



I-35E Phase 2 Project

Industry Workshop

May 15, 2020



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TxDOT reminds motorists to make driving safely a priority when passing through the state's more than 3,200 active road construction and maintenance work zones. In 2019, more than 26,000 crashes occurred in work zones in Texas, resulting in 167 fatalities and 690 serious injuries. Drivers and passengers account for the majority of those involved in fatal work zone crashes. In 2019, 138 motorists and passengers were killed in work zones. Five construction workers and 24 pedestrians and bicyclists also died. The leading causes of work zone crashes statewide – speeding and driver inattention – are entirely preventable.

Please keep the following tips in mind when driving through work zones:

