Historically Disadvantaged Communities (HDCs). A considerable proportion of bridges in the project location are structurally deficient (nearly 6%), while approximately 58% of bridges do not meet the traffic safety standards (Table 1). This indicates that the bridge condition issues and any related public safety implications directly impact HDCs within the project target areas. Deficient and high-quality bridge inspections enabled the usage of drone technology can assist inspectors in evaluating the conditions of bridges located in these HDCs (i.e., road width and water volume, and to identify any risk that each bridge can present to public safety) sooner. The benefits of employing drone technology for bridge inspections to HDCs can be quantified using various metrics resulting from not limited to the potential reduction in the number of bridge closures due to safety response activities, longer bridge design and/or potential reduction in the traffic volume impacted by such bridge closures in HDCs, and potential improvements in emergency response times in HDCs. Additional benefits from the project will accrue through sharing of project results, which will help in facilitation of drone technology in additional counties. This will create opportunities for safer and more timely bridge inspections, less damage for citizens, and even enhanced administrative collection— all of which are likely to benefit other aspects of community infrastructure.

TABLE 1. STAGE 1 PROJECT SERVICE AREA AND BRIDGE DEFICIENCY

County	Area/County	No. of Bays Inspected	Percentage of Bays in Poor	No. of Bays in Poor	No. of Bays in Fair	No. of Bays in Good	No. of Bays in Excellent
Sedgewick	West	15	20.00%	3	12	0	0
	East	15	20.00%	3	12	0	0
Saline	West	15	20.00%	3	12	0	0
	East	15	20.00%	3	12	0	0
Cowley	West	15	20.00%	3	12	0	0
	East	15	20.00%	3	12	0	0
Cloud	West	15	20.00%	3	12	0	0
	East	15	20.00%	3	12	0	0

PROJECT PARTNERS

Baitoi Agency Center
Baitoi County, Saline County, Sedgewick County, Cowley County
North Central Regional Planning Commission (NCRPC)
Kansas Department of Transportation
Kansas State University
University of Kansas

TECHNICAL ASSISTANCE PROVIDED BY THE BAC

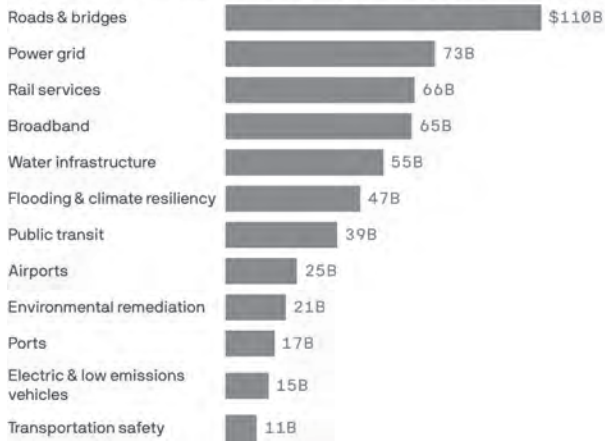
1-Click technical assistance
Project development assistance
Data collection and analysis
Regulatory compliance
Budget development and application review

Other programs per localities request

4

#1: Match Your Local Needs with Funding Opportunities

Bipartisan infrastructure bill spending breakdown



BIL LAUNCHPAD Funding Opportunities

🔍 Navigate Funding Opportunities

We have compiled a comprehensive database of all transportation related Notice of Funding Opportunities (NOFOs) under the Bipartisan Infrastructure Law (BIL) for competitive and discretionary programs, agency, category, and keyword(s). Key elements of NOFOs are available with links to full NOFO documents.

Notice of Funding Opportunities

Full Date Range:

From Date: To Date:

Country:

Federal Agency:

Eligible Applicants:

Search keywords:

Special Filter Options:

Pedestrian and Bicycle Projects

Planning Projects

Search

FY 2022-2023 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program

Closes at: 2023-09-18

Resilience - Federal Highway Administration (FHWA)

[View Details](#) [View Documents](#)

Match Required: No

NOFO By Category

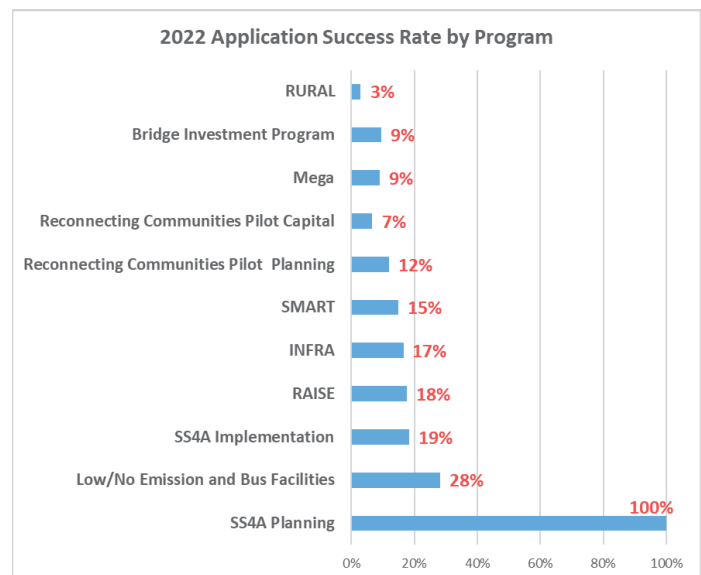
- Resilience: 38.1%
- Safety: 28.2%
- Roads, Bridges and Water Projects: 28.2%
- Public Transportation: 5.5%

5



#2: Follow the NOFO

- Clearly articulate alignment with grant program goals and objectives.
- Develop a comprehensive and well-defined project plan with specific objectives, timelines, and budgets.
- Demonstrate strong partnerships and collaborations with stakeholders.
- Highlight community engagement and support throughout the planning process.
- Use data and evidence to support project feasibility and potential positive impacts.
- Showcase innovation and creativity in project design and financing strategies.



6

#3: Learn From Successful Applications

- Narrative structure and templates
- Who should we contact for support letters
- How each evaluation criterion was addressed
- How should we develop a budget
- Good practices in presenting qualifications
- Example analysis, format, and spreadsheet

The screenshot shows the BIL LAUNCHPAD website. The top navigation bar includes 'Funding Opportunities', 'Plan Ahead', 'Successful Awards', and 'Community Forums'. The main content area is titled 'Search Successful Awards' and includes a 'Keyword Search' section with a 'Smart Search' option and a checkbox for 'Including Application Documents'. Below this is a search input field with the text 'Direct States' and a 'Search' button. The second screenshot shows a 'Project Detail' page for the 'Interstate 95 at Hogan Road Improvement Project Maine'. It lists details such as 'Organization: Maine Department of Transportation', 'State: Maine', 'Funding Source: N/A', 'Funding Amount: \$24,610,250', 'Project Cost: \$24,948,000', 'Start Date: N/A', and 'End Date: N/A'. A sidebar on the right lists 'Application Documents' including 'Project Narrative', 'Request Cost Analysis Report', 'Letter of Support', and 'Supporting Document (1)'. A large 'DRAFT' watermark is overlaid on the page.

7

#4: Leverage All Technical Assistance Resources

- DOT Navigator
- FHWA/FTA/FAA/Bureau
- Thriving Communities Capacity Builders
- State Resources (Governor's Office, DOTs, MPOs, etc.)
- National Associations - NGA, NLC, NACo, etc.
- Non-Profit Organizations and Universities
 - Smart Growth America
 - Local Infrastructure Hub
 - Build America Center
- Private Entities

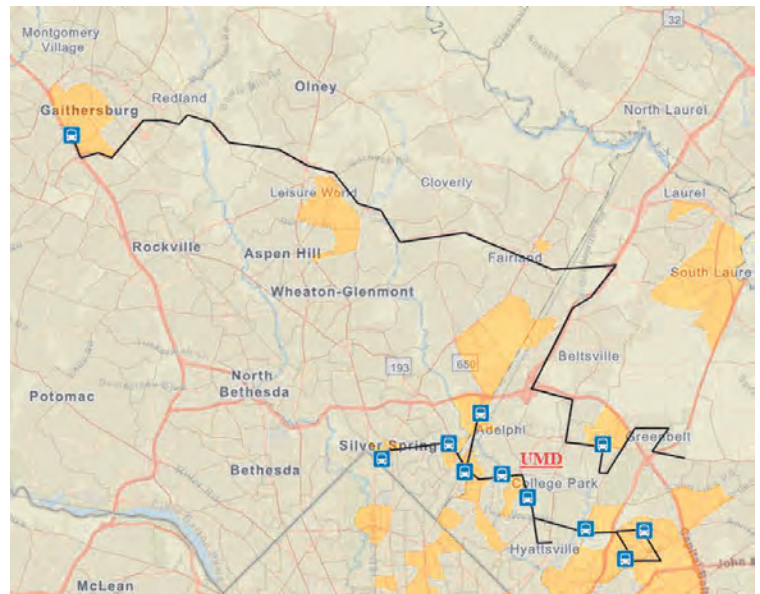
The screenshot shows the U.S. Department of Transportation website. The top navigation bar includes 'ABOUT DOT', 'PRIORITIES', and 'CONNECT'. The main content area is titled 'Technical Assistance Resources'. It includes a search bar with a 'Keywords' field and an 'Advanced options' dropdown. Below the search bar are 'Apply' and 'Reset' buttons. The page displays a table of resources with the following columns: 'Resource', 'Stakeholder Type(s)', 'Resource Type(s)', and 'Transportation Mode(s)'. The table contains three rows of data:

Resource	Stakeholder Type(s)	Resource Type(s)	Transportation Mode(s)
Association of Transportation Technical Assistance Centers (ATTAC) ATTAC provides technical assistance on all aspects of funding to federal, state, and local governments.	Contractor	Non-Silver, Guidance Document, Resource Center, Training, Webinars	Air (airports, aviation demand), Bicycle, Electric or Autonomous Vehicles, Highway, Intelligent Transportation and Data Systems, Motorability (like share, scooters, etc.), Pedestrian, Ports, Airway, Transit
Bicycle & Pedestrian in the U.S. Intermodal Report This interactive, online report by the League of American Bicyclists provides publicly available data on biking and walking for all 50 States, and other localities in the U.S.	Contractor, Local Government, Other Regional/Metro Planning Org. (MPO), State DOT, Transit Agency, Transit Government, U.S. Territory	Fact Sheet, Report	Bicycle, Pedestrian
Build America Center The BAC facilitates the use of innovative solutions through a knowledge hub. The BAC aims to spur innovation through training and technical assistance.	Contractor, Local Government, Other Regional/Metro Planning Org. (MPO), State DOT, Transit Agency, Transit Government, U.S. Territory	Resource Center	Air (airports, aviation demand), Bicycle, Electric or Autonomous Vehicles, Highway, Intelligent Transportation and Data Systems, Motorability (like share, scooters, etc.), Pedestrian, Ports, Airway, Transit

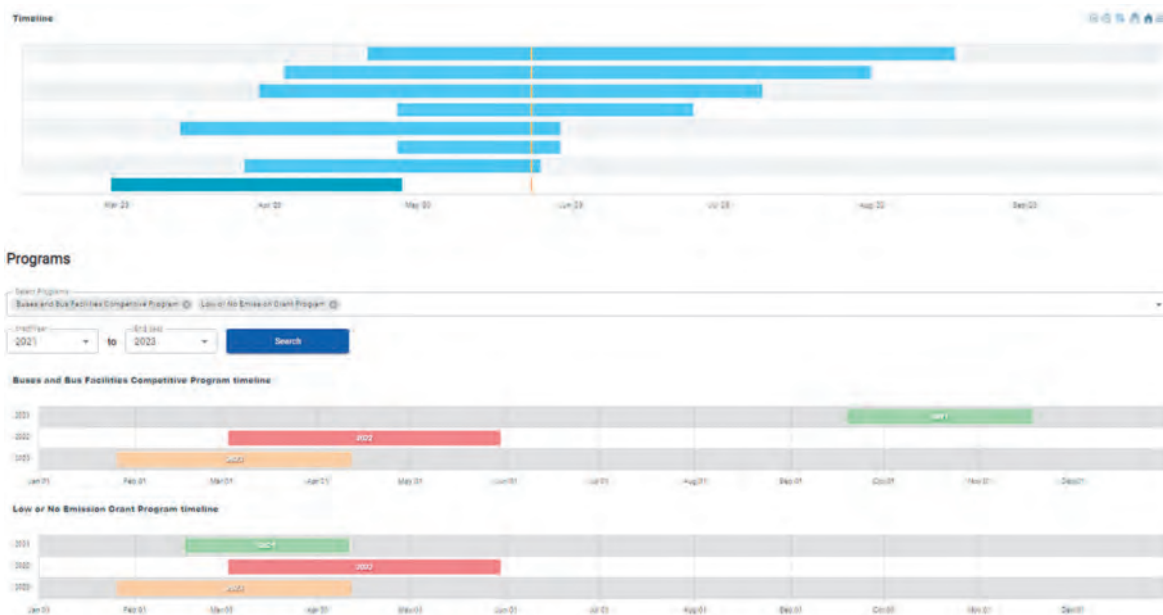
#5: Align with USDOT Priorities

- Safety
- State of Good Repair
- Economic Strength and Global Competitiveness
- Climate and Sustainability
- Equity and Accessibility
- Transformation
- Organizational Excellence

- Justice 40 Initiative
 - USDOT's Equitable Transportation Community (ETC) Explorer
 - Climate & Economic Justice Screening Tool (CEJST)
- Rural Eligibility



#6: Plan Ahead and Submit Your Application On Time



#7: Do Your Self-Evaluation

e. *Readiness*: The Bureau will consider the extent to which the proposed RIA is prepared to commence operations and begin achieving project-specific results. Evaluators will also assess the viability of the proposed budget as it relates to the establishment and successful operations of the RIA as proposed. In considering this criterion, evaluators will also determine the likelihood that proposed milestones will be subject to delay and/or cost overruns and the risk that key milestones might be missed due to internal or external factors. Evaluators will also consider the readiness of the proposed RIA to commence operations, including but not limited to:

- Availability of facilities and equipment necessary to function;
- Existing governance structure as compared to proposed future structure; and
- Ability of existing relationships to rapidly deliver results.

An applicant that can demonstrate an effective plan to commence operations in at least the three aforementioned categories will receive a STRONG rating in this criterion. Those who can demonstrate an effective plan to commence operations in at least two will receive a MODERATE and those who cannot demonstrate an effective plan to commence operations in any of the above three categories will receive a MARGINAL rating.

S | S
4 | A
Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

1 Did the Action Plan development include all of the following activities? YES NO
If yes, provide documentation:

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

2 Did the Action Plan development include all of the following? YES NO
If yes, provide documentation:

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies and population characteristics.

3 Are both of the following true? YES NO
If yes, provide documentation:

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

4 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria? YES NO
If yes, provide documentation:

5 Does the plan include all of the following? YES NO
If yes, provide documentation:

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

6 Was the plan finalized and/or last updated between 2017 and 2022? YES NO
If yes, provide documentation:

U.S. Department of Transportation

 *All base questions from the SSA website
 SSA Self-Certification Eligibility Worksheet | Page 7 of 7

#8: Build Strong Partnerships

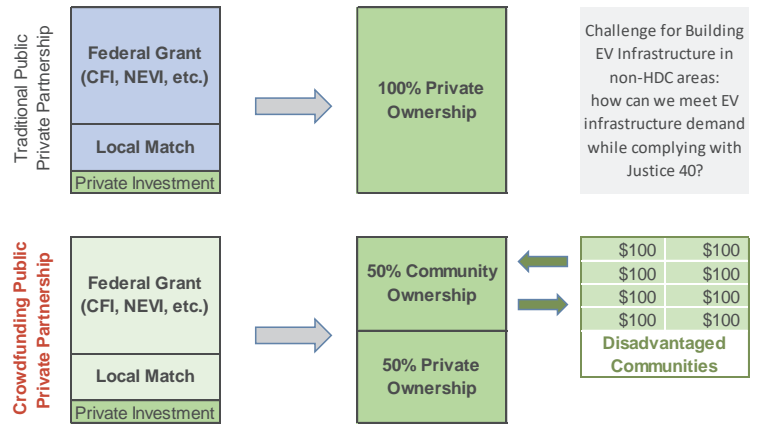


BUILD AMERICA CENTER

INNOVATIVE FINANCING AND DELIVERY
OF TRANSPORTATION INFRASTRUCTURE

#9: Understand Your Strengths and Be Innovative

- We have a drone company in the state
- We are located in the rural area
- We are designated as a HDC
- Our workers are unionized
- We are close to a state university
- We are in the urban area and non-HDC
- We have no matching funds
- We are under-resourced



13



#10: Request a Debriefing and Keep Trying

- Evaluation Report tells you more
- Don't forget the overall application results
- USDOT offers suggestions and technical assistance
- Applications will be stronger after addressing the issues

Report generated on 03/31/2023

Problem Identification and Understanding

	Non-Responsive	Low	Medium	High
Problem Understanding	No understanding of the problem.	Some understanding of the problem.	Basic understanding of the problem.	Formal and in-depth understanding of the problem.
Problem Criticality	Addresses a small problem.	Addresses a technical problem.	Addresses a significant problem.	Addresses a critical problem.

Appropriateness of Proposed Solution(s)

	Non-Responsive	Low	Medium	High
Technical Feasibility	No technical basis for presented approach.	Incomplete technical basis for presented approach.	Complete technical basis for presented approach.	Extensive technical basis for presented approach.
Scalable	Fails to address technical scalability.	Technology is not scalable.	Technology may be scalable.	Technology meets or exceeds scalability.
Impact vs. Status Quo	Fails to address impact.	Small benefits vs. status quo.	Medium benefits vs. status quo.	Significant benefits vs. status quo.
Contextually appropriate	Fails to address context.	Not contextually appropriate.	Contextually appropriate.	Contextually responsive.

