

PROJECT DELIVERY PROCESS

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PROJECT DELIVERY PROCESS

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PROJECT DELIVERY PROCESS

PROJECT MANAGEMENT

PROJECT MANAGEMENT IS INDOT’S PROCESS TO DELIVER PROJECTS. THE PROJECT MANAGEMENT PLAN CAN BE VIEWED AS A “ROAD MAP” WHICH CAN EFFECTIVELY MANAGE THE SCOPE, BUDGET, SCHEDULE AND QUALITY OF PROJECTS. IT CONSISTS OF THREE PHASES, PLANNING, DESIGN, AND CONSTRUCTION.

TOGETHER, THE PROJECT MANAGER AND THE AREA ENGINEER (HEREAFTER REFERRED TO AS CONSTRUCTION MANAGER) AS TEAM LEADERS, FACILITATE THIS ROAD MAP TO A SUCCESSFUL COMPLETION.

PLANNING AND DESIGN: WITH THE SUPPORT OF THE CONSTRUCTION AND MAINTENANCE MANAGERS, THE PROJECT MANAGER PLANS, COORDINATES, AND DEVELOPS CONSTRUCTION PROJECTS FROM PLANNING TO THE CONTRACT LETTING.

CONSTRUCTION: WITH THE SUPPORT OF THE PROJECT MANGER AND MAINTENANCE MANAGER, THE CONSTRUCTION MANAGER PLANS, COORDINATES, AND SUPERVISES CONSTRUCTION PROJECTS FROM THE CONTRACT LETTING TO ITS COMPLETION.

EVERYONE ON A PROJECT HAS A FUNCTION OR ROLE AND A RESPONSIBILITY ASSIGNED TO THAT FUNCTION. THE TEAM IS THAT GROUP OF INDIVIDUALS THAT PERFORM THE WORK REQUIRED FOR THE PROJECT AND PROJECT DELIVERY. EARLY AND CONSTANT COMMUNICATION IS ESSENTIAL AMONG ALL PARTIES. THE TEAM LEADERS ARE THE PROJECT MANAGER AND THE CONSTRUCTION MANAGER. THEIR SUCCESS DEPENDS ON THEIR MUTUAL COORDINATION AND COMMUNICATION.

PLANNING/SCOPE DEVELOPMENT

SCOPING ENGINEER PROJECT MANAGEMENT CONSTRUCTION MANAGEMENT MAINTENANCE MANAGEMENT

DESIGN/PROJECT DEVELOPMENT

- | | | |
|---------------------------|--------------------------|-------------------|
| ● PROJECT MANAGEMENT | ● ROAD DESIGN | ● HYDRAULICS |
| ● CONSTRUCTION MANAGEMENT | ● BRIDGE DESIGN | ● PAVEMENT DESIGN |
| ● MAINTENANCE MANAGEMENT | ● ENVIRONMENTAL SERVICES | ● GEOTECHNICAL |
| ● UTILITIES/RAILROAD | ● REAL ESTATE | ● SURVEY |

SPECIALTY GROUPS

- CONSULTANTS

CONSTRUCTION

- PROJECT MANAGEMENT ● CONSTRUCTION MANAGEMENT ● MAINTENANCE MANAGEMENT

PROJECT DELIVERY PROCESS

INTRODUCTION

THE PURPOSE OF CONSTRUCTABILITY REVIEWS IS TO ENSURE THAT PROJECTS ARE BIDDABLE, BUILDABLE, COST-EFFECTIVE, AND MAINTAINABLE.

THE INDIANA DEPARTMENT OF TRANSPORTATION HAS ENDORSED CONSTRUCTABILITY REVIEWS TO IMPROVE THE TOTAL QUALITY OF OUR CONSTRUCTION BID PACKAGE. THE NARROW FOCUS ON JUST FIXING PROBLEMS HAS CHANGED TO THE BROADER FOCUS OF PREVENTING PROBLEMS. THE DEPARTMENT HAS DIRECTED BOTH CONSTRUCTION AND MAINTENANCE TO USE THEIR KNOWLEDGE AND EXPERIENCE IN PLANNING AND DESIGN TO ACHIEVE THE PROJECT OBJECTIVES.

WHILE EARLY INVOLVEMENT OF CONSTRUCTION AND MAINTENANCE IS MOST IMPORTANT, MULTI-DISCIPLINARY TEAMWORK IS NEEDED FROM THE BEGINNING. THERE ARE FEW CONSTRUCTABILITY CONCEPTS THAT ARE SINGLE DISCIPLINE ACTIVITIES.

A MULTI-DISCIPLINARY TEAM WILL SUPPORT THE PARTNERING AND TEAM BUILDING CONCEPT AND WILL IMPROVE CONSTRUCTABILITY RESULTS. THE TEAM CREATION ALLOWS THE FUNCTIONAL OFFICES TO KNOW OF EACH OTHER'S INVOLVEMENT AND PROVIDES SOME OF THE CROSS-TRAINING AND FORMAL COMMUNICATION NEEDED THROUGHOUT THE PROCESS.

THOROUGH CONSTRUCTABILITY REVIEWS DURING PROJECT DEVELOPMENT WILL REDUCE ISSUES ENCOUNTERED DURING CONSTRUCTION AND WILL REDUCE CHANGE ORDERS.

A SURVEY OF PROJECT MANAGERS, DISTRICT CONSTRUCTION DIRECTORS AND AREA ENGINEERS IDENTIFIED CERTAIN RECURRING CONSTRUCTABILITY ISSUES. THESE ISSUES IMPACT COSTS, SCHEDULE AND QUALITY OF WORK.

•UTILITIES •RIGHT OF WAY •DRAINAGE •PERMITS •TRAFFIC CONTROL

TO ADDRESS THESE CRITICAL ISSUES, IT HAS BEEN NECESSARY FOR PROJECT-LEVEL PARADIGM SHIFTS.

- THE PROJECT CONSTRUCTABILITY PROCESS SHALL INCLUDE THESE OFFICES; PROJECT MANAGEMENT, CONSTRUCTION MANAGEMENT, MAINTENANCE MANAGEMENT, PLANNING AND DESIGN**
- USE OF CONSTRUCTABILITY REVIEW TOOLS**
- USE OF A TEAM APPROACH**
- DEVELOP PLANS, SPECIFICATIONS, AND CONTRACT DOCUMENTS FOR CONSTRUCTABILITY**

PROJECT DELIVERY PROCESS

CURRENT PRACTICES

THE PROJECT MANAGER AND THE CONSTRUCTION MANAGER HAVE RESPECTIVE PROJECT MANAGEMENT RESPONSIBILITIES AND ACCOUNTABILITY. THEIR JOINT OVERSIGHT OF THE DESIGNER'S EFFORTS TO DELIVER A SUCCESSFUL PROJECT TO CONTRACT REQUIRES MUTUAL COORDINATION AND COMMUNICATION.

