

# Alternative Project Delivery Methods

## Chicago Examples



# DESIGN-BUILD-MAINTAIN

- PA System Upgrade
- ORD Parking Revenue Control System
- Large Frame Aircraft Fire Training Simulator



# CONSTRUCTION MANAGER AT RISK

ORD: Consolidated  
Rental Car Facility /  
Joint Use Facility





# JOINT USE FACILITY/ATS PROGRAM ELEMENTS

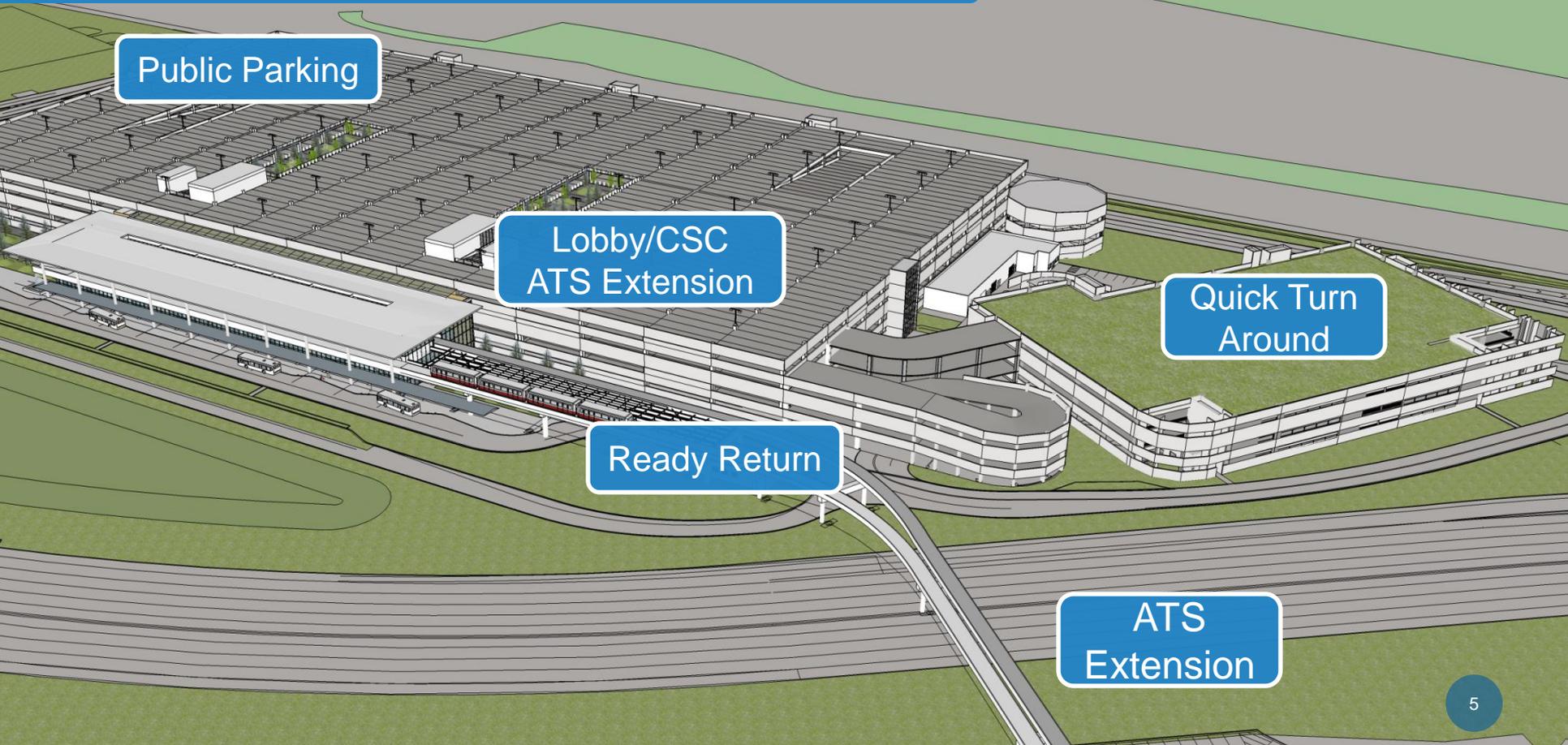
Public Parking

Lobby/CSC  
ATS Extension

Quick Turn  
Around

Ready Return

ATS  
Extension



## Value engineering: Joint Use Facility

Cost validation at 30% design: ~\$150 million over budget.