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14

BUILD UPON SUCCESSFUL PARTNERSHIP

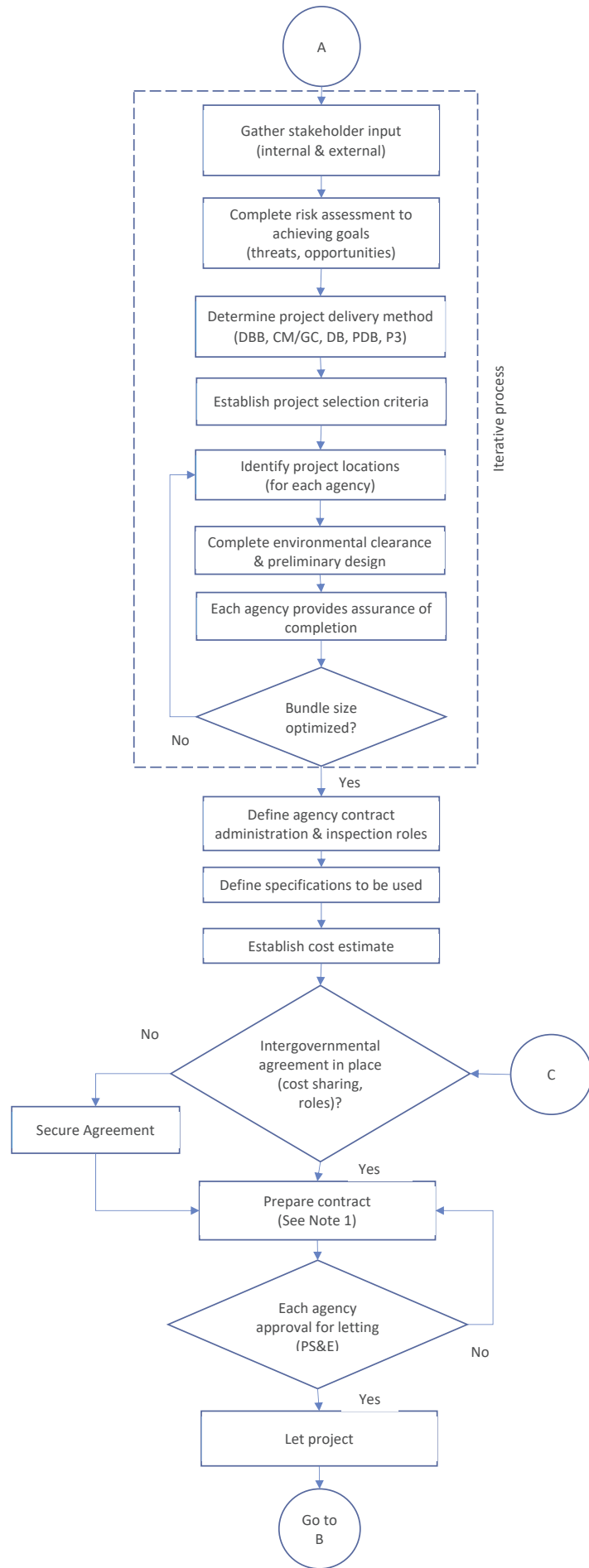
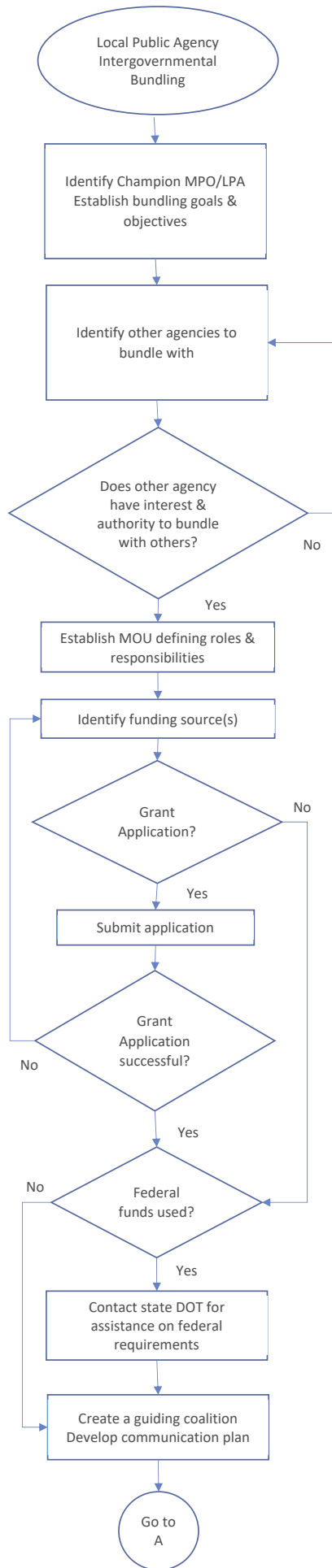


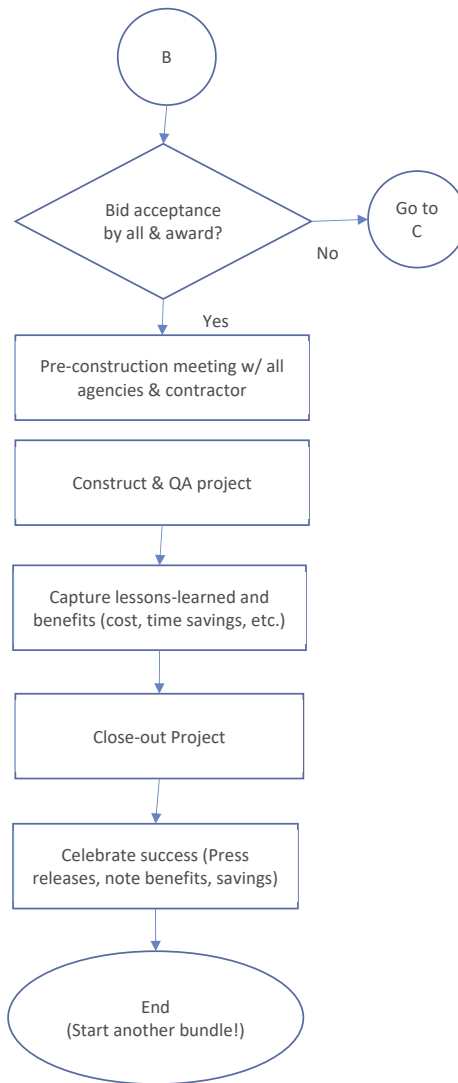
Center Director: Qingbin (QC) Cui, cui@umd.edu
Website: bac.umd.edu email: bac@umd.edu

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Appendix C - Handouts

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Note 1 – As an option, bids could be solicited as one bundled contract and by individual agency locations. If the sum of the agency location bids is lower than the bundled amount, then award separate agency contracts. If the bundled project bid is lower, then award the bundled contract.

Project Bundling Implementation Plan

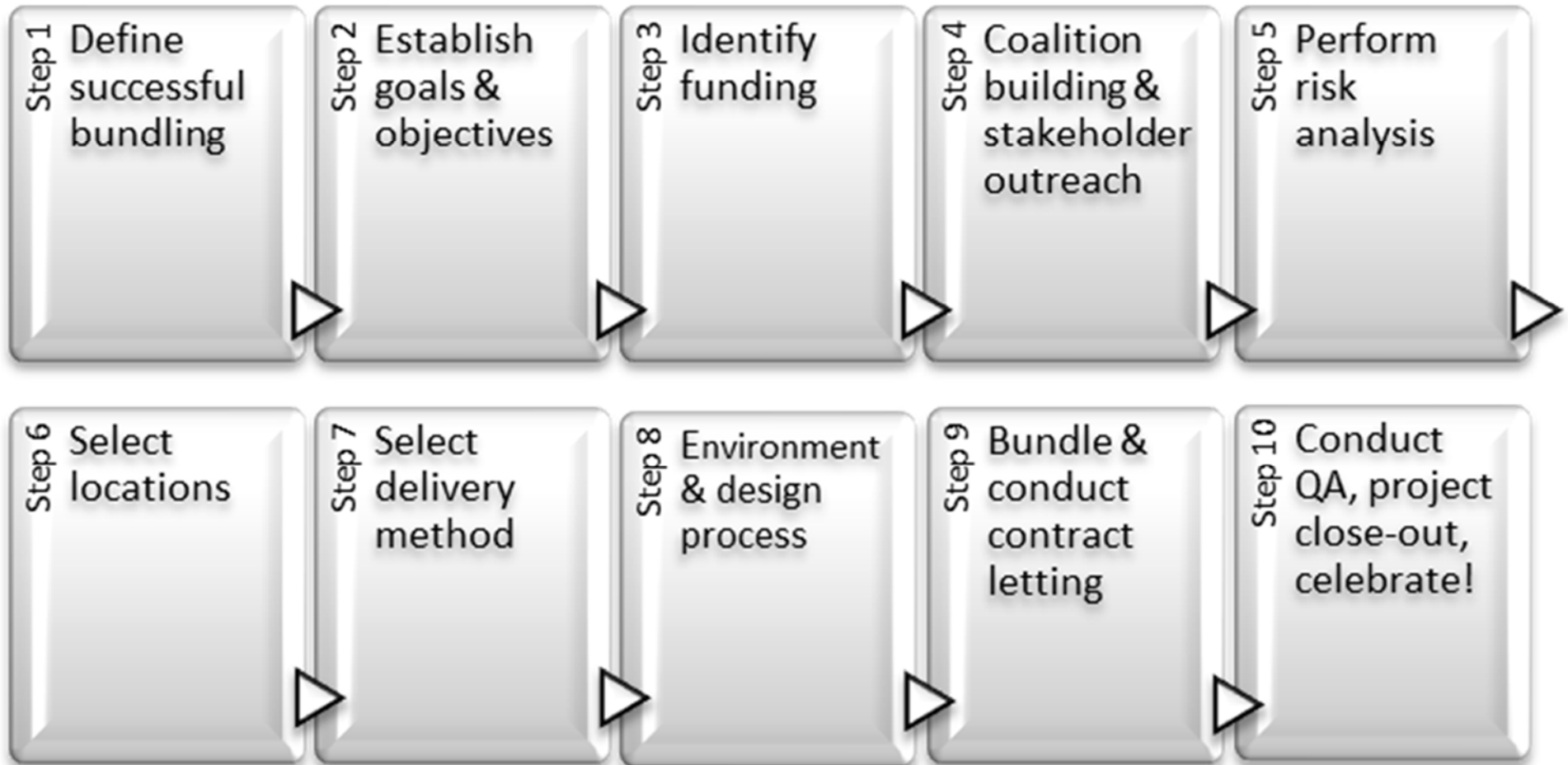
This project bundling implementation plan template includes a checklist and space for listing specific action steps your agency may take in delivering a successful a bundled project or program. It is intended to guide an agency through many of the critical steps and decisions essential in creating an effective bundled project or program. Additionally, it is a mechanism for recording decisions. It can also serve as a valuable critical thinking and communication tool for all project stakeholders. Please note, although the 10-steps are listed sequentially the process is typically iterative, you may find your team coming back to earlier steps as your plan evolves and becomes more actionable. There are many ways to do bundling well, so the key to realizing the benefits is getting started with what works for your agency and any partners and stakeholders.

