

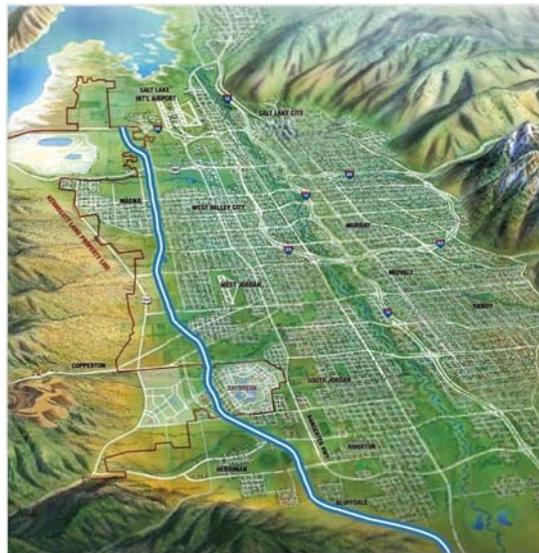


Mountain View Corridor Program

Innovative Risk Management

A UDOT Project

Project Need and Location



Greenfield Project



3

Challenges



4

Right-of-Way - Amphitheater



5

Right-of-Way - Golf Course



6

Right-of-Way – SME Steel



7

Animal Rescue Relocation



Early Controversy



9

Planning Timeline



2003		Growth Choices Workshops
2004		Talk Truck Meetings
2005		Alternatives Refinement Open Houses
2006		Town Hall Meetings
2007	DEIS Comment Period	
2008	Record of Decision	

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A Balanced Transportation Solution



- The Mountain View Corridor is a balanced transportation solution which includes a freeway, transit and trail system.



