

Highway Division Owner's Representative Program

Program Update

Program Background

Statutory Duty

- Assigned to contracts in excess of \$50 million to provide independent project oversight
- Conduct peer review of engineering elements on assigned projects
- Serve as primary manager for cost recovery and value engineering on project
- File reports annually to Inspector General, Secretary of Transportation, House and Senate Chairs of the Joint Committee on Transportation and the State Auditor

Additional formal duties currently defined by MassDOT

- Provide semi-monthly email project updates
- Compose monthly project reports

Program Benefits & Successes

- Oversight from seasoned industry professionals with experience in Design and Construction
- Successful Owners Representatives provide insights on issues beyond day-to-day management of project
- Ability to recognize consequential issues early and recommend options

Program Changes

- Management of Owner's Representatives is now assigned to the Office of the Chief Engineer
- Change will retain independent oversight while better integrating OR role with Highway Project Delivery
- Institute regular (quarterly) meetings for ORs to provide oral project updates to upper management.
- Review program with current Owner's Representatives, Highway Division staff and externally to determine program best practices and identify areas for improvement
- Enhance reporting format to more clearly summarize project health and status

Major Project Updates

- **Fore River Bridge**
 - Bridge open to traffic Fall 2017
 - On-going in-water work for fender system
 - Finalizing agreement for global settlement
- **Longfellow Bridge**
 - Bridge to be fully open to all modes of Traffic by May 31st
 - Off-Bridge work to be completed Fall '18
 - Finalizing agreement for global settlement
- **Whittier Bridge**
 - Northbound and Southbound bridges open to traffic
 - Negotiated settlement on outstanding claims finalized

Major Project Updates - Continued

Background - Cost Overruns

- **Fall River Rt 79/Braga Bridge**
 - Project cost increases were primarily due to additional steel repairs on the Braga Bridge, which caused overruns as well as Extra Work Orders for out-of-scope structural steel repairs. Most of these repairs areas were not evident until after the paint removal operations.
- **Add-A-Lane, Contract V**
 - MASH temporary barrier upgrade, roadway profile errors, utilities (gas) at Route 9, added wetland mitigation, police traffic control overruns

Major Project Updates - Continued

Background – Time Extensions

- Crosby Corner
 - Change in retaining wall footing design (subsurface conditions) & additional plantings requested by town at service roads - total additional time of 157 days
- Lexington – Route 2 over I-95
 - 103 days added to contract due to late issuance of Notice to Proceed
- AETS
 - original contract was extended to align with software contract, required for "Go Live" date
 - additional scope added MPRS equipment
- Comm Ave over I-90
 - construction was delayed one year due to design error which impacted steel fabrication dates
 - Phase 1 was very successful (summer 2017)
 - Phase 2 scheduled to start July 26th
- Casey Overpass
 - procurement issues for fans (for the MBTA Forrest Hills station) which were critical path for completion of final alignment of the roadway Once identified, the Project Team initiated an action plan to minimize delay through re-sequencing construction activities effectively cutting the estimated delay nearly in half.
 - MBTA bus canopy structure added to project during construction
- South Coast Rail
 - Significantly delayed due to multiple precast concrete fabrication issues and due to the discovery of hazardous materials encountered during the construction of the Wamsutta Bridge. Project is fully open to both rail and vehicular traffic
- AETS Demo Allston
 - Contractor directed to suspend operations during closure periods of abutting Comm Ave Superstructure replacement project.