This tool is intended to be used in conjunction with the FHWA [Bridge Bundling Guidebook](#) (BBG), [Advance Project Bundling: A Reference for Getting Started](#) (APB Reference), [Project Bundling Reference Database](#) (Database), and [case studies](#) that provide additional insight on the steps and activities.

PROJECT BUNDLING IMPLEMENTATION PLAN - CHECKLIST & ACTION STEPS	
Project/Program Name (e.g., bridge preventive maintenance, corridor X, local roads safety plan):	
Date:	
Implementation Plan Team Members and Organizations Represented and roles (e.g., design, construction, finance, federal-aid offices):	
1.	6.
2.	7.
3.	8.
4.	9.
5.	10.
Brief Project Description/Scope of Work (including why bundling is considered for this project or program e.g., geographic proximity, similar work types, increase biddability and competition):	
Estimated Cost and basis (e.g., program budget, estimated number of projects):	
Estimated Start-End Date (including any constraints, e.g., funding timeframes, critical asset condition):	

Project Bundling Implementation Plan

The 10-step project bundling process:



Note: Although the steps are listed sequentially the process is iterative, you may need to go back to earlier steps as your plan evolves and becomes more actionable.

Project Bundling Implementation Plan

☑	STEP	ACTIVITY	CONSIDERATIONS	REFERENCES:	ACTION STEPS:
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Step 1: Understand what a Successful Bundled Project (or Program) is.

<input type="checkbox"/>	1-1	<p>Understand what a successful bundled project (or program) is and options for bundling.</p> <p>Bundling can be simple or more comprehensive, depending on your goals.</p>	<p>Bundling definition Bundling approaches and successes Bundling lessons learned</p>	<p>BBG Chapter 1 APB Reference Chapter 1 & 2 Database Case Studies</p>	<ol style="list-style-type: none"> 1. 2. 3.
<input type="checkbox"/>	1-2	<p>Establish a Vision</p> <p>A description of what your agency bundling will be in the future. You can also start with a simple vision for a pilot bundling project. Scale this step for where you are and don't let it slow down action.</p> <p>Characteristics of a good vision statement:</p> <ul style="list-style-type: none"> • It is clear and concise • It articulates a desired future state • It inspires others to act • It is achievable and realistic • It provides direction 	<p>Bundling definition Bundling successes Bundling lessons learned</p>	<p>BBG Chapter 1 APB Reference Chapter 1 & 2 Database Case Studies</p>	<ol style="list-style-type: none"> 1. 2. 3.

Step 2: Establish Project (or Program) Goals and Objectives

<input type="checkbox"/>	2-1	<p>Establish goals and objectives</p> <p>Again, scale this step so as not to slow down action. Possibly start with a pilot bundling project.</p> <p>Goals should be "SMART" –</p>	<p>May include one or more –</p> <p>Pilot project goals Legislated/political goals Performance goals Innovation goals Time/schedule goals</p>	<p>BBG Chapter 2 APB Reference Chapter 1, 2, & 3</p>	<ol style="list-style-type: none"> 1. 2. 3.
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Project Bundling Implementation Plan

☑	STEP	ACTIVITY	CONSIDERATIONS	REFERENCES:	ACTION STEPS:
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		Specific Measurable Achievable Relevant Time-Based	Condition improvement goals Economic goals Resiliency goals Funding goals Resource (staff) goals Stakeholder goals Environmental goals Other goals		
--	--	----------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--

Step 3: Identify Funding or Financing Strategy

☐	3-1	Asset management as a source of projects to bundle, potential bundle sizes & timing for reviewing candidate projects for bundling	Alternative investment strategies Long-term network lifecycle cost & condition analysis Long-term financial analysis Ability to fund future preservation, rehabilitation & replacement needs Effect of investment on future finances & asset conditions	BBG Chapter 1 APB Reference Chapter 1 & 2 Database Case Studies	4. 5. 6.
---	-----	----------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------	----------------

☐	3-2	Determine funding or financing availability; establish budget. Federal funds will bring certain requirements that you should plan for (e.g., NEPA commitments, ROW rules, timeframes, tracking different funding types, DBE, Buy America, etc.).	Existing funds New State/local sources IIJA/BIL funds Grants Federal credit assistance Private equity (public-private partnership) Soft match credits (tolls and non- Federal-aid assets) Discretionary program	BBG Chapter 3 APB Reference Chapter 4 Case Studies Database	1. 2. 3.
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Project Bundling Implementation Plan

☑	STEP	ACTIVITY	CONSIDERATIONS	REFERENCES:	ACTION STEPS:
			Value Capture Finance plan for projects with an estimated total cost of \$100 million or more (per Federal Highway Administration major projects requirements) (23 U.S.C. 106 (h)(i))		
Step 4: Coalition Building and Stakeholder Outreach					
☐	4-1	Designate a guiding coalition: The coalition may have tiers and take the form of a RACI (Responsible, Accountable, Consulted, Informed) matrix where some are responsible (highest), some accountable, some consulted and some informed (lowest). The coalition is more likely the responsible and accountable people. (Two-levels up, two-levels down.)	Executive lead Management team Identify Project Manager Identify Technical Leads Role and responsibilities documented Formal announcement made announcing coalition member roles Prepare a marketing plan	BBG Chapter 4 APB Reference Chapter 3 & 4 Case Studies Database	1. 2. 3.
☐	4-2	Identify Stakeholders: These might be those consulted or informed)	Internal External - <ul style="list-style-type: none"> • Industry (construction and engineering) • Affected constituents/public • Elected officials • Financial markets (for a public-private partnership) • Other 	BBG Chapter 4 APB Reference Chapter 4 Case Studies Database	1. 2. 3.

Project Bundling Implementation Plan

☑	STEP	ACTIVITY	CONSIDERATIONS	REFERENCES:	ACTION STEPS:
☐	4-3	<p>Develop a Communication Plan</p> <p>Use RACI Model – Responsible Accountable Consulted Informed</p>	<p>For Coalition Team For Internal stakeholders For External stakeholders</p>	<p>BBG Chapter 4 APB Reference Chapter 4 Case Studies Database</p>	<ol style="list-style-type: none"> 1. 2. 3.
Step 5: Perform initial risk assessment.					
☐	5-1	<p>Develop a risk management plan: again, if you're unfamiliar with risk management, scale this to get started and avoid slowing down action, especially for a pilot bundle. A simple risk register can help you get started (see 5-5), so that your team avoids obvious downfalls or considers good opportunities. An example can be found in the BBG.</p>	<p>Risk tolerance defined. Risk appetite defined. Describe risk identification tools to be used. Document internal & external stakeholders involved. List potential risk categories. Document process to be used.</p>	<p>BBG Chapter 5 BBG Appendix F APB Reference Chapter 5 & 6 APB Reference Appendix E Case Studies</p>	<ol style="list-style-type: none"> 1. 2. 3.
☐	5-2	<p>Assess Initial risks</p> <p>Risk Statement format: "If <<i>risk event</i>> happens, then <<i>resulting impact or consequence</i>> will affect <<i>project goal(s)</i>>." E.g., If differing site conditions require extra work, then our costs can increase causing the project to go over budget.</p>	<p>A risk is the positive (opportunity) or negative (threat) effects of uncertainty or variability on project objectives. Identification of threats and opportunities.</p>	<p>BBG Chapter 5 BBG Appendix F APB Reference Chapter 5 & 6 APB Reference Appendix E Case Studies</p>	<ol style="list-style-type: none"> 1. 2. 3.