Phasing - Outside Lanes



Initial Construction

Phasing – Outside Lanes



Full Freeway Build-Out

13

Phasing – Frontage Roads – 9 miles



Initial Construction

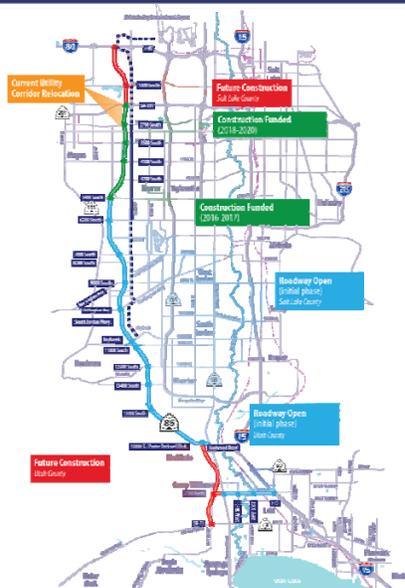
14

Phasing – Frontage Roads

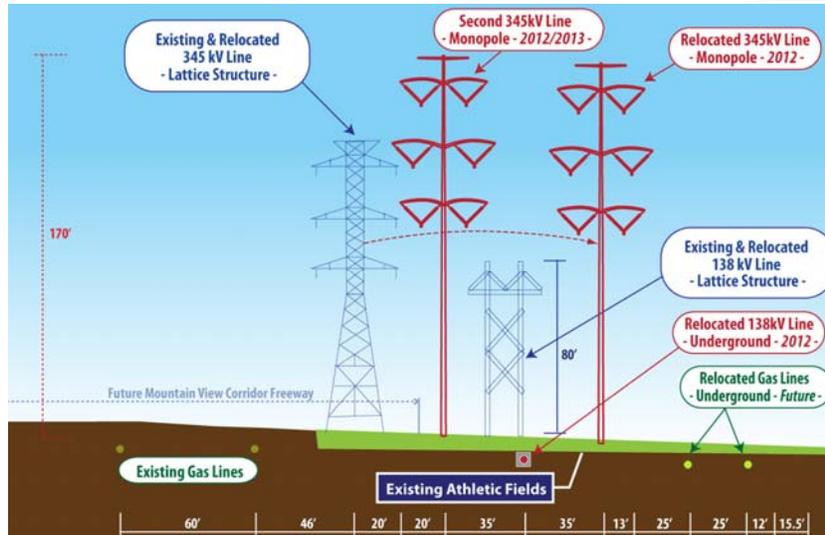


Full Freeway Build-Out

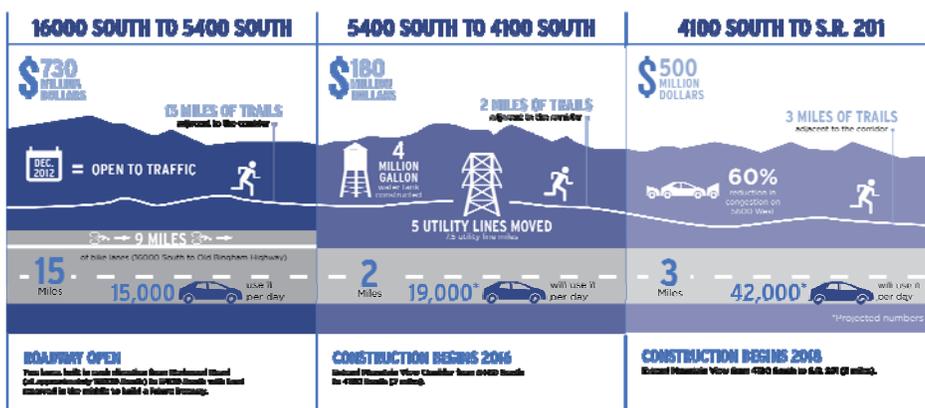
Area Map



Utility Corridor Relocation



Project Information

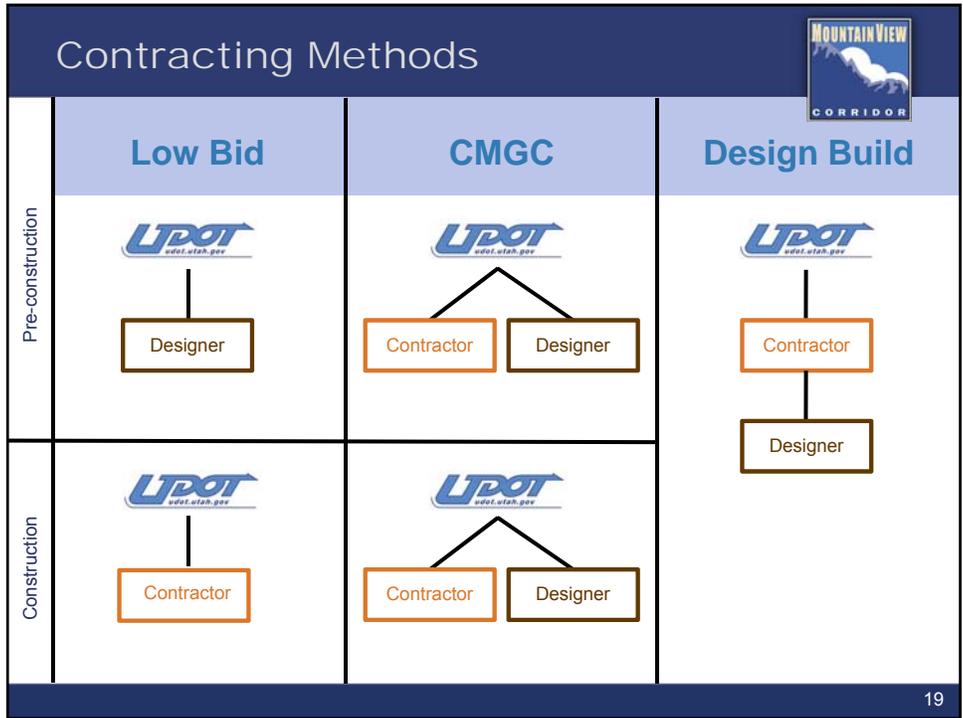


FUTURE PHASES

- Mount Pleasant View Corridor from S.R. 201 to I-49
- Mount Pleasant View Corridor from 20000 South to Lake Park (2016) and
- Interchanges will be completed to existing interchanges

- Additional lanes will be added
- Transit will be built
- Trails will be completed

25 miles daily functional roadway from I-49 to Lake Park Road



Why CMGC ?