Each idea was reviewed in a meeting including the A/E, CMR, RAC Industry Representative, and PMO.

Each idea was classified as:

- Recommended (No affect on quality/programming/function or City/Tenant requirements)
- Consider (Some affect)
- Not Recommended (Measurable affect on requirements)

Three rounds of value engineering, included deletion of partial sixth floor deck and part of the green roof, changes to support caissons, and redesign of the Customer Service & ATS lobby.

The lobby redesign alone saved ~\$20 million.



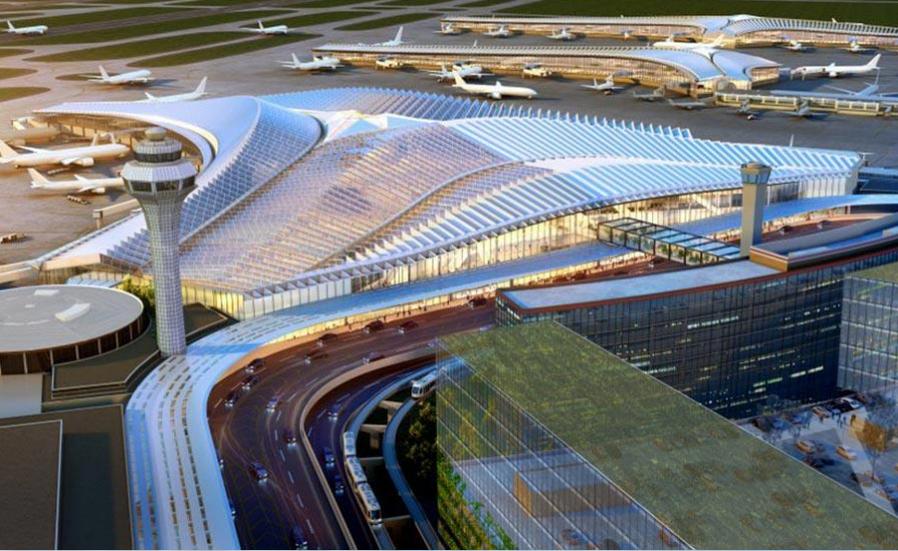
DESIGN-BUILD  
Airport Transit  
System  
Expansion

2,000-ft track  
extension

Maintenance  
facility

Railcar  
replacement





# ORD 21 TERMINAL EXPANSION TERMINAL 5 & GLOBAL TERMINAL CONSTRUCTION MANAGER AT RISK





## WATCH POINTS FOR GRANT-FUNDED DESIGN-BUILD & CM AT RISK

If FAA grant funded, need district office approval or sponsor certification for Design-Build and CMAR. See AIP Handbook (5100.38D, Change 1) and 2 CFR 200.320(d).

Include the provisions for construction contracts as well as for design contracts. (Buy American, Davis-Bacon, limits on retainage, etc., see Appendix II of 2 CFR part 200; AIP Handbook (Order 5100.38D, Change 1) esp. Table U-16; “Contract Provision Guidelines for Obligated Sponsors and Airport Improvement Program Projects”; and 150/5370-10H.)

Per FAA guidance (and good practice) should be a two-part qualifications-based procurement but unlike A/E, price is a selection factor when comparing proposals at step two.

# AC 150/5370-10H - STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS

Updated December 21, 2018

- General Conditions
- Technical Specifications
- 50-17, “Value Engineering Proposal”

Also helpful:

AC 150/5100-14E - Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects

Section 2.4.5 Selection Process for Alternative Project Delivery System; and Appendix G



U.S. Department  
of Transportation  
Federal Aviation  
Administration

## Advisory Circular

**Subject:** Standard Specifications for  
Construction of Airports

**Date:** 12/21/2018

**AC No:** 150/5370-10H

**Initiated By:** AAS-100

**Change:**

1 **Purpose.**

The standard specifications contained in this advisory circular (AC) relate to materials and methods used for construction on airports. Items covered in this AC include general provisions, earthwork, flexible base courses, rigid base courses, flexible surface courses, rigid pavement, fencing, drainage, turf, and lighting installation.

2 **Cancellation.**

This AC cancels AC 150/5370-10G, *Standards for Specifying Construction of Airports*, dated July 21, 2014.

3 **Application.**

The Federal Aviation Administration (FAA) recommends the guidelines and specifications in this AC for materials and methods used in airfield development for construction and rehabilitation projects on airports.