Project Bundling Implementation Plan

☑	STEP	ACTIVITY	CONSIDERATIONS	REFERENCES:	ACTION STEPS:
<input type="checkbox"/>	5-3	Evaluate risks	Qualitatively Quantitatively	BBG Chapter 5 BBG Appendix F APB Reference Chapter 5 & 6 APB Reference Appendix E Case Studies	1. 2. 3.
<input type="checkbox"/>	5-4	Respond to risks	Mitigate Transfer Avoid Share Exploit Enhance Accept	BBG Chapter 5 BBG Appendix F APB Reference Chapter 5 & 6 APB Reference Appendix E Case Studies	1. 2. 3.
<input type="checkbox"/>	5-5	Create risk register	Document identified risks Prioritize risks Record risk responses Record responsible parties for each risk	BBG Chapter 5 BBG Appendix F APB Reference Chapter 5 & 6 APB Reference Appendix E Case Studies	1. 2. 3.
Step 6: Select project locations. This is where your potential bundles begin to take shape!					
<input type="checkbox"/>	6-1	Establish project selection criteria. The earlier this step can be done in the planning and programming process, the more bundling benefits during project development (e.g., establishing potential for any alternative	Based on condition/asset management data and work needs (e.g., poor bridges, strategic safety projects) Based on asset type (bridge, pavement, safety, signs, ADA, other) Based on work type (e.g., rehabilitation, replacement,	BBG Chapter 6 APB Reference Chapter 5 & 6 APB Reference Appendix B Case Studies Database	1. 2. 3.

Project Bundling Implementation Plan

☑	STEP	ACTIVITY	CONSIDERATIONS	REFERENCES:	ACTION STEPS:
		contracting such as CMGC, programmatic coordination of NEPA/utilities, standardizing design, staffing savings, etc.)	new, preventive maintenance) Based on environmental restrictions Based on engineering restrictions Based on geographic limits Based on ownership (State-owned, local-owned, other-owned)		
☐	6-2	Select potential projects for bundling	Based on goals & objectives Based on selection criteria Based on risks	Reference flow chart in "APB: Getting Started Reference"	1. 2. 3.
Step 7: Select project or program delivery method(s).					
☐	7-1	Select a project delivery method. Each bundle will be delivered with one method, but a bundling program can have many bundles which can be delivered with several methods to accomplish various objectives.	Design-bid-build Indefinite delivery/indefinite quantity Construction Manager/General Contractor Progressive Design-Build Design-Build Public-private partnership/design-build-finance-operate-maintain	BBG Chapter 7 Case Studies Database	1. 2. 3.
☐	7-2	Determine the procurement method	Low bid Best value Qualifications-based selection	BBG Chapter 7 Case Studies Database	1. 2. 3.

Project Bundling Implementation Plan

<input checked="" type="checkbox"/>	STEP	ACTIVITY	CONSIDERATIONS	REFERENCES:	ACTION STEPS:
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Step 8: Determine environmental review requirements and preliminary design considerations.					
<input type="checkbox"/>	8-1	Establish the design standards to be used	Federal standards State standards Design considerations Construction considerations	BBG Chapter 8 APB Reference Chapter 5 Case Studies Database	1. 2. 3.
<input type="checkbox"/>	8-2	Determine environmental clearance process and complete. Single project locations with higher risk NEPA issues may not be good candidates for bundling if they will delay the entire bundle. This applies to any risk issue that might derail a bundle (e.g., ROW, utilities). Locations with difficult issues might be bundled for specific coordination, such as NEPA.	Federal (including National Environmental Policy Act) State Local	BBG Chapter 8 APB Reference Chapter 5 Case Studies Database	1. 2. 3.
<input type="checkbox"/>	8-3	Determine Right-of-way needs	Within existing Additional acquisitions needed	BBG Chapter 8 APB Reference Chapter 5 Case Studies Database	1. 2. 3.

Project Bundling Implementation Plan

<input checked="" type="checkbox"/>	STEP	ACTIVITY	CONSIDERATIONS	REFERENCES:	ACTION STEPS:
<input type="checkbox"/>	8-4	Determine Civil rights requirements	Federal (Disadvantaged Business Enterprise Program) State (minority/women's business enterprise program) Local	BBG Chapter 8 APB Reference Chapter 5 Case Studies Database	1. 2. 3.
<input type="checkbox"/>	8-5	Third-party issues identified, develop a coordination plan	Utilities Railroads Environmental agencies Adjacent projects	BBG Chapter 8 APB Reference Chapter 5 Case Studies Database	1. 2. 3.
Step 9: Bundle project and conduct contract letting.					
<input type="checkbox"/>	9-1	Risk assessment/risk transfer decisions (to be reflected in contract documents)	Risk register updated Risk responses identify responsible party Contract provisions address risks transferred to others	BBG Chapter 9 APB Reference Chapter 5 Case Studies Database	1. 2. 3.
<input type="checkbox"/>	9-2	Select the quality assurance process to be used (e.g., design, materials testing, inspection).	By agency staff By agency representative By local agency By public-private partnership concessionaire	BBG Chapter 9 APB Reference Chapter 5 Case Studies Database	1. 2. 3.
<input type="checkbox"/>	9-3	Compare project estimate with budget	Yes, similar: continue No: re-evaluate scope, determine possible innovations, and risk reduction	BBG Chapter 9 APB Reference Chapter 5 Case Studies	1. 2. 3.

Project Bundling Implementation Plan

☑	STEP	ACTIVITY	CONSIDERATIONS	REFERENCES:	ACTION STEPS:
			strategies	Database	
☐	9-4	Prepare contract/procurement documents. For partnerships between agencies, develop or agree on, a separate Memorandum of Agreement and Mutual project specifications.	Transferred risks clearly articulated Quality assurance roles clearly defined Risk contingency budget	BBG Chapter 9 APB Reference Chapter 5 Case Studies Database	1. 2. 3.
Step 10: Conduct quality assurance, project close-out, celebrate successes.					
☐	10-1	Establish post-award management team	Project manager identified (same or new) Delivery team members identified, and roles defined	BBG Chapter 10 APB Reference Chapter 6 Case Studies Database	1. 2. 3.
☐	10-2	Evaluate risks (threats and opportunities)	Risk management plan developed (build from original plan) Risks identified Risks evaluated Risk responses formulated Risk register updated Risk monitored and controlled	BBG Chapter 10 APB Reference Chapter 6 Case Studies Database	1. 2. 3.

Project Bundling Implementation Plan

☑	STEP	ACTIVITY	CONSIDERATIONS	REFERENCES:	ACTION STEPS:
<input type="checkbox"/>	10-3	Close-out project	Asset management performance measures updated Process and procedures updated Contract language changes made Risk register updated Plans recorded Lessons learned recorded	BBG Chapter 10 APB Reference Chapter 6 Case Studies Database	1. 2. 3.
<input type="checkbox"/>	10-4	Celebrate and recognize successes – and share	Internal recognition provided External recognition provided Successes marketed/advertised Technical papers and presentations developed Lessons learned and best practices shared with others	BBG Chapter 10 APB Reference Chapter 6 Case Studies Database	1. 2. 3.

DRAFT

**2017 PAVING PROJECT
BID DOCUMENTS
CITY OF OAKWOOD, GEORGIA**



Issued on April 6th, 2017

2017 PAVING PROJECT

Table of Contents

- 1. Bid Advertisement**
- 2. Project Scope**
- 3. Project Schedule**
- 4. Bid Submittal**
 - a. Bid Schedule**
 - b. E-Verify Affidavits**
- 5. Project Maps**
- 6. Standard Contract/Forms**
 - a. Contract Agreement**
 - b. Notice of Award**
 - c. Notice to Proceed**
 - d. Task Order Template**

ADVERTISEMENT FOR BIDS

2017 PAVING PROJECT CITY OF OAKWOOD, GEORGIA

Separate, sealed bids will be received for furnishing all labor, materials, tools, equipment, and incidentals necessary for the construction of the aforementioned project.

Bids will be received by the Oakwood City Manager, City of Oakwood Georgia, herein referred as "Owner" at the Oakwood City Hall, 4035 Walnut Circle Oakwood, Georgia until **1:00 p.m. (local time) on Thursday, May 4th, 2017**. After such time on the same day, bids will be publicly opened and read aloud. Bids received after the designated time will not be considered. **Bid shall be clearly marked as "City of Oakwood 2017 Paving Project" and sealed.**

The work consists of milling, patching, full depth reclamation and overlaying various streets within the City of Oakwood and other Hall County municipalities.

All work is to be accomplished in accordance with current GDOT standards and specifications.

The bid documents are available for review at the Oakwood City Hall. For an electronic copy of the bid documents, send an email request to jspencer@cityofoakwood.net.

Each bid must include signed bid sheet accompanied by a bid bond, duly executed by the bidder, in the amount of five percent (5%) of the bid, and E-Verify Affidavits for contractor and sub-contractors.

The successful bidder for this contract will be required to furnish a satisfactory performance bond and labor and material payment bond, each in the amount of one hundred percent (100%) of the bid.