- Contractor Innovations
- Expedited Start
- Risk items difficult to allocate to contractor

- Concurrent procurement with I-15 CORE

20

Salt Lake County CMGC Project



- 6 Million cubic yards of earthwork
- 300,000 tons of asphalt
- 300,000 square yards of concrete
- 170,000 lineal feet of storm sewer
- 160,000 square feet of retaining wall
- 10 Highway Bridges



Project Goals



Mountain View Corridor Project Announcement
Salt Lake County CMGC Project (Herriman to West Jordan) May 15, 2009

Introduction:
The Mountain View Corridor is a planned highway, transit way and rail corridor in western Salt Lake and northeastern Utah counties, extending 20 miles north to the present area, to meet present transportation demands in the year 2030. The full build-out includes a highway that connects with Interstate 15 (I-15) West of Salt Lake City, on the north and Interstate 15 (I-15) South of the south. The central component of the project is a high-speed transit line on I-15 West of Salt Lake County that connects with both the present I-15 corridor in the International Center and

Estimated Construction Costs:
\$400 Million

1. Design and construct to budget

Design and construct to budget:
Design the CMGC delivery method to design and construct as much of the corridor as possible. This delivery method will allow CMGC to adjust the scope and limits of the project based on the funds available for design and construction.

Build a professional and collaborative project team with the owner, program manager, designer and contractor:
Select the CMGC delivery method to build a high-quality professional design team, to build a project team with CMGC to deliver the Mountain View Corridor Project.

Optimize construction schedule to achieve high quality and maximum value:
Allow the owner the flexibility to adjust the schedule and to adjust the program manager, designer and contractor to meet the needs of the project to be constructed within budget. Develop construction schedule that maximizes value of the construction and resources, such as CMGC and local subcontractors.

Provide maximum opportunity to build for innovation design and construct best practices:
Build a culture project team and a collaborative work environment that fosters innovation, learning, transparency and acceptance of change while maximizing quality and safety goals.

Maximize quality, cost and performance:
Build the construction team during the construction process. Establish open communication through an effective and ongoing project information campaign.

Key Message:
To learn more about the Mountain View Corridor or to download the RFP please visit www.saltlakecounty.com/transportation.
If you are interested in providing input on the RFP, please contact the project manager at cmgc@saltlakecounty.com.
A close contact list for the RFP is located on the project website.

Project Goals



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Salt Lake County CMGC Project (Herriman to West Jordan)

May 15, 2009

Introduction: The Mountain View Corridor is a planned highway, transit way and rail system in western Salt Lake and northern Utah counties, extending 20 miles north to the project area. A three-phased transportation demand in the year 2020, the full build-out includes a highway that connects with Interstate 15 (I-15) from Salt Lake City in the north and Interstate 15 (I-15) from the south to the south. The full build-out of the project is a high-speed transit line to Salt Lake City from the south. The project connects with both the general transit corridor and the transit corridor and also connects with both the general transit corridor and the transit corridor.

Program Manager: UDOT will be the Program Manager for the project. The program manager will be responsible for the overall project and will be the primary point of contact for the project. The program manager will also be responsible for the overall project and will be the primary point of contact for the project.

Design and construction to budget: Utilize the CMGC delivery method to design and construct as much of the corridor as possible. This delivery method will allow UDOT to adjust the scope and needs of the project based on the funds available for design and construction.

Build a professional and collaborative project team with the owner, program manager, designer and contractor: Since the CMGC delivery method involves highly qualified professional designers and builders to form a single project team with UDOT to deliver the Mountain View Corridor Project.

Optimize construction schedule to achieve high quality and maximum value: Allow the program flexibility to adjust the construction schedule to maximize program resources, and maximize the value of the project to the extent possible with budget. Develop construction schedule that maximizes program and professional resources, levels to UDOT and public satisfaction.

Provide maximum opportunity to utilize innovative design and construction practices: Solicit a robust project team and a collaborative work environment that fosters innovation, transparency and acceptance of change while maintaining quality and safety goals.

Maximize public trust and confidence: Utilize the communication tools during the construction phase. Establish open communication through an effective and ongoing public information campaign.

For More Information: For more information regarding the Mountain View Corridor, go to the website: www.udot.utah.gov/transportation. If you are interested in participating in the project, please contact the program manager at cmgc@utah.gov or call 801.426.2200.

2. Build a professional and collaborative project team with the owner, program manager and designer and contractor

Project Goals



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Salt Lake County CMGC Project (Herriman to West Jordan)

May 15, 2009

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The project is planned to be built in phases. The information is needed and is being broken into three phases. In March 2009, the Utah Department of Transportation (UDOT) will release a Request for Proposals (RFP) for the design and construction of the project. The Utah Department of Transportation (UDOT) will release a Request for Proposals (RFP) for the design and construction of the project. The Utah Department of Transportation (UDOT) will release a Request for Proposals (RFP) for the design and construction of the project.