- THE PROJECT MANAGER SCHEDULES THE CONSTRUCTABILITY REVIEWS DURING PROJECT DEVELOPMENT. HE/SHE WILL COORDINATE WITH THE CONSTRUCTION MANAGER AND MAINTENANCE MANAGER IN SUFFICIENT TIME TO ENSURE THEIR PARTICIPATION. THE PROJECT MANAGER SENDS ALL PLANS AND NECESSARY DOCUMENTS TO CONSTRUCTION MANAGER AND MAINTENANCE MANAGER.
- THE PROJECT MANAGER WILL SCHEDULE THE FIELD CHECKS AND THE CONSTRUCTABILITY/UTILITY CONFERENCE.
- AFTER THE LETTING, THE CONSTRUCTION MANAGER WILL SCHEDULE THE PRE-CONSTRUCTION CONFERENCE, AND WILL COORDINATE WITH THE PROJECT MANAGER AND MAINTENANCE MANAGER TO ENSURE THEIR PARTICIPATION.
- WHEN THE CONSTRUCTION MANAGER DETERMINES THE SCHEDULE OF THE PROJECT CONSTRUCTION MEETINGS (WEEKLY, MONTHLY), HE/SHE WILL NOTIFY BOTH THE PROJECT MANAGER AND MAINTENANCE MANAGER.

SCOPE

- THE PROJECT MANAGER DEFINES AND MAINTAINS THE SCOPE WITH THE DESIGNER. AT EACH CONSTRUCTABILITY STAGE, THE PROJECT MANAGER REVIEWS THE PROJECT PURPOSE, NEED AND SCOPE WITH THE CONSTRUCTION MANAGER AND PROJECT TEAM.
- THE CONSTRUCTION MANAGER, DURING PROJECT CONSTRUCTION, MAINTAINS THE SCOPE BY CLARIFYING AND DEFINING ANY CHANGE WITH THE PROJECT MANAGER.

SCHEDULE

- THE PROJECT MANAGER DEFINES THE PROJECT SCHEDULE FROM PROJECT START TO THE CONTRACT LETTING.
- SCHEDULE CONSIDERATIONS, DURING DEVELOPMENT, ARE MADE AND DEFINED BY BOTH THE PROJECT MANAGER AND CONSTRUCTION MANAGER. THEIR EFFORT DEFINES THE "TIME SET" BY THE CONSTRUCTION MANAGER.
- THE CONSTRUCTION SCHEDULE IS THE RESPONSIBILITY OF THE CONSTRUCTION MANAGER.

PROJECT DELIVERY PROCESS

CURRENT PRACTICES CONT'D

BUDGET

- **THE PROJECT MANAGER IS RESPONSIBLE FOR THE PROJECT'S BUDGET AND DEFINES THE PROJECT BUDGET FOR DEVELOPMENT AND CONSTRUCTION. HE/SHE COORDINATES AND OVERSEES FUNDING FOR BOTH PERIODS.**
- **THE CONSTRUCTION MANAGER IS RESPONSIBLE TO MAINTAIN THE CONSTRUCTION BUDGET. COPIES OF ALL CONSTRUCTION CHANGE ORDERS AND TRACKING DOCUMENTS WILL BE TRANSMITTED TO THE PROJECT MANAGER IN A TIMELY MANNER.**
- **THE PROJECT MANAGER WILL DETERMINE IF ANY CHANGE HAS IMPACTED THE BUDGET. WITH CONSULTATION OF THE CONSTRUCTION MANAGER, HE/SHE WILL DETERMINE IF RESTITUTION IS WARRANTED FOR ANY ERRORS AND OMISSIONS, CONSTRUCTABILITY AND THE LIKE.**
- **THE PROJECT MANAGER WILL COORDINATE THE FUNDING REQUIRED BY CHANGES.**

PROJECT DELIVERY PROCESS

PROJECT SELECTION

THE FIRST ORDER OF BUSINESS IS TO SELECT THE PROJECT TO ANALYZE THE PURPOSE AND NEED BEFORE BEGINNING SCOPING AND PLAN DEVELOPMENT.

INDOT HAS THE TYPES OF MAJOR, INTERMEDIATE, AND MINOR PROJECTS FOR REVIEWS. TYPICAL CATEGORIES MAY INCLUDE MAJOR HIGHWAY CONSTRUCTION, MAJOR INTERCHANGE CONSTRUCTION, BRIDGE CONSTRUCTION, BRIDGE REHABILITATION, RESURFACING AND THE LIKE IN A THREE-LEVEL PROCESS.

CONSTRUCTABILITY REVIEW LEVEL 1 INCLUDES PRE-CONSTRUCTION REVIEWS AT STAGE 1, STAGE 2, AND STAGE 3, FINAL PLAN REVIEW, AND POST CONSTRUCTION REVIEW FOR THESE TYPES OF PROJECTS:

- MAJOR, LARGER, COMPLEX ROADWAY IMPROVEMENTS (INCLUDING NEW CONSTRUCTION, WIDENING, OR REALIGNMENT PROJECTS WITH SIGNIFICANT STAGING, AND TRAFFIC HANDLING REQUIREMENTS).
- MAJOR, COMPLEX BRIDGE REPLACEMENT INCLUDING POST-TENSIONED, CABLE-STAYED, EXTENSIVE AND COMPLEX REHABILITATIONS.
- MAJOR, COMPLEX INTERCHANGE CONSTRUCTION OR MODIFICATION.
- MAJOR, LARGE PRESERVATION PROJECTS THAT INCLUDE WIDENING AND MAJOR STRUCTURE REPLACEMENT.

CONSTRUCTABILITY REVIEW LEVEL 2 INCLUDES STAGE 1 AND STAGE 3 FINAL PLAN DEVELOPMENT REVIEW, AND POST CONSTRUCTION REVIEW FOR THESE TYPES OF PROJECTS:

- INTERMEDIATE, LESS COMPLEX ROADWAY PROJECTS (INCLUDING WIDENING PROJECTS WITH MINIMAL STAGING/TRAFFIC HANDLING).
- INTERMEDIATE, LESS COMPLEX BRIDGE OR INTERCHANGE PROJECTS.
- MOST PRESERVATION PROJECTS, INCLUDING MINOR WIDENING, DRAINAGE OR SAFETY IMPROVEMENTS.
- ALL LESS COMPLEX BRIDGE PROJECTS

CONSTRUCTABILITY REVIEW LEVEL 3 INCLUDES A STAGE 3 PLAN DEVELOPMENT REVIEW FOR MINOR PROJECTS:

- PREVENTIVE MAINTENANCE OVERLAY PROJECTS
- ALL OTHERS

PROJECT DELIVERY PROCESS

SCOPE DEVELOPMENT

THE PROJECT MANAGER JUMP-STARTS THE PROJECT DEVELOPMENT WITH THE TEAM. FUNCTIONAL GROUPS INVESTIGATE POTENTIAL ITEMS THAT COULD BE INCLUDED IN THE SCOPE. PROJECT MANAGER SHOULD UTILIZE THE PRINCIPLES OF PRACTICAL DESIGN (OPEN ROADS) BY INCLUDING A FULL RANGE OF STAKEHOLDERS. THEY MUST CLEARLY DEFINE THE PROJECT PURPOSE AND NEED AS EVIDENCED BY TEAM ROLES AND RESPONSIBILITIES FOR DEVELOPING THE PROJECT'S SCOPE.