This AC does not constitute a regulation and is not mandatory, however the following applies:

- a. The standard specifications contained in this AC are practices that the FAA recommends for the construction of pavements and airport development serving aircraft greater than 30,000 pounds (13,600 kg).

# AIP HANDBOOK – ORDER 5100.38D, CHANGE 1

Effective February 26, 2019

## Appendix U

- 2 CFR 200.317 to 200.326
- Table U-9 Competitive Proposals
- EMAS projects must use competitive proposal method of procurement



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

National Policy

**ORDER  
5100.38D,  
Change 1**

Effective date:  
February 26, 2019

**SUBJ:** Airport Improvement Program Handbook

### 1. PURPOSE.

This Handbook provides guidance and sets forth policy and procedures used in the administration of the Airport Improvement Program.

### 2. DISTRIBUTION.

This Handbook is located on the FAA Office of Airports website (see Appendix B for link) where it is available to all interested parties.

### 3. CANCELLATION.

This Handbook cancels the following order:

- FAA Order 5100.38D, Airport Improvement Program Handbook (dated September 30, 2014).

### 4. EXPLANATION OF CHANGES.

This Handbook replaces the above order with updated information that reflects current legislation and policy as of September 30, 2018, with the exception of Program Guidance Letter (PGL) 17-01. The changes in this Handbook reflect feedback from industry stakeholders over the last 4 years. It does not include changes in FAA Reauthorization Act of 2018 (Public Law 115-254), which will initially be addressed in the form of PGLs and then in a subsequent update of the AIP Handbook itself. The FAA Office of Airports has streamlined this Handbook and replaced guidance with references where there is a more appropriate source of guidance (such as

E40			
A	B	C	
<b>AIP Handbook - Change 1 Summary</b>			
Substantial Change?	Previous Paragraph	New Paragraph	Summary of Change (Uses numbers)
Yes	None	U-7. Prohibited Light Emitting Diode (LED) Lighting	Added this new paragraph and applicable paragraphs in Chapter U-7.
Yes	U-8. 49 CFR § 18.36(a) – States (2 CFR § 200.317, Procurements by states)	U-9. 2 CFR § 200.317 - Procurements by States	Table U-2 (AIP Handbook Chapter U-2) (AIP Handbook Chapter U-2) to capture the procurements of states.
Yes	U-9. 49 CFR § 18.36(b) – Procurement Standards (2 CFR § 200.318, General Procurement Standards)	U-10. 2 CFR § 200.318 - General Procurement Standards	Table U-3 (AIP Handbook Chapter U-3) (AIP Handbook Chapter U-3) General Procurement Standards Material Contracts). Include when there are no other contracts suitable.

# TAKE ADVANTAGE OF THE FAA CONTRACT GUIDELINES

[HTTPS://WWW.FAA.GOV/AIRPORTS/AIP/PROCUREMENT/FEDERAL\\_CONTRACT\\_PROVISIONS/](https://www.faa.gov/airports/aip/procurement/federal_contract_provisions/)

Last updated June 19, 2018

Civil Rights provisions are based on DOT Order 1050.2



**FAA**  
**Airports**

## Contract Provision Guidelines for Obligated Sponsors and Airport Improvement Program Projects

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U.S. Department of  
Transportation  
Office of the Secretary  
of Transportation

DOT 1050.2A

**SUBJECT: DOT STANDARD TITLE VI ASSURANCES AND NON-DISCRIMINATION PROVISIONS**

- PURPOSE.** This order updates DOT 1050.2, Standard DOT Title VI Assurances.
- SCOPE.** This order applies to the Office of the Secretary and the operating administrations with regard to any program for which Federal financial assistance is authorized under a law administered by the U.S. Department of Transportation.
- BACKGROUND.** Section 21.7(a) of Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964, requires that all applications for Federal financial assistance from the Department of Transportation must contain Title VI Assurances. This order requires the Office of the Secretary and each operating administration to secure from applicants and recipients receiving Federal financial assistance the attached Standard DOT Title VI Assurances. The reverter clause in Appendices B and C of the assurances should be used only when it is determined that such a clause is necessary in order to make clear the purposes of Title VI. The assurances may be supplemented by additional paragraphs by the Office of the Secretary and operating administrations desiring to expand the assurances in order to make them more applicable to a particular program. All such changes or expansions shall be coordinated with the Departmental Office of



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