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\$400 Million

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4. **Provide maximum opportunity to utilize innovative design and construction practices**
Build a better project team and a collaborative work environment that fosters innovation, creativity, transparency and acceptance of change while maintaining quality and safety.
5. **Maintain public trust and confidence**
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For More Information:
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4. Provide maximum opportunity to utilize innovative design and construction practices

Project Goals



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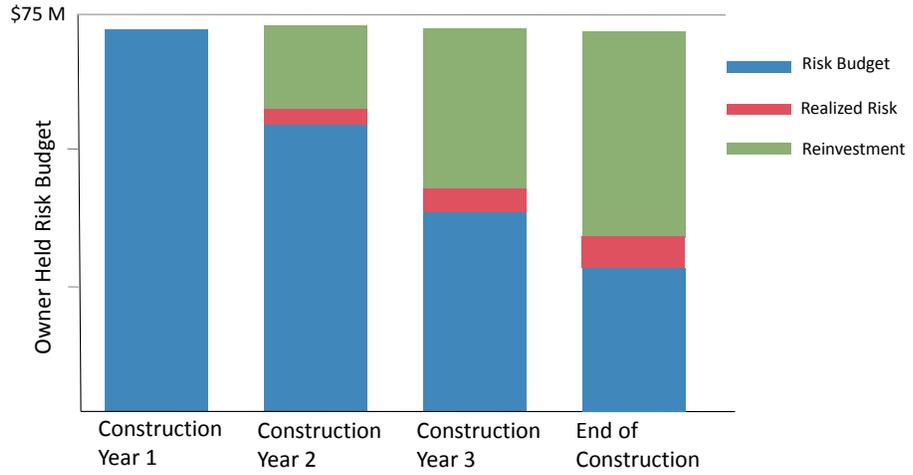
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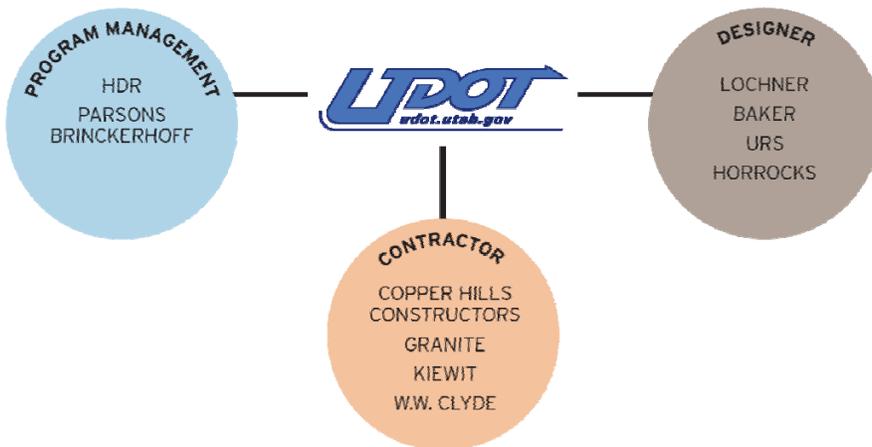
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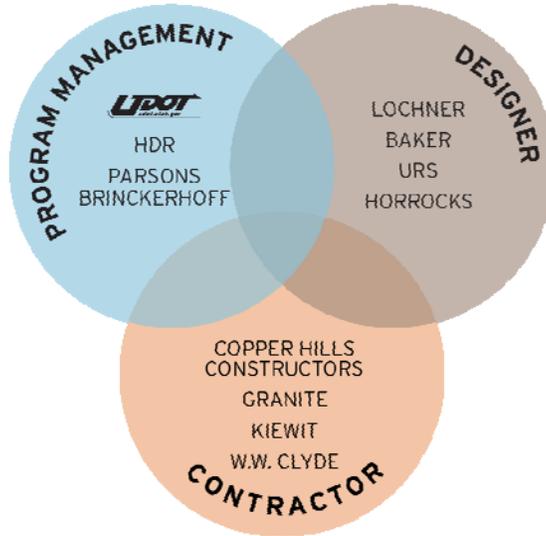
Risk Reduction and Reinvestment



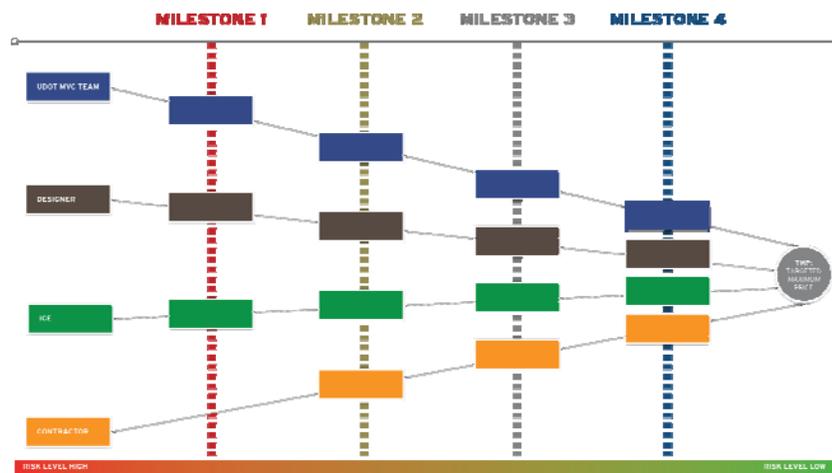
CMGC Contractual Relationship



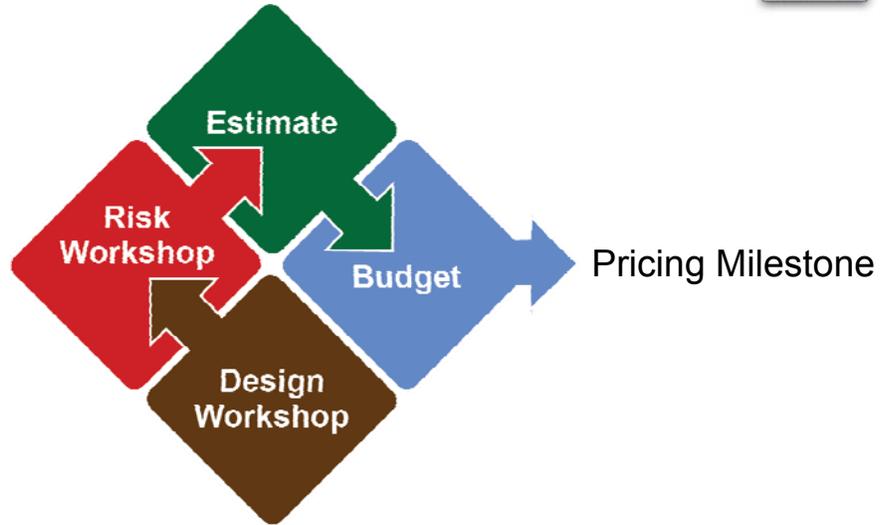
CMGC Collaboration



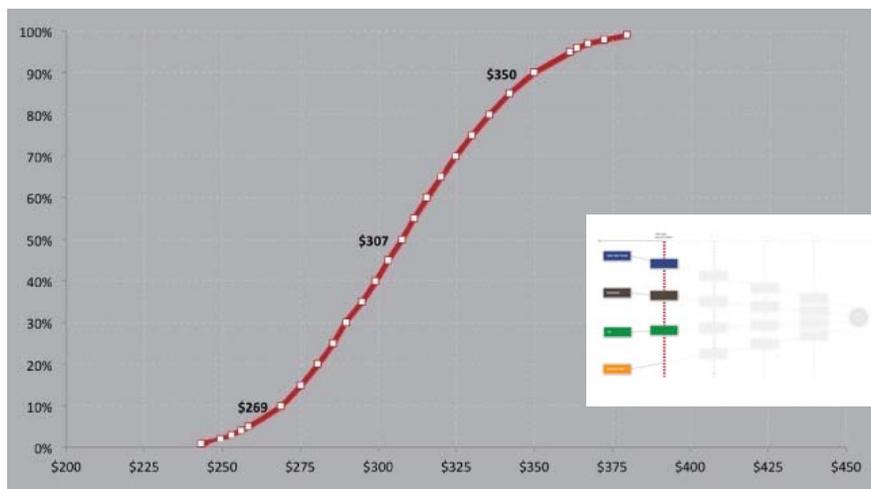
Pre-Construction Phase



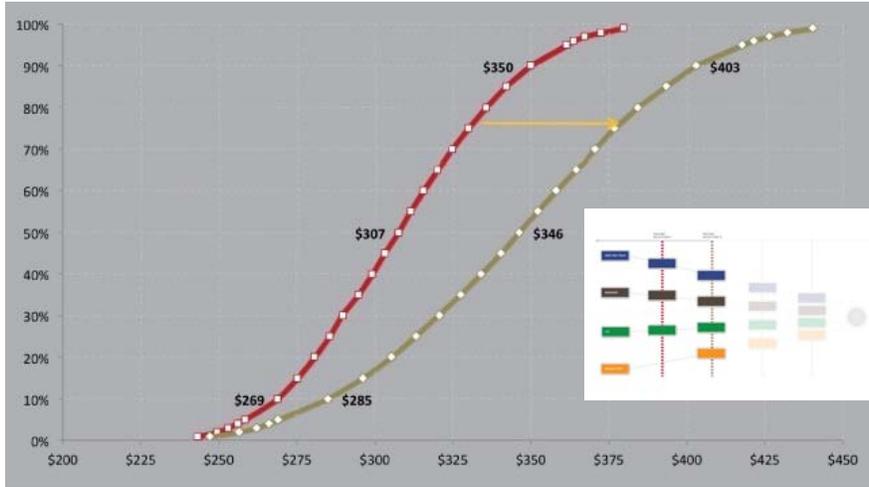
Pricing Milestone Process



Pre-Construction: Pricing Milestone 1

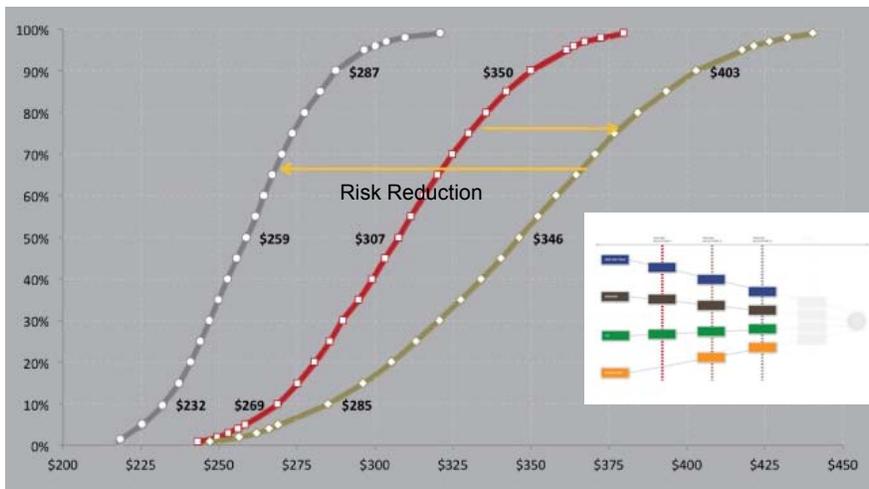


Pre-Construction: Pricing Milestone 2



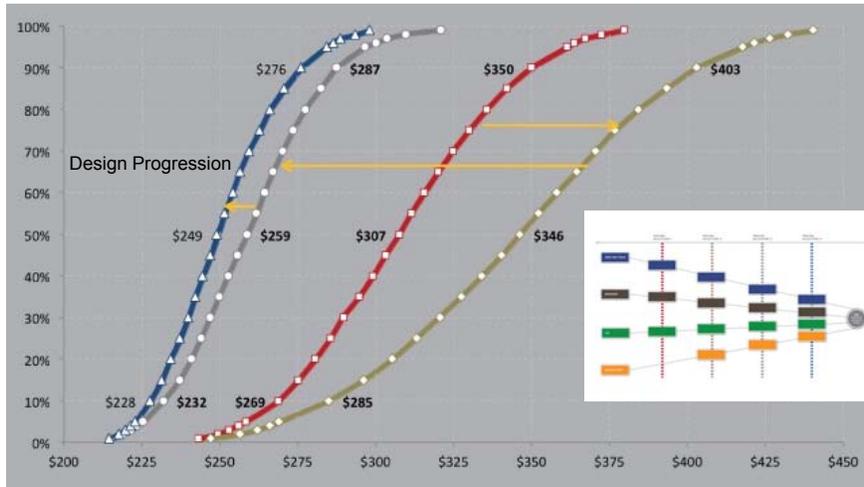
33

Pre-Construction: Pricing Milestone 3



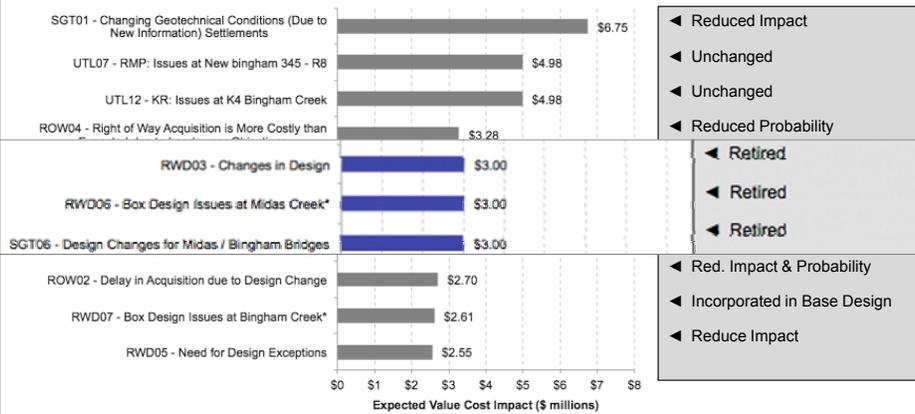
34

Pre-Construction: Pricing Milestone 4



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Pre-Construction: Risk Result



Pre-Construction: West Ridge Golf Course



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Pricing Justification



Primary Justification

- Engineer's Estimate &