No bidder may withdraw his bid within 60 days after the actual date of the opening thereof.

Owner reserves the right to waive any informality or to reject any of all bids, to evaluate bids, and to accept any bid which in its opinion may be for the best interest of Owner. ***Owner has the right to add to and delete from the contract once it has been awarded.*** Award will be to the lowest responsive, responsible bidder.

Issued on **April 6th, 2017**

City of Oakwood Public Works 2017 Paving Project Project Scope

City of Oakwood Public Works is accepting bids for mill, patch, FDR, overlay, striping, and traffic control as needed for the following (*Note: Based on budget and/or changing needs, owner reserves the right to add to and delete scope from the contract once it has been awarded*):

City of Oakwood

Road Name	Beginning	Ending	Length (Miles)	Work Description
McEver Rd	City Limit to	Bentwood Dr	.60	FDR 8" widen from 22' to 27', 19mm 2" binder, 9.5mm 1.25" Overlay, remove old section of curbing set back 3' and replace
Crawford Oaks Dr	McEver Rd to	CDS	.36	20% patching 19mm 3"
Timber Hills Dr	Crawford Oaks Dr to	Birch Ct	.31	20% patching 19mm 3"
Poplar Ridge Ct	Crawford Oaks Dr to	CDS	.06	20% patching 19mm 3"
Oak Meadow Ln	Timber Hills Dr to	CDS	.09	20% patching 19mm 3"
Timber Hills Way	Timber Hills Dr to	CDS	.10	20% patching 19mm 3"
Birch Ct	Timber Hills Dr to	CDS	.07	20% patching 19mm 3"

City of Lula

Road Name	Beginning	Ending	Length (Miles)	Work Description
McLeod Burton	Main St	City Limit	.45	Thin overlay 9.5m at 1.5"
Railroad Ave	8 th St	Caudell Dr	.27	Thin overlay 9.5m at 1.5"
Misty Meadow Dr	Old Cornelia Hwy	CDS	.43	Thin overlay 9.5m at 1.5"
Mountain Center Plaza	Maintain View Pkwy	Mountain Place Ln	.36	Thin overlay 9.5m at 1.5"
Charlotte St	Main St	Carter St	.14	Thin overlay 9.5m at 1.5"

City of Clermont

Road Name	Beginning	Ending	Length (Miles)	Work Description
Spring St	Main St	Ivey St	.21	Mill, patch 19mm, overlay 9.5mm
Carter St	Main St	Brown Dr	.21	Mill, patch 19mm, overlay 9.5mm

All work on City of Oakwood projects must be performed in accordance with provisions and requirements set forth by Georgia Department of Transportation.

TRAFFIC CONTROL

The contractor shall provide traffic control to include all items necessary to maintain safe travel for the public. Traffic control shall include, but is not limited to: road closed signs, barricades, detour signs, flagging, work zone signs, low/soft shoulder signs, etc. All traffic control devices and work zones shall comply with the Manual on Uniform Traffic Control Devices (MUTCD), latest edition. All traffic control items shall be maintained by the Contractor at all times throughout the length of the project.

The Contractor shall install all required striping as quickly as possible, but no later than 3 days after the road is completed unless directed otherwise by the project manager.

Quantities are approximate only. Actual quantities for pay items will be derived by field measurements and weight measurements.

Contractor is to field verify the widths of all roads. Resurfacing shall be over existing asphalt only.

SCHEDULE

Contractor is required to complete this contract by **August 31st, 2017**. Equal time extension will be given if the anticipated awarding date of the contract is delayed or unusual number of inclement weather days occurs during the contract period.

Questions related to this request for bids must be submitted by email to Jason Spencer, Public Works Supervisor, at jspencer@cityofaokwood.net.

Issued on April 6th 2017

2017 PAVING PROJECT

Project Schedule

1. First advertisement posted – April 6th
2. Second advertisement posted – April 20th
3. Bid opening – May 4th, 1 pm
4. Bid award – May 8th
5. Notice to Proceed – May 22nd
6. Project completion – August 31st

BID SCHEDULE

CITY OF OAKWOOD 2017 PAVING PROJECT

Company Name:

Contact Name and Title:

LINE NO.	GDOT ITEM	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
PAVING AND RESURFACING ITEMS						
001	402-1802	Mill and Patch 3" with 19mm superpave incl bitum matl & H lime	603	TN		
002	402-3190	Recycled Asph Conc 19 mm Superpave, Gp 1 or 2 only, incl bitum matl & H lime	1140	TN		
003	402-3103	Recycled Asph Conc 9.5 mm Superpave, Type 2, Gp 2 only, incl bitum matl & H lime	2583	TN		
004	413-1000	Bitum, Tack Coat	900	GL		
005	432-5010	Mill Asphalt Concrete Pavement, Variable Depth hauling and clean up	9356	SY		
006	301-2190	Full Depth Reclamation (FDR) 8" Minimum provide mix design and field testing	10258	SY		
007	301-5000	Portland Cement	400	TN		
008	441-5002	Concrete Curb and gutter 6x30, Type 2	125	LF		
SIGN AND MARKING ITEMS						
009	652-2501	Solid Traffic Stripe, 5 in, White	.42	LM		
010	653-1501	Thermo Solid Traffic Stripe, 5 in, White	1.35	LM		
011	653-3501	Thermo Skip Traffic Stripe, 5 in, White	.12	LM		
012	653-1502	Thermo Solid Traffic Stripe, 5 in, Yellow	1.19	LM		
013	653-0120	Thurmo PVMT Mark, Arrow, TP2	7	EA		
014	653-1704	Thermoplastic Solid Traffic Stripe, 24 in, White	60	LF		
015	654-1001	Raised Pavement Markers, Type 1, 2, and/or 3 as required by GDOT specifications	335	EA		
TOTAL AMOUNT						
SIGNATURE:						
DATE:						

E-Verify Contractor Affidavit under O.C.G.A. § 13-10-91(b)(1)

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services on behalf of (_____) has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

Federal Work Authorization User Identification Number

Date of Authorization

Name of Contractor

Name of Project

Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed _____, _____, 201__ in _____(city), _____(state).

Signature of Authorized Officer or Agent

Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE _____ DAY OF _____, 201__.

NOTARY PUBLIC

My Commission Expires: _____

E-Verify Subcontractor Affidavit under O.C.G.A. § 13-10-91(b)(3)

By executing this affidavit, the undersigned subcontractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services under a contract with _____ on behalf of _____ has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned subcontractor will continue to use the federal work authorization program throughout the contract period and the undersigned subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the subcontractor with the information required by O.C.G.A. § 13-10-91(b). Additionally, the undersigned subcontractor will forward notice of the receipt of an affidavit from a sub-subcontractor to the contractor within five business days of receipt. If the undersigned subcontractor receives notice of receipt of an affidavit from any sub-subcontractor that has contracted with a sub-subcontractor to forward, within five business days of receipt, a copy of such notice to the contractor. Subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

Federal Work Authorization User Identification Number

Date of Authorization

Name of Subcontractor

Name of Project

Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed _____, ____, 201__ in _____(city), _____(state).

Signature of Authorized Officer or Agent

Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE _____ DAY OF _____, 201__.

NOTARY PUBLIC

My Commission Expires: _____

E-Verify Sub-subcontractor Affidavit under O.C.G.A. § 13-10-91(b)(4)

By executing this affidavit, the undersigned sub-subcontractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services under a contract for _____ (name of subcontractor or sub-subcontractor with whom such sub-subcontractor has privity of contract) and _____ (name of contractor) on behalf of _____ (name of public employer) has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned sub-subcontractor will continue to use the federal work authorization program throughout the contract period and the undersigned sub-subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the sub-subcontractor with the information required by O.C.G.A. § 13-10-91(b). The undersigned sub-subcontractor shall submit, at the time of such contract, this affidavit to _____ (name of subcontractor or sub-subcontractor with whom such sub-subcontractor has privity of contract). Additionally, the undersigned sub-subcontractor will forward notice of the receipt of any affidavit from a sub-subcontractor to _____ (name of subcontractor or sub-subcontractor with whom such sub-subcontractor has privity of contract). Sub-subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

Federal Work Authorization User Identification Number Date of Authorization

Name of Sub-subcontractor

Name of Project

Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed _____, ____, 201__ in _____(city), _____(state).

Signature of Authorized Officer or Agent

Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME

ON THIS THE _____ DAY OF _____, 201__.