PROJECT MANAGER

- **COORDINATES WITH CONSTRUCTION AND MAINTENANCE FOR THE DEVELOPMENT OF PROJECTS FROM THE TIME OF PROGRAMMING THROUGH THE COMPLETION OF CONSTRUCTION**
- **TAKES OWNERSHIP OF THE PROJECT SCOPE, BUDGET, AND SCHEDULE**
- **SUPERVISES THE PROJECT SCOPE, BUDGET, AND SCHEDULE THROUGHOUT THE LIFE OF THE PROJECT, FROM PLANNING TO CONSTRUCTION**

CONSTRUCTION MANAGER

- **PARTICIPATES IN THE DEVELOPMENT OF PROJECT SCOPE, AND SCHEDULE WITH PROJECT MANAGER AND MAINTENANCE**
- **COORDINATES WITH PROJECT MANAGER AND MAINTENANCE FOR THE DEVELOPMENT OF PROJECTS FROM THE TIME OF PROGRAMMING THROUGH THE COMPLETION OF CONSTRUCTION**

HIGHWAY MAINTENANCE DIRECTOR

- **PARTICIPATES IN THE DEVELOPMENT OF PROJECT SCOPE, AND SCHEDULE WITH PROJECT MANAGER AND CONSTRUCTION MANAGER**
- **IDENTIFIES MAINTENANCE STAFF WHO WILL ATTEND MEETINGS**
- **IDENTIFIES CONDITION FOR SUBDISTRICT ROAD PROJECTS BASED ON MAINTENANCE RECORDS**

DISTRICT TECHNICAL SERVICES DIRECTOR

- **COORDINATES WORK OF SYSTEM ASSESSMENT MANAGER, WHO WORKS WITH PAVEMENT ENGINEER AND BRIDGE ASSET ENGINEER. THESE THREE INDIVIDUALS HAVE ACCESS TO ALL SYSTEM DATA BRIDGE CONDITIONS VIA INSPECTION REPORTS, ROADWAY CONDITIONS VIA MAINTENANCE OR PERSONAL INSPECTION AND ROADWAY REVIEWS, CRASH DATA AND CONGESTION DATA. THESE ARE EVALUATED TO PROVIDE COST EFFECTIVE RECOMMENDATIONS FOR FUTURE PROJECT NEEDS.**
- **SCOPING ENGINEER, ALSO IN THIS SECTION ALSO SUPPORTS THE CALL FOR PROJECT AND DEVELOP SCOPES (WITH SUPPORTING COSTS) FOR PROJECTS SELECTED DURING THE CALL PROCESS.**
- **TRAFFIC ENGINEERING PROVIDES RECOMMENDATION FOR SAFETY AND MOBILITY PROJECTS, PERFORMS LANE CLOSURE EXCEPTIONS AND REVIEW TRAFFIC ENGINEERING DESIGN ELEMENTS.**

PROJECT DELIVERY PROCESS

THE SCOPING ENGINEER RECEIVES A CALL FOR A PROJECT THAT ADDRESSES A MAINTENANCE, SAFETY OR CAPACITY ISSUE. AT THIS POINT, THE SCOPE IS SOMEWHAT VAGUE AND A GENERAL STATEMENT OF PURPOSE AND NEED IS ESTABLISHED.

EACH PROJECT WILL HAVE A PURPOSE AND NEED STATEMENT WHICH WILL BE UTILIZED TO ESTABLISH THE SCOPE OF THE REQUIRED WORK.

THE DEVELOPMENT OF THE PURPOSE AND NEED STATEMENT IS THE RESPONSIBILITY OF THE PROJECT TEAM.

THE INTENT OF THE PURPOSE AND NEED STATEMENT IS TO PROVIDE A CLEAR AND PRECISE APPROACH FOR INDOT AND ITS PARTNERS TO USE IN THE DEVELOPMENT OF A PROJECT.

THE PROJECT'S PURPOSE AND NEED MUST BE DEVELOPED AND UTILIZED TO DEFINE THE SCOPE OF THE REQUIRED WORK.

- **THE PROJECT HAS BEEN AUTHORIZED**
- **THE NOTICE TO PROCEED HAS BEEN ISSUED**
- **THE PROJECT MANAGER HAS BEEN SELECTED**
- **THE PROJECT DESIGNER HAS BEEN SELECTED**

THE PROJECT MANAGER ASSEMBLES THE PROJECT TEAM TO PREPARE THE PROJECT MANAGEMENT PLAN TO DEFINE:

- **THE PROJECT DESCRIPTION**
- **TEAM MEMBERS' ROLES AND RESPONSIBILITIES**
- **MEASURE OF SUCCESS/PROJECT GOAL AND OBJECTIVES**
- **MAJOR MILESTONES**
- **BOUNDARIES**
- **OPERATING GUIDELINES**

THE PROJECT MANAGER'S MANDATE IS TO DELIVER A QUALITY PROJECT ON TIME, IN BUDGET AND ON SCOPE – BUT THIS CANNOT BE DONE ALONE! HE/SHE IS THE LEADER OF THE PROJECT TEAM, COMPOSED OF MANY FUNCTIONAL MANAGERS AND SUPPORT GROUPS. EACH OF THESE PEOPLE HAS AN INTEGRAL PART IN COORDINATING EFFORTS FOR DELIVERING THE PROJECT. THEIR PARTICIPATION IS CRITICAL FOR SUCCESS.

THE PROJECT TEAM IS HELD ACCOUNTABLE FOR SUCCESS AGAINST BUDGET AND SCHEDULE.

PROJECT DELIVERY PROCESS

DURING THIS PERIOD, THE SCOPING ENGINEER IS JOINED BY THE MAINTENANCE, CONSTRUCTION, AND PROJECT MANAGERS TO REFINE AND ADD VALUE TO THE STATEMENT OF PURPOSE AND NEED, SO THAT ANY OBSTACLES AND OPPORTUNITIES CAN BE CONSIDERED.

UTILITY, REAL ESTATE, ENVIRONMENTAL REPRESENTATIVES, AND THE OTHER TEAM MEMBERS JOIN TO FINALIZE THE SCOPE AND THE STATEMENT OF PURPOSE AND NEED.

THE SCOPE IS THE FOUNDATION ON WHICH THE PROJECT DEVELOPMENT IS BUILT. IT IS THE SCOPE THAT DETERMINES THE BUDGET AND SCHEDULE.

THE PURPOSE OF THE PROJECT SCOPING PROCESS IS TO EXTENSIVELY INVESTIGATE ALL POTENTIAL ISSUES THAT COULD AFFECT THE COST AND SCHEDULE OF A PROJECT.