- Independent Cost Estimate (ICE)

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Contractor Estimate



Secondary Justification

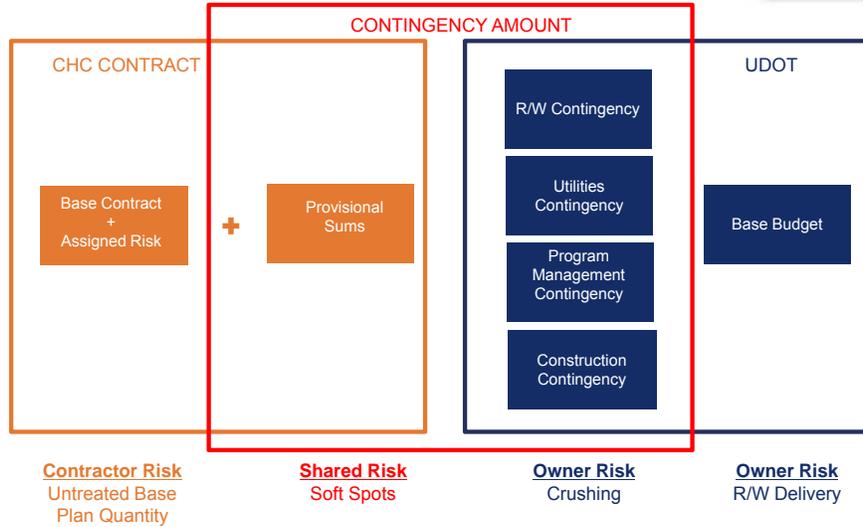
- Average unit bid statewide &
- Average unit bid county &
- Average unit bid county in 12 categories &
- Projects > \$50 Million

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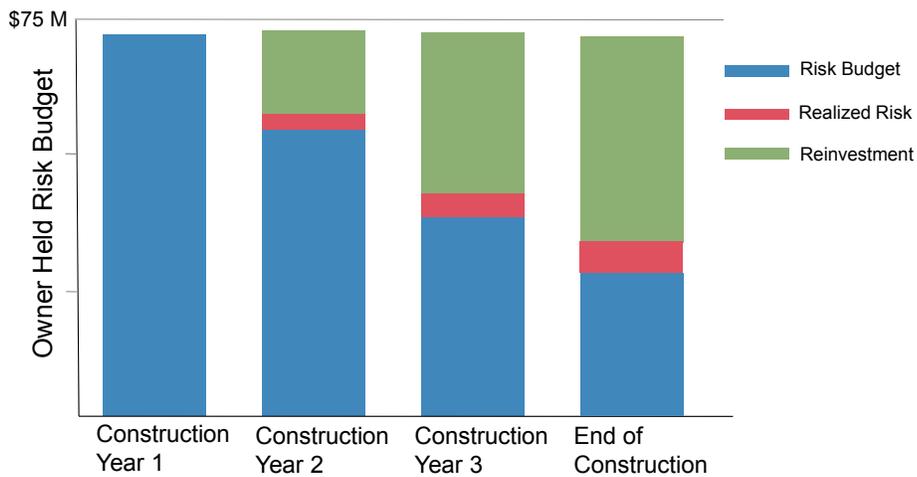
Contract Bid