NOTARY PUBLIC
My Commission Expires:



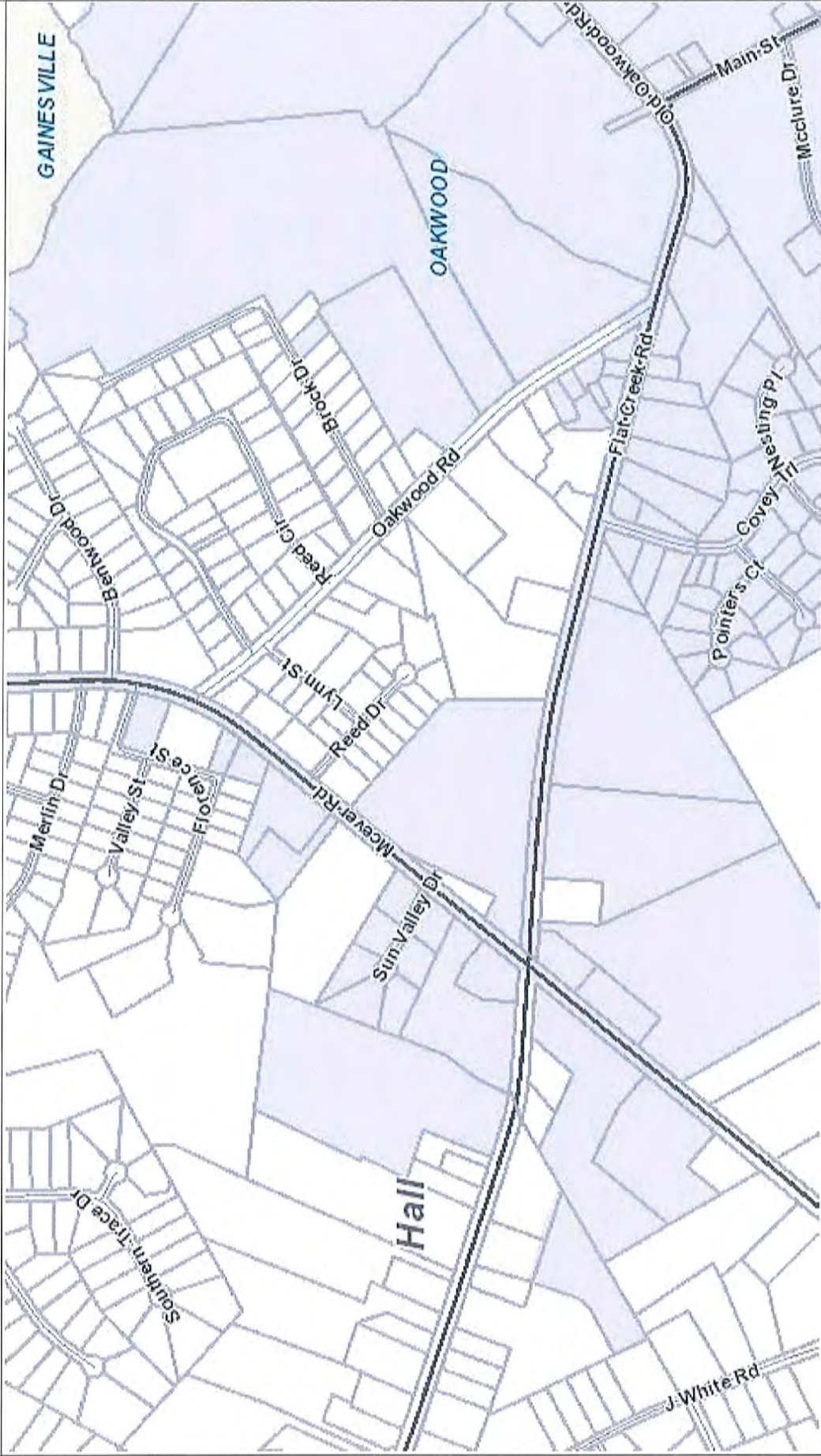
Crawford Oaks Subdivision
Mill and Patch 20%



Map Printed On 2017-03-31 14:10

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284

Main St NW

United States Postal Service

Carter St

King St SW

Main St

Market St

Clermont Hotel

Spring St

King St SW

Dean St

Oak St

Carter St

Ivey St

Brown Dr

St NW

St

M



Burton Dr

Savannah Ln

Tobacco St

Howard St

Hall

Michigan Way

Leavenworth St

Leavenworth Cir

LULA

Michigan St

Rd









Banks St

LULA

15th St

15th St

1st St

2nd St

3rd St

4th St

5th St

6th St

7th St

8th St

9th St

10th St

11th St

12th St

13th St

14th St

16th St

17th St

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38th St

39th St

40th St

41st St

42nd St

43rd St

44th St

45th St

46th St

47th St

48th St

49th St

50th St

15th St

Carter Ave

1st St



2017 PAVING PROJECT

CONTRACT AGREEMENT

CONTRACT AGREEMENT

THIS AGREEMENT made by and between CITY OF OAKWOOD, GEORGIA, hereinafter called "OWNER", and _____, a contractor doing business as an individual, a partnership, or a corporation in the City of and State of Georgia, hereinafter called "Contractor". Owner and Contractor, in consideration of the mutual covenants set forth herein, agree as follows:

ARTICLE 1 - WORK

- A. Contractor shall complete Work as specified or indicated in the 2017 Paving Project Bid Documents. The Work is generally described as mill, patch, overlay, striping, and provide traffic control on various City Streets. As noted in the Bid Documents, the OWNER reserves the right to add to and delete from the contract. Specific work locations (streets) will be issued as a task order under this agreement.

ARTICLE 2 - CONTRACT TIME

- A. All work under this agreement will be completed on or before August 31th, 2017,
- B. Time limits for specific work are set forth in specific task orders.

ARTICLE 3 - CONTRACT PRICE

- A. Owner shall pay Contractor for completion of the Work in accordance with the unit prices set forth in the Bid Schedule submitted by the Contractor.

ARTICLE 3 - PAYMENT PROCEDURES

- A. Contractor shall submit Applications for Payment in a format pre-approved by the Owner.
- B. Owner shall make progress payments on the basis of Contractor's Applications for Payment submitted on or about the 20th day of each month during performance of the Work. All such payments will be based on the Bid Schedule and number of units completed.

ARTICLE 4 – CONTRACTOR'S REPRESENTATIONS

In order to induce Owner to enter into this Agreement, Contractor makes the following representations:

- A. Contractor has examined the Contract Documents and the other related data identified in the Bid Documents.
- B. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.
- C. Contractor is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, and performance of the Work.
- D. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

ARTICLE 5 - MISCELLANEOUS

- A. No assignment by a party hereto of any rights under or interests in the Contract will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of

this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

- B. Owner and Contractor each binds itself, its partners, successors, assigns, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

- C. Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Owner and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

IN WITNESS WHEREOF, Owner and Contractor have signed this Agreement in duplicate. One counterpart each has been delivered to Owner and Contractor. All portions of the Contract Documents have been signed or identified by Owner and Contractor or on their behalf.

This Agreement will be effective on _____, _____.

OWNER:

CONTRACTOR:

By: _____

By: _____

Title: _____

Title: _____

[CORPORATE SEAL]

[CORPORATE SEAL]

Attest: _____

Attest: _____

Title: _____

Title: _____

Address for giving notices:

Address for giving notices:

Notice of Award

Dated _____

Project: 2017 Paving Project	Owner: City of Oakwood	Owner's Contract No.: N/A
Contact: Jason Spencer, Public Works Director		Engineer's Project No.: N/A
Bidder:		
Bidder's Address:		

You are notified that your Bid dated May 4th, 2017 for the above Contract has been considered and you are the Successful Bidder.

The Contract Price of your Contract is not to exceed \$ _____

You must comply with the following conditions within [15] days of the date you receive this Notice of Award.

1. Deliver to the Owner Three (3) fully executed original Contract Agreements (attached).
2. Deliver with the executed Contract Agreement, the required performance and payment bonds as specified in the Bid Documents.
3. Other conditions:

Failure to comply with these conditions within the time specified will entitle Owner to consider you in default, annul this Notice of Award and declare your Bid security forfeited.

Within ten days after you comply with the above conditions, Owner will return to you one fully executed counterpart of the Contract Agreement.

Owner

By: _____
Authorized Signature

Title

Notice to Proceed

Project: 2017 Paving Project	Owner: City of Oakwood	Owner's Contract No.: N/A
Contact: Jason Spencer, Public Works Director		Engineer's Project No.: N/A
Bidder:		
Bidder's Address:		

You are notified that the Contract Times under the above contract will commence to run on _____ . In accordance with Article 2 of the Agreement, the date of completion is _____ .

(Contractor)
Received by:

Owner
Given by:
Authorized Signature

(Title)

Title

(Date)

Date



Task Order # 1

CONTRACTOR: _____

AGREEMENT: 2017 Paving Project

DATE OF AGREEMENT: _____ 2017

DESCRIPTION: Paving Work on Various City Streets

SCOPE OF WORK:

- See attached Task Order Scope of Work

COST: (per unit prices on Bid Schedule)

SCHEDULE: See attached Task Order Scope of Work

PROPOSED BY:

APPROVED BY:

Signature

Signature

Name/Title

Stan Brown, P.E. - City Manager
Name/Title

Date: _____

Date: _____

**City of Oakwood
2017 Paving Project
Task Order #1
Scope of Work**

All work must be performed in accordance with provisions and requirements set forth by Georgia Department of Transportation.

TRAFFIC CONTROL

The contractor shall provide Traffic Control to include all items necessary to maintain safe travel for the public. Traffic control shall include, but is not limited to: Road Closed signs, Barricades, Detour Signs, Flagging, Work Zone Signs, Low/Soft Shoulder Signs, etc. All traffic control devices and work zones shall comply with the Manual on Uniform Traffic Control Devices (MUTCD), latest edition. All traffic control items shall be maintained by the Contractor at all times throughout the length of the project.