PRACTICAL DESIGN WILL BE INITIATED DURING DEVELOPMENT OF SCOPE.

THE PROJECT MANAGER THEN LEADS THE PROJECT TEAM THROUGH THE DEVELOPMENT OF ALTERNATIVES AND THE SELECTION OF THE PREFERRED ALTERNATIVE, AFTER WHICH DETAILED SCOPING BEGINS.

A TEAM MEETING IS HELD AND DECISIONS ARE MADE AS TO WHAT WILL AND WHAT WILL NOT BE PART OF THE SCOPE. THE TEAM COMPLETES THE SCOPING REPORT AND A BASELINE COST ESTIMATE.

THE PROJECT SCHEDULE IS UPDATED WHEN THE SCOPING IS COMPLETE AND APPROVED.

THE PROJECT MANAGER ASSEMBLES THE PROJECT SCOPE, MASTER SCHEDULE AND MASTER ESTIMATE (BUDGET) FOR APPROVAL.

AS THE TEAM MOVES TO DESIGN STAGE 1, THE PROJECT MANAGER DIRECTS GEOTECH TO CONDUCT INVESTIGATIONS FOR PAVEMENT DESIGN.

THE TEAM TAKES STEPS TO INITIATE PRACTICAL DESIGN.

THE TEAM PLANS THE WORK AND WORKS THE PLAN.

SO LET US BEGIN...

CONSTRUCTABILITY REVIEW PROCESS

PRE-CONSTRUCTION

STAGE 1 CONSTRUCTABILITY REVIEW

THE PROJECT PURPOSE AND NEED AND SCOPE HAVE BEEN DEVELOPED BY THE TEAM WITH PROJECT, CONSTRUCTION, AND MAINTENANCE MANAGERS. THE PROJECT MANAGER BROUGHT THE TEAM FUNCTIONAL MANAGERS TO ASSIST.

IN ADDITION, PRACTICAL DESIGN HAS BEEN INITIATED.

NOW AT STAGE 1, THE MAINTENANCE MANAGER WILL SUPPLY MAINTENANCE RECORDS FOR REVIEW. HE/SHE WILL PROVIDE INPUT BASED ON KNOWLEDGE OF THE ROADWAY SECTION.

MAINTENANCE WILL IDENTIFY THE CONDITION FOR SUB-DISTRICT ROAD PROJECTS BASED ON MAINTENANCE RECORDS.

THE PAVEMENT ENGINEERS (BOTH CO AND DISTRICT) HAVE MET WITH THE PROJECT MANAGER TO PROVIDE PRELIMINARY PAVEMENT DESIGNS.

THE PROJECT MANAGER HAS REQUESTED THE GEOTECHNICAL REPORT OR WAIVER.

STAGE 1 REVIEW ON ELEVEN CRITERIA:

- SAFETY/SPECIFIC CONSIDERATION
- PLANS
- PAY ITEMS AND COST ESTIMATE
- UTILITIES AND RAILROAD
- ENVIRONMENTAL
- SCHEDULE AND SPECIAL CONSIDERATIONS
- UTILITIES
- PAVEMENT
- STRUCTURE/HYDRAULICS
- ROADSIDE SAFETY
- GENERAL CONSIDERATIONS

STAGE 1. PLANS FOR THE STAGE 1 SUBMISSION ARE 25% COMPLETE. IN THIS PHASE, THE ENVIRONMENTAL DOCUMENT IS DEVELOPED AND CRITICAL ISSUES OF FIELD SURVEY, EXISTING UTILITIES, EXISTING RIGHT-OF-WAY, PROJECT LIMITS, STRUCTURE HYDRAULICS, STRUCTURE SIZING AND TYPE SELECTION, TYPICAL SECTIONS, HORIZONTAL ALIGNMENTS, AND VERTICAL ALIGNMENTS ARE IDENTIFIED AND DISCUSSED IN DETAIL.

CONSTRUCTABILITY REVIEW PROCESS

STAGE 1 DOCUMENTS

- **STAGE 1 PLANS**
- **ENVIRONMENTAL SUMMARY (DRAFT DOCUMENT)**
- **DESCRIPTION OF ALL PERMITS NEEDED**
- **FIRM LINE/GRADE/GEOMETRIC LAYOUT**
- **DESIGN EXCEPTION**
- **MAINLINE CULVERT HYDRAULICS REPORT**
- **BRIDGE HYDRAULICS REPORT**
- **BRIDGE STRUCTURE ECONOMIC ANALYSIS**
- **COST ESTIMATE**
- **COMMITMENT REPORT**
- **GEOTECHNICAL REPORT**
- **PRELIMINARY PAVEMENT DESIGN**

- **THE DESIGNER HAS SOME INDICATION OF WHAT PERMITS WILL BE NEEDED FOR THE CONTRACT AT 25% PLANS. IF THIS INCLUDES THE GEOMETRIC LAYOUT THEN IMPACTS SHOULD BE DETERMINED. THE DESIGNER SHOULD COMPILE A LIST OF PERMITS WHICH MAY BE PERTINENT AT THIS TIME. (USACE, RGP, NWP, ETC) ALTHOUGH THE DESIGNER CANNOT APPLY AT THIS POINT DUE TO THE LIMITED AMOUNT OF DETAILS, ALL PERMITS SHOULD BE DISCUSSED.**
- **THE EXISTING RIGHT OF WAY (IF APPLICABLE) SHOULD BE SHOWN AT THIS POINT. INDOT SHOULD VERIFY THAT THE RIGHT OF WAY SHOWN ON THE 25% PLANS IS ACTUALLY OWNED BY INDOT.**
- **VERIFY THE STRUCTURE OF THE EXISTING ROAD WAY, DO CORES OF THE EXISTING PAVEMENT AND SHOULDER NEED TO BE TAKEN? IF SO, AT WHAT LOCATIONS SHOULD CORES BE TAKEN? THE EXISTING PAVEMENT MAY AFFECT MOT, PAVEMENT REMOVAL, ETC.**

CONSTRUCTABILITY REVIEW PROCESS

ITEMS TO CONSIDER

- **WHAT IS THE LIFE EXPECTANCY OF THIS PROJECT?**
- **IS ALL OF THE WORK NECESSARY TO COMPLETE THE INTENDED PURPOSE?**

ITEMS TO REVIEW

- **HOW MANY UTILITIES ARE INVOLVED WITH THE PROJECT?**
- **CHECK FOR UTILITIES NOT ON THE PLANS.**
- **PRELIMINARY R/W LAYOUT, IS IT SUFFICIENT R/W FOR UTILITIES?**
- **WILL SUE BE UTILIZED?**
- **WHAT ARE THE EXPECTED PERMITS REQUIRED AND THEIR IMPACT TO THE SCHEDULE?**
- **CHECK ON THE BUDGET.**
- **WHAT ARE THE EXPECTED ENVIRONMENTAL RESTRICTS AND THEIR IMPACT ON THE SCHEDULE?**
- **PROPERTY RELOCATIONS?**
- **MAINTENANCE CONCERNS ADDRESSED?**
- **SAFETY CONCERNS ADDRESSED?**

CONSTRUCTABILITY REVIEW PROCESS

PRELIMINARY FIELD CHECK

PRELIMINARY FIELD CHECK IS THAT STEP WHERE THE PROJECT TEAM HAS THE FIRST OPPORTUNITY TO COORDINATE THEIR EFFORTS AND EXAMINE PLANS AND DOCUMENTS.

THIS IS THE SECOND FIELD CHECK SINCE THE TEAM MADE THE SCOPING FIELD CHECK. IT IS APPROPRIATE FOR THE FIELD CHECK TO BE CONDUCTED IN TWO STEPS. STEP 1 WOULD ALLOW EFFORTS TO BE FOCUSED ON UTILITY CONCERNS. STARTING HERE AND CONTINUING THROUGHOUT THE PROJECT DEVELOPMENT, THE PROJECT MANAGER AND CONSTRUCTION MANAGER WITH THE DESIGNER, UTILITY COORDINATOR AND THE UTILITIES MUST ENTER DISCUSSIONS THAT UTILITY IMPACTS CAN BE MINIMIZED AND RELOCATIONS CAN BE COMPLETED SOONER.

THE PROJECT MANAGER WILL HAVE CONTACTED EACH UTILITY AND SENT PRELIMINARY FIELD CHECK PLANS WITH THE UTILITY CHECKLIST. EACH UTILITY IS ASKED TO COMPLETE IT DURING THEIR REVIEW. (SEE APPENDIX 3)

IT IS IN EVERYONE'S BEST INTEREST TO HAVE DESIGNED AROUND UTILITIES TO THE MAXIMUM EXTENT POSSIBLE. IT WILL REDUCE COSTS AND PROJECT DELAYS DUE TO UTILITY RELOCATIONS.

THE PLANS FOR THE PRELIMINARY FIELD CHECK ARE 40% COMPLETE. THE OBJECT OF THESE PLANS IS TO HAVE ENOUGH DESIGN INFORMATION ON THE PLANS FOR THE UTILITY COMPANIES TO BE ABLE TO DETERMINE WHAT MAJOR IMPACTS THE PROJECT WILL CAUSE TO THEIR EXISTING UTILITY FACILITIES.

STEP 1, PRELIMINARY FIELD CHECK

OFFICES INVOLVED:

- PROJECT MANAGEMENT
- MAINTENANCE MANAGEMENT
- REAL ESTATE
- CONSTRUCTION MANAGEMENT
- DESIGN
- UTILITIES

ITEMS TO REVIEW:

- ARE UTILITIES KNOWLEDGEABLE ABOUT THE ROAD DESIGN? IS R/W CONDUCTIVE TO UTILITY RELOCATION?
- PRELIMINARY R/W LAYOUT. SUFFICIENT R/W FOR UTILITIES?
- IF PROJECT IS "LIMITED ACCESS R/W", WILL UTILITIES STAY IN R/W?
- WILL SUE BE UTILIZED?
- WHAT WILL BE THE CLEARING REQUIREMENTS FOR THE PROJECT AND/OR UTILITY RELOCATION?

CONSTRUCTABILITY REVIEW PROCESS

PRELIMINARY FIELD CHECK CONT'D

STEP 2, PRELIMINARY FIELD CHECK

IN STEP 2 OF THE FIELD CHECK, THE TEAM WILL REVIEW ENVIRONMENTAL REQUIREMENTS, ANY RIGHT OF WAY ISSUES, DRAINAGE, AND ANY MOT CONCERNS

OFFICES INVOLVED:

- **PROJECT MANAGEMENT**
- **CONSTRUCTION**
- **DESIGN**
- **TRAFFIC - DISTRICT**
- **ENVIRONMENTAL**
- **GEOTECHNICAL**
- **REAL ESTATE**
- **MAINTENANCE**

ITEMS TO REVIEW:

- **CHECK ON THE BUDGET.**
- **WHAT IS THE CONSTRUCTION SCHEDULE? IS IT AN EARLY-SEASON PROJECT OR MID-SEASON PROJECT?**
- **IS R/W OUTSIDE THE CLEAR ZONE?**
- **CONCEPTUAL TRAFFIC MAINTENANCE PLAN AND PHASING? ANY DETOUR SHOULD BE DRIVEN.**
- **COMPARE COSTS/FEASIBILITY OF STAGED CONSTRUCTION AND DETOUR.**
- **CHECK FOR DRIVES NOT IDENTIFIED ON PLANS.**
- **INTERSECTION LAYOUT?**
- **CONCEPTUAL STORM SEWER LAYOUT.**
- **DRAINAGE OUTLETS MEET PHASING SHOWN?**
- **CHECK FOR NEW DEVELOPMENTS AND CONDITIONS NOT NOTED ON THE PLANS.**
- **VERIFY THAT THE CONSTRUCTION LIMITS ARE REASONABLE. (ALLOWS ENOUGH WORK SPACE)**
- **LANDSCAPING AND EROSION CONTROL ITEMS REASONABLE?**
- **ANY OTHER SPECIAL CONCERNS, MATERIAL, LOCAL FESTIVALS, ETC.?**
- **REVIEW COMMITMENT REPORT**

CONSTRUCTABILITY REVIEW PROCESS

PRELIMINARY FIELD CHECK CONT'D

COMMONLY MISSED ITEMS TO CHECK

- **KEEP ANY EXISTING HIGHWAY LIGHTING OPERATING AS LONG AS PRACTICAL DURING UTILITY RELOCATION AND CONSTRUCTION. MAY BE PRACTICAL TO USE TEMPORARY ELECTRICAL SERVICE.**
- **ACCESS/MAINTENANCE OF EXISTING DRIVES FOR RESIDENTS AND BUSINESSES SHOULD BE DISCUSSED.**
- **THE FINAL GRADES AND WIDTHS OF THE PROPOSED DRIVES FOR RESIDENTS AND BUSINESSES SHOULD BE DISCUSSED. THE DESIGNER SHOULD TRY TO MAKE THE EXISTING DRIVES EITHER AT THE EXISTING GRADES OR LESS. THIS MAY SHOW A CAUSE FOR ADDITIONAL TEMPORARY RIGHT OF WAY.**
- **ARE THERE ANY EXISTING SURVEY MONUMENTS – SUCH AS SECTION CORNERS – THAT NEED TO BE MAINTAINED?**
- **ARE THERE ANY EXISTING CASTINGS SUCH AS SURVEY MONUMENTS, MANHOLES, INLETS, VALVES, ETC – THAT NEED TO BE ADJUSTED TO GRADE?**

OTHER CONSIDERATIONS

- **CONSTRUCTION PHASING SHOULD BE CHECKED TO MAKE SURE THAT PHASE LINES ARE CONSISTENT. DO PROPOSED MOT SCHEMES FIT ON THE BRIDGE DECKS AND DO THE BRIDGE CONSTRUCTION JOINTS WORK WITH THE ADJACENT ROADWAY AND EXISTING STRUCTURES.**

CONSTRUCTABILITY REVIEW PROCESS

FINAL FIELD CHECK

FINAL FIELD CHECK PLANS ARE 80% COMPLETE. PREVIOUS STAGE 2 REVIEW COMMENTS HAVE BEEN ACCOUNTED FOR.

THE PROJECT MANAGER HAS CONTINUED COORDINATION WITH UTILITY COMPANIES TO MINIMIZE THEIR IMPACTS.

FOR THE FINAL FIELD CHECK, THE UTILITIES HAVE EACH RECEIVED THE FINAL FIELD CHECK PLANS (PRELIMINARY FINAL PLANS) WITH THE UTILITY CHECKLIST (SEE APPENDIX 4). IT IS IMPORTANT FOR THE PROJECT MANAGER TO WORK WITH EACH UTILITY TO DETERMINE THE BEST TIME FRAMES, PER CHECKLIST QUESTIONS 6-9. FROM THESE, THE PROJECT MANAGER CAN DETERMINE SOME OF THE RISKS INVOLVED.

IN THIS PHASE, REVIEW THE BRIDGE DESIGN AND REQUIREMENTS, FINAL MAINTENANCE OF TRAFFIC PLANS, SIGNALIZATION, SIGNS AND STRIPING PLANS. FINALIZE CONSTRUCTION RESTRICTIONS AND REVIEW TRAFFIC AND COMMUNITY IMPACT. REQUEST UTILITY RELOCATION PLANS, UPDATE UTILITY RELOCATION IMPACT, AND REVIEW AND UPDATE NECESSARY PERMITS. OBTAIN RIGHT OF ENTRY ON ALL R/W PARCELS.

OFFICES INVOLVED:

- | | |
|----------------------|---------------------|
| • PROJECT MANAGEMENT | • ENVIRONMENTAL |
| • CONSTRUCTION | • HYDRAULICS |
| • DESIGN | • GEOTECH |
| • MAINTENANCE | • RIGHT OF WAY |
| • TRAFFIC | • BRIDGE/STRUCTURES |

THE INTENT OF THE FINAL FIELD CHECK PLANS IS TO HAVE THE FINAL DESIGN COMPLETE TO THE POINT THAT THE UTILITY COMPANIES CAN PREPARE THEIR WORK PLANS FOR RELOCATION. THE PROJECT MANAGER NEEDS FEEDBACK FROM THE UTILITY COMPANIES AS SOON AS POSSIBLE FOR THE DESIGNER AFTER THE FINAL FIELD CHECK.

ITEMS TO REVIEW AT FINAL FIELD CHECK

- **WHAT RECENT CHANGES, EXISTING/PLANNED, ON THE JOB SITE?**
- **WHAT ARE CHANGES TO DRAINAGE STRUCTURES AND GRADING IN THE TRAFFIC MAINTENANCE PLAN?**
- **ANY CHANGES TO SIGNAGE AND TRAFFIC SIGNALS IN THE TRAFFIC MAINTENANCE PLAN?**
- **HAVE TEMPORARY PAVEMENT MARKINGS (TEMPORARY/REMOVABLE) AND LINE REMOVAL BEEN ADDRESSED IN THE PHASING?**
- **HAVE THE TRAFFIC SIGNALS, TRAFFIC SIGNAL DETECTION, AND SIGNAGE BEEN ADDRESSED IN EACH PHASE?**
- **ARE EROSION CONTROL MEASURES (TEMPORARY SEEDING, MOBILIZATION/DEMobilIZATION, ETC.) ADDRESSED IN EACH PHASE?**
- **HAS THE UTILITY'S RELOCATION PLAN ADDRESSED EROSION CONTROL REQUIREMENTS?**

CONSTRUCTABILITY REVIEW PROCESS

FINAL FIELD CHECK CONT'D

OTHER CONSIDERATIONS

- **ENSURE THAT NOTHING HAS CHANGED SINCE THE TIME THAT THE TOPOGRAPHIC AND ALIGNMENT & GRADE SURVEY WAS COMPLETED (I.E., PAVEMENT HAS BEEN OVERLAID, DRIVES HAVE BEEN ADDED, DRAINAGE HAS BEEN CHANGED, ETC.).**
- **TEMPORARY SIGNALS AND OFFICIAL ACTIONS SHOULD BE DISCUSSED AT THIS POINT. THE AFFECT OF THE TEMPORARY SIGNALS AND OA'S ON MOT, UTILITIES, RAILROAD, ETC SHOULD BE REVIEWED.**
- **UTILITIES SHOULD DISCUSS THEIR OPERATIONS AND COOPERATION WITH OTHER UTILITIES. WHO MOVES FIRST, WHO NEEDS TO MOVE FIRST, TIMELINES, CONSTRUCTION ISSUES, RESPONSIBILITY OF REMOVING POLES, AND SEEDING AND SODDING. THIS MAY MODIFY PHASING, LETTING DATES, INTERMEDIATE COMPLETION DATES, ETC.**
- **CHECK COMMITMENT REPORT.**

THE PROJECT MANAGER AND THE CONSTRUCTION MANAGER WILL CONFER WITH THE DESIGNER/UTILITY COORDINATOR TO DETERMINE THE STATUES OF THE UTILITIES IN THE PROJECT. THE "PRELIMINARY FINAL PLANS" WILL HAVE BEEN SENT TO THE UTILITIES TO PREPARE A WORK PLAN. AS WORK PLANS AND AGREEMENT ARE APPROVED, UTILITY PERMITS AND NTP ARE ISSUED.

THE UTILITY COORDINATOR HAS COMPLETED THE UTILITY RELOCATION PLAN CHECKLIST. (SEE APPENDIX 4)

THIS CONFERENCE IS THE STAGE WHERE THE PROJECT MANAGER AND THE CONSTRUCTION MANAGER MUST DECIDE IF INDOT CAN MOVE FORWARD WITH THE PROJECT ON THE CURRENT SCHEDULE. IF THE UTILITY RELOCATION CANNOT BE COMPLETED BEFORE CONSTRUCTION, CAN THE PROJECT BE LET WITH EXCEPTIONS? WHAT EFFECT WOULD THIS HAVE ON THE SCHEDULE AND COSTS?

ITEMS TO DETERMINE AT THIS REVIEW:

- **HOW MANY UTILITIES ARE INVOLVED WITH THE PROJECT?**
- **ARE ALL KNOWN UTILITIES SHOWN ON THE PLANS?**
- **HAVE ALL UTILITIES SUBMITTED RELOCATION PLANS?**
- **DOES PROJECT PHASING ADDRESS UTILITY RELOCATION?**
- **DO UTILITIES CONFLICT WITH DRAINAGE?**
- **ARE THE RELOCATIONS DEPENDANT ON ANOTHER UTILITY?**
- **CAN THE UTILITIES BE RELOCATED CONCURRENTLY?**

CONSTRUCTABILITY REVIEW PROCESS

CONSTRUCTABILITY/UTILITY REVIEW CONT'D

- **ANY METHODS OF CONSTRUCTION CONFLICT WITH UNDERGROUND/OVERHEAD UTILITIES?**
- **IS THERE A DRAWING OF ALL PROPOSED UTILITY LOCATIONS USING ROAD AND/OR BRIDGE PLANS?**
- **WITH R/W ACQUIRED, IS A CLEARING CONTRACT CONSIDERED?**
- **ARE REIMBURSABLE AGREEMENTS WITH UTILITIES COMPLETE?**
- **HAVE PERMITS AND NTP BEEN ISSUED?**
- **HAVE ANY UTILITIES BEEN RELOCATED?**
- **WHAT UTILITIES WILL REMAIN IN PLACE THAT THE CONTRACTOR MUST WORK AROUND?**

THE PROJECT MANAGER MUST DETERMINE THE R/W AND PERMIT STATUS.

- **IS ALL R/W CLEARED?**
- **WHEN WILL R/W BE CLEARED?**
- **ARE ALL PERMITS IN PLACE?**
- **WHEN WILL PERMITS BE COMPLETE?**

THE PROJECT MANAGER AFTER CONFERRING ABOUT UTILITIES, RIGHT OF WAY, AND PERMIT STATUS, SHOULD CONSIDER IF THERE ARE ANY ITEMS THAT COULD AFFECT THE CONSTRUCTION MANAGER'S "TIME SET".

THE DESIGNER NEEDS TO HAVE THE UTILITIES' FINAL PLAN IN ORDER TO COMPLETE THE SPECIAL PROVISIONS REGARDING THE UTILITY RELOCATION WORK AND THEIR EXPECTED COMPLETION DATE.

CONSTRUCTABILITY REVIEW PROCESS

STAGE 3 PROJECT CONSTRUCTABILITY REVIEW

CONSTRUCTABILITY REVIEWS ARE INTENDED TO IMPROVE THE EFFECTIVENESS OF A SET OF PLANS, SPECIFICATIONS AND BID DOCUMENTS. THE PLANS SHOULD BE CLEAR FOR THE CONTRACTOR TO BE ABLE TO PROVIDE ACCURATE BIDS AND UNDERSTAND INDOT'S REQUIREMENTS DURING CONSTRUCTION.

THE BASIC OBJECTIVE OF THE CONSTRUCTABILITY REVIEW IS TO SEEK OUT OVERLOOKED PROBLEMS THAT INCREASE COSTS, IMPAIR THE SCHEDULE, AND DECREASE QUALITY AND SAFETY MARGINS.

THE STAGE 3 REVIEW IS CONDUCTED JOINTLY BY THE PROJECT MANAGER, CONSTRUCTION MANAGER AND THE MAINTENANCE MANAGER TO ACHIEVE THE BEST BID PACKAGE.

STAGE 3 CONSTRUCTABILITY REVIEW IS FINAL PLAN PACKAGE PHASE WITH PLANS 95% COMPLETE AND UTILITY AND RAILROAD PERMITS HAVE BEEN ISSUED.

STAGE 3 ENCOMPASSES TWO CATEGORIES, BIDDABILITY AND CONSTRUCTABILITY, THAT DETAILS ITEMS THAT CONSTRUCTION AND CONTRACTORS HAVE IDENTIFIED AS FREQUENT ERRORS AND OMISSIONS. THE ACCURACY AND COMPLETENESS OF THE BID PACKAGE IS CRITICAL FOR THE DESIGNER.

IN THE STAGE 3 REVIEW, THERE ARE FOURTEEN REVIEW CRITERIA:

- | | |
|----------------------|-------------------------------------|
| ◆ PLANS - ROAD | ◆ SITE INVESTIGATION |
| ◆ PLANS - BRIDGE | ◆ RIGHT OF WAY |
| ◆ PAY ITEMS | ◆ CONSTRUCTION PHASING |
| ◆ QUANTITIES | ◆ TRAFFIC MAINTENANCE & TMP |
| ◆ SPECIAL PROVISIONS | ◆ SCHEDULE & SPECIAL CONSIDERATIONS |
| ◆ UTILITIES | ◆ SPECIAL MATERIALS/CONDITIONS |
| ◆ ENVIRONMENTAL | ◆ FINAL ESTIMATES |

STAGE 3 REVIEW OCCURS AT THE FINAL PLAN PACKAGE. THE INTENT OF THE STAGE 3 PLANS IS TO HAVE THE PLANS, SPECIAL PROVISIONS AND COST ESTIMATES IN FINAL FORM.

- **FINAL FIELD CHECK AND CONSTRUCTABILITY/UTILITY CONFERENCE COMMENTS HAVE BEEN ACCOUNTED FOR.**
- **RIGHT OF WAY IS COMPLETE OR ACCOUNTED FOR.**
- **UTILITIES PERMITS AND NTP HAVE BEEN ISSUED OR ACCOUNTED FOR.**

CONSTRUCTABILITY REVIEW PROCESS

STAGE 3 PROJECT DEVELOPMENT PROCESS CONT'D

- **IF REQUIRED, RAILROAD PERMITS AND NTP HAVE BEEN ISSUED.**
- **FINAL CONSTRUCTION COST ESTIMATE AND FINAL SPECIAL PROVISIONS (INCLUDING ALL WATER WAY PERMITS) ARE COMPLETE.**
- **COMPARE THE COST ESTIMATE WITH THE QUANTITY CALCULATIONS, QUANTITY TABLES IN THE PLAN SET, AND LOOK FOR ANY MISSING PAY ITEMS.**

ITEMS TO REVIEW AT STAGE 3

- **CHECK FOR CONFLICTS BETWEEN ITEMS AND PLANS AND SPECIAL PROVISIONS AND SPECIFICATIONS. THEY SHOULD BE CONSISTENT THROUGHOUT.**
- **CHECK FOR ANY SPECIFICATION UPDATES THAT MIGHT IMPACT THE ITEM NEEDED.**
- **THE ITEMS USED NEED TO MATCH THE SPECIFICATION ITEMS.**
- **WATCH FOR SPECIALTY ITEMS THAT HAVE SUPPLEMENTAL DESCRIPTIONS.**

STAGE 3 DOCUMENTS

- **STAGE 3 PLANS**
- **FINAL FIELD CHECK MEETING MINUTES**
- **CONSTRUCTABILITY/UTILITY REVIEW MINUTES**
- **SPECIAL PROVISIONS**
- **PERMITS (ENVIRONMENTAL, RAILROAD, & UTILITY)**
- **FINAL ENVIRONMENTAL DOCUMENT**
- **RULE 5 EROSION CONTROL SUBMISSION**
- **GEOTECHNICAL INVESTIGATION REPORT**
- **PAVEMENT DESIGN APPROVAL**
- **HAZARDOUS MATERIALS INVESTIGATION REPORT**
- **QUANTITY CALCULATIONS**
- **COST ESTIMATE**
- **TRANSPORTATION MANAGEMENT PLAN**
- **COMMITMENT REPORT**

CONSTRUCTABILITY REVIEW PROCESS

STAGE 3 PROJECT DEVELOPMENT PROCESS CONT'D

COMMONLY MISSED ITEMS TO CHECK

- PAVEMENT REMOVAL
- RPM REMOVAL
- REMOVE TRAFFIC SIGNAL
- LINE REMOVAL FOR PHASING
- PAVEMENT MESSAGE MARKING REMOVAL
- PIPE REMOVAL. EITHER INCLUDE AN ITEM FOR THIS AND QUANTIFY IT WITH A TABLE OR INCLUDE IT IN CLEARING OR RIGHT OF WAY.
- CZ UNITS FOR BARRIER WALL
- MOB/DEMOB FOR SEEDING
- MISSED PAVEMENT MARKING ITEMS
- ROAD CLOSURE SIGN ASSEMBLIES

OTHER CONSIDERATIONS

- A "CLEARING OF R/W" DESCRIPTION HELPS.
- "HMA FOR APPROACHES" CONFLICTS BETWEEN SPECS, PLANS AND SPECIAL PROVISIONS.
- SOMETIME IT IS BETTER TO NOT HAVE AN ITEM RATHER THAN TO DO A "JUST IN CASE" ITEM THAT IS UNDISTRIBUTED.
- LOW QUANTITY ITEMS CAN HURT US, ESPECIALLY IF THERE IS A "QUANTITY BASIS".
- USAGE OF MESSAGE BOARDS IS NOT "PER DAY". IT SHOULD BE "EACH".
- THE DIRECTION SIGN ON THE DETOUR ROUTE MARKER ASSEMBLIES ARE LEFT OUT OF THE PLANS.
- BARRICADE QUANTITIES ARE TOO LOW.
- AT SITE CLOSURE ITEMS ARE MISSED. THE DESIGNERS ARE GOOD ABOUT THE DETOURS, BUT NOT RIGHT AT THE POINT OF CLOSURE.
- PREFORMED LOOPS RARELY WORK INTO THE PHASING.
- ASPHALT PAVEMENT VS. CONCRETE: IS THERE ENOUGH ROOM FOR CONSTRUCTION STAGING FOR CONCRETE PAVEMENT.

CONSTRUCTABILITY REVIEW PROCESS

PRE-LETTING

FROM THE FINAL TRACING SUBMITTAL TO THE BID LETTING, THE PROJECT MANAGER AND THE CONSTRUCTION MANAGER SHALL WORK TOGETHER WITH THE DESIGNER TO CHECK THE FINAL ESTIMATE, SPECIAL PROVISIONS, AND ANSWER ANY INQUIRIES BY PROSPECTIVE BIDDERS.

IF A PRE-BID MEETING IS TO BE HELD, THE PROJECT MANAGER WILL ORGANIZE AND, WITH THE CONSTRUCTION MANAGER, HOLD THE MEETING WITH THE DESIGNER.

CONSTRUCTABILITY REVIEW PROCESS

CONSTRUCTION

PRE-CONSTRUCTION CONFERENCE

THE CONSTRUCTION MANAGER SHALL ORGANIZE AND RUN THE PRE-CONSTRUCTION CONFERENCE. BEFORE ARRANGING TIME AND DATE, HE/SHE WILL COORDINATE WITH THE PROJECT MANAGER’S SCHEDULE TO INSURE HIS/HER PARTICIPATION, INCLUDING THE DESIGNER.

THE PROJECT MANAGER SHALL ESTABLISH HIS/HER SUPPORT ROLE WITH THE PROJECT ENGINEER/SUPERVISOR. SHOULD THE PROJECT ENGINEER/SUPERVISOR HAVE ANY QUESTIONS, WHETHER IT IS DESIGN, GEOTECHNICAL, R/W, UTILITIES, OR THE LIKE, THE PROJECT MANAGER WILL GET SOLUTIONS IN A TIMELY RESPONSE. ALL SUCH COMMUNICATIONS SHOULD GO THROUGH THE PROJECT MANAGER.

POST-CONSTRUCTION REVIEW

THE POST CONSTRUCTION REVIEW IS CONDUCTED WHEN A PROJECT’S CONSTRUCTION IS 90% COMPLETE, “LESSONS LEARNED” HAVE OCCURRED AND THEY ARE STILL “HOT” IN THE MINDS OF ALL.

SOME ADVANTAGES OF THIS REVIEW ARE:

- HELPS ELIMINATE REPEATED MISTAKES ON FUTURE PROJECTS
- INCREASES COMMUNICATION BETWEEN PARTIES
- ADDRESSES MAINTENANCE CONCERNS ON THE RECENTLY FINISHED PROJECT

DEPENDING ON THE LEVEL OF REVIEW, INDOT SHOULD CONSIDER PARTICIPATION BY MEMBERS OF THESE ORGANIZATIONS IN THEIR POST-CONSTRUCTION REVIEWS.

INDOT STAFF

ROAD DESIGN
BRIDGE DESIGN
GEOTECHNICAL
HYDRAULICS
CONSTRUCTION
ENVIRONMENTAL
TRAFFIC
MAINTENANCE PERSONNEL
UTILITY COORDINATOR

EXTERNAL STAFF

DESIGNER
CONTRACTOR SUPERVISOR
CONTRACTOR ESTIMATOR
KEY SUBCONTRACTORS
UTILITY COMPANIES
IDEM/DNR
RAILROADS
LOCAL MUNICIPALITY

THIS REVIEW PROVIDES THE OPPORTUNITY FOR THOSE PARTNERS WHO HAVE CONSTRUCTED THE PROJECT TO CRITIQUE THE EFFORTS OF THOSE WHO DEVELOPED THE PROJECT AND VICE VERSA. HOW WELL DID THE CONSTRUCTION DELIVER THE PROJECT? FRANK, CANDID DISCUSSIONS WILL PRODUCE BETTER UNDERSTANDING FOR PROJECT DELIVERY.

CONSTRUCTABILITY REVIEW PROCESS

“LESSONS LEARNED” DISSEMINATION

FROM THE CONSTRUCTION INSPECTOR TO THE PROJECT MANAGER, CONSTRUCTION IS AN EXPERIENCE-BASED INDUSTRY. KNOWLEDGE OF PAST PROBLEMS CAN IDENTIFY POTENTIAL PROBLEMS EARLIER IN FUTURE PROJECTS AND REDUCE THEIR IMPACT.

TO ADDRESS THIS ISSUE, INDOT IS DEVELOPING A DATA COLLECTION PROCESS TO STORE THE “LESSONS LEARNED” FOR FUTURE REFERENCE FOR DESIGNERS, INDOT STAFF AND LOCAL AGENCIES.

THE KEY COMPONENT OF IMPROVING A PROJECT’S DESIGN IS SHARING OF “LESSONS LEARNED” FROM VARIOUS PARTICIPANTS’ EXPERIENCE AND EXPERTISE.