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Pricing Risk



Risk Reduction and Reinvestment



Kennecott Rail Agreement



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Kennecott Rail Agreement



West Ridge Golf Course



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Frito Lay



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Moving North of 5400 South



Key Accomplishments



Construction Manager

(Pre-construction)

500 MILLION COST REDUCTION

- Design innovation saved \$25 million
- Schedule Optimization
- Risk allocation (ROW/Utilities to owner)
- Design progression
- Risk retirement

General Contractor

(Construction)

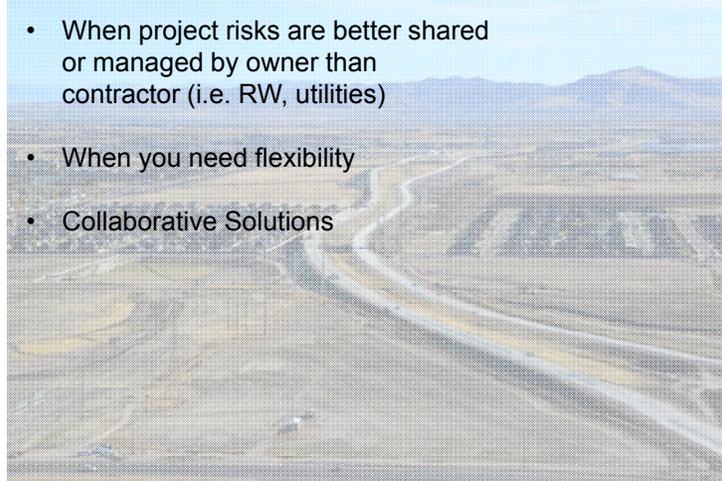
- Open book pricing
- Integrated ROW & Construction Schedule
- Risk management

**2 MILLION MORE YARDS OF DIRT MOVED NORTH
\$50 MILLION ADDITIONAL ROW TO NORTH
MAINTAINED ORIGINAL COMPLETION DATE**

Reasons we Used CMGC



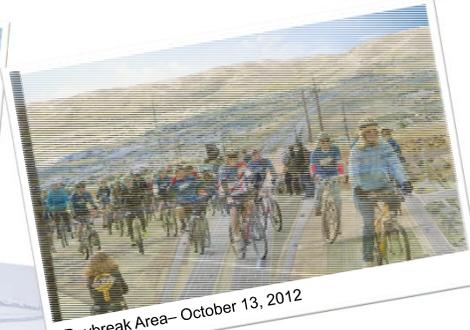
- When project risks are better shared or managed by owner than contractor (i.e. RW, utilities)
- When you need flexibility
- Collaborative Solutions



Collaborative Solutions Benefit Community



12600 South to 14400 South– June 2, 2012

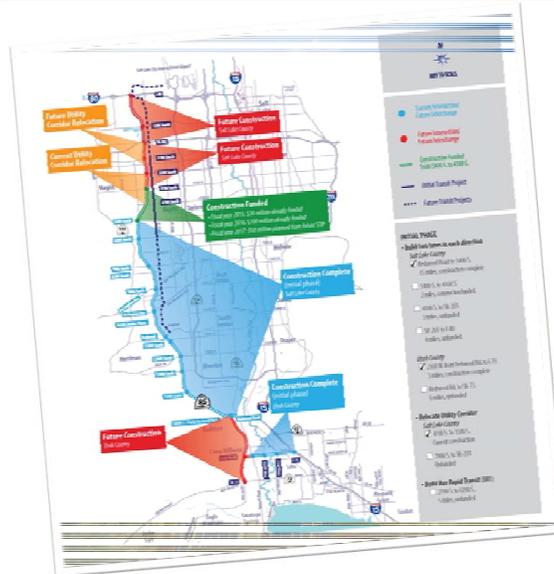


Daybreak Area– October 13, 2012



16000 South to 5400 South– December 15, 2012

Current Status



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Get Information



udot.utah.gov/mountainview



mountainview@utah.gov



800-596-2556

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