The Contractor shall install all required striping as quickly as possible, but no later than 3 days after the road is completed unless directed otherwise by the project manager.

Quantities are approximate only. Actual quantities for pay items will be derived by field measurements and weight measurements.

Contractor is to field verify the widths of all roads. Resurfacing shall be over existing asphalt only.

SCHEDULE

Contractor is required to complete this contract by _____. Equal time extension will be given if the project is delayed by an unusual number of inclement weather days.

Bid Tabulation
City of Oakwood
2017 Paving Project

Item	Unit	Quantity	Blount Construction CO, Inc. (Marietta Ga)		Allied Paving Contractors, Inc. (Pendergrass Ga)		C.W. Matthews Contracting CO, Inc. (Marietta Ga)	
			Unit Price	Total	Unit Price	Total	Unit Price	Total
Mill and Patch 3" with 19mm superpave incl bitum matl & H lime	TN	603	\$134.83	\$81,302.49	\$155.00	\$93,465.00	\$157.16	\$94,767.48
Recycled Asph Conc 19 mm Superpave, Gp 1 or 2 only, incl bitum matl & H lime	TN	1140	\$81.26	\$92,636.40	\$87.00	\$99,180.00	\$77.32	\$88,144.80
Recycled Asph Conc 9.5 mm Superpave, Type 2, Gp 2 only, incl bitum matl & H lime	TN	2583	\$104.49	\$269,897.67	\$102.00	\$263,466.00	\$111.98	\$289,244.34
Bitum, Tack Coat	GL	900	\$2.00	\$1,800.00	\$3.25	\$2,925.00	\$1.81	\$1,629.00
Mill Asphalt Concrete Pavement, Variable Depth hauling and clean up	SY	9356	\$3.75	\$35,085.00	\$3.15	\$29,471.40	\$4.26	\$39,856.56
Full Depth Reclamation (FDR) 8" Minimum provide mix design and field testing	SY	10258	\$15.00	\$153,870.00	\$13.50	\$138,483.00	\$16.75	\$171,821.50
Portland Cement	TN	400	\$142.75	\$57,100.00	\$170.00	\$68,000.00	\$142.75	\$57,100.00
Concrete Curb and gutter 6x30, Type 2	LF	125	\$67.65	\$8,456.25	\$40.00	\$5,000.00	\$69.95	\$8,743.75
Solid Traffic Stripe, 5 in, White	LM	0.42	\$2,500.00	\$1,050.00	\$1,725.00	\$724.50	\$2,500.00	\$1,050.00
Thermo Solid Traffic Stripe, 5 in, White	LM	1.35	\$3,500.00	\$4,725.00	\$4,350.00	\$5,872.50	\$2,500.00	\$3,375.00
Thermo Skip Traffic Stripe, 5 in, White	LM	0.12	\$1,200.00	\$144.00	\$1,725.00	\$207.00	\$1,850.00	\$222.00
Thermo Solid Traffic Stripe, 5 in, Yellow	LM	1.19	\$3,500.00	\$4,165.00	\$4,315.00	\$5,134.85	\$2,500.00	\$2,975.00
Thurmo PVMT Mark, Arrow, TP2	EA	7	\$100.00	\$700.00	\$175.00	\$1,225.00	\$150.00	\$1,050.00
Thermoplastic Solid Traffic Stripe, 24 in, White	LF	60	\$5.35	\$321.00	\$21.00	\$1,260.00	\$20.00	\$1,200.00
Raised Pavement Markers, Type 1, 2, and/or 3 as required by GDOT specifications	EA	335	\$5.15	\$1,725.25	\$8.25	\$2,763.75	\$5.00	\$1,675.00
Total				\$712,978.06		\$717,178.00		\$762,854.43

Item	Unit	Quantity	Pittman Construction Co. (Conyers Ga)		Stewart Bros, Inc. (Doraville Ga)	
			Unit Price	Total	Unit Price	Total
Mill and Patch 3" with 19mm superpave incl bitum matl & H lime	TN	603	\$139.95	\$84,389.85	\$354.00	\$213,462.00
Recycled Asph Conc 19 mm Superpave, Gp 1 or 2 only, incl bitum matl & H lime	TN	1140	\$83.86	\$95,600.40	\$90.40	\$103,056.00
Recycled Asph Conc 9.5 mm Superpave, Type 2, Gp 2 only, incl bitum matl & H lime	TN	2583	\$92.41	\$238,695.03	\$117.60	\$303,760.80
Bitum, Tack Coat	GL	900	\$2.75	\$2,475.00	\$5.00	\$4,500.00
Mill Asphalt Concrete Pavement, Variable Depth hauling and clean up	SY	9356	\$7.60	\$71,105.60	\$13.10	\$122,563.60
Full Depth Reclamation (FDR) 8" Minimum provide mix design and field testing	SY	10258	\$18.98	\$194,696.84	\$18.30	\$187,721.40
Portland Cement	TN	400	\$168.00	\$67,200.00	\$156.00	\$62,400.00
Concrete Curb and gutter 6x30, Type 2	LF	125	\$33.00	\$4,125.00	\$45.00	\$5,625.00
Solid Traffic Stripe, 5 in, White	LM	0.42	\$2,750.00	\$1,155.00	\$2,850.00	\$1,197.00
Thermo Solid Traffic Stripe, 5 in, White	LM	1.35	\$2,750.00	\$3,712.50	\$2,850.00	\$3,847.50
Thermo Skip Traffic Stripe, 5 in, White	LM	0.12	\$2,035.00	\$244.20	\$2,110.00	\$253.20
Thermo Solid Traffic Stripe, 5 in, Yellow	LM	1.19	\$2,750.00	\$3,272.50	\$2,850.00	\$3,391.50
Thurmo PVMT Mark, Arrow, TP2	EA	7	\$165.00	\$1,155.00	\$170.00	\$1,190.00
Thermoplastic Solid Traffic Stripe, 24 in, White	LF	60	\$22.00	\$1,320.00	\$23.00	\$1,380.00
Raised Pavement Markers, Type 1, 2, and/or 3 as required by GDOT specifications	EA	335	\$5.50	\$1,842.50	\$5.65	\$1,892.75
Total				\$770,989.42		\$1,016,240.75

City of Oakwood			Blount Construction CO, Inc.	
Item	Unit	Quantity	Unit Price	Total
Mill and Patch 3" with 19mm superpave incl bitum matl & H lime	TN	385.00	\$134.83	\$51,909.55
Recycled Asph Conc 19 mm Superpave, Gp 1 or 2 only, incl bitum matl & H lime	TN	1140.00	\$81.26	\$92,636.40
Recycled Asph Conc 9.5 mm Superpave, Type 2, Gp 2 only, incl bitum matl & H lime	TN	600.00	\$104.49	\$62,694.00
Bitum, Tack Coat	GL	700.00	\$2.00	\$1,400.00
Mill Asphalt Concrete Pavement, Variable Depth hauling and clean up	SY	9356.00	\$3.75	\$35,085.00
Full Depth Reclamation (FDR) 8" Minimum provide mix design and field testing	SY	10258.00	\$15.00	\$153,870.00
Portland Cement	TN	400.00	\$142.75	\$57,100.00
Concrete Curb and gutter 6x30, Type 2	LF	125.00	\$67.65	\$8,456.25
Thermo Solid Traffic Stripe, 5 in, White	LM	1.35	\$3,500.00	\$4,725.00
Thermo Skip Traffic Stripe, 5 in, White	LM	0.12	\$1,200.00	\$144.00
Thermo Solid Traffic Stripe, 5 in, Yellow	LM	1.19	\$3,500.00	\$4,165.00
Thurmo PVMT Mark, Arrow, TP2	EA	7	\$100.00	\$700.00
Thermoplastic Solid Traffic Stripe, 24 in, White	LF	24	\$5.35	\$128.40
Raised Pavement Markers, Type 1, 2, and/or 3 as required by GDOT specifications	EA	335	\$5.15	\$1,725.25
Total				\$474,738.85

City of Lula			Blount Construction CO, Inc.	
Item	Unit	Quantity	Unit Price	Total
Recycled Asph Conc 9.5 mm Superpave, Type 1, Gp 1 or Blend 1, incl bitum matl & H lime	TN	1613	\$104.49	\$168,542.37
Bitum, Tack Coat	GL	100	\$2.00	\$200.00
Total				\$168,742.37

City of Clermont			Blount Construction CO, Inc.	
Item	Unit	Quantity	Unit Price	Total
Mill and Patch 3" with 19mm superpave incl bitum matl & H lime	TN	218.00	\$134.83	\$29,392.94
Bitum, Tack Coat	GL	100.00	\$2.00	\$200.00
Recycled Asph Conc 9.5 mm Superpave, Type 1, Gp 1 or Blend 1, incl bitum matl & H lime	TN	370.00	\$104.49	\$38,661.30
Solid Traffic Stripe, 5 in, Yellow	LM	0.42	\$2,500.00	\$1,050.00
Thermoplastic Solid Traffic Stripe, 24 in, White (stop bars)	LF	36.00	\$5.35	\$192.60
Total				\$69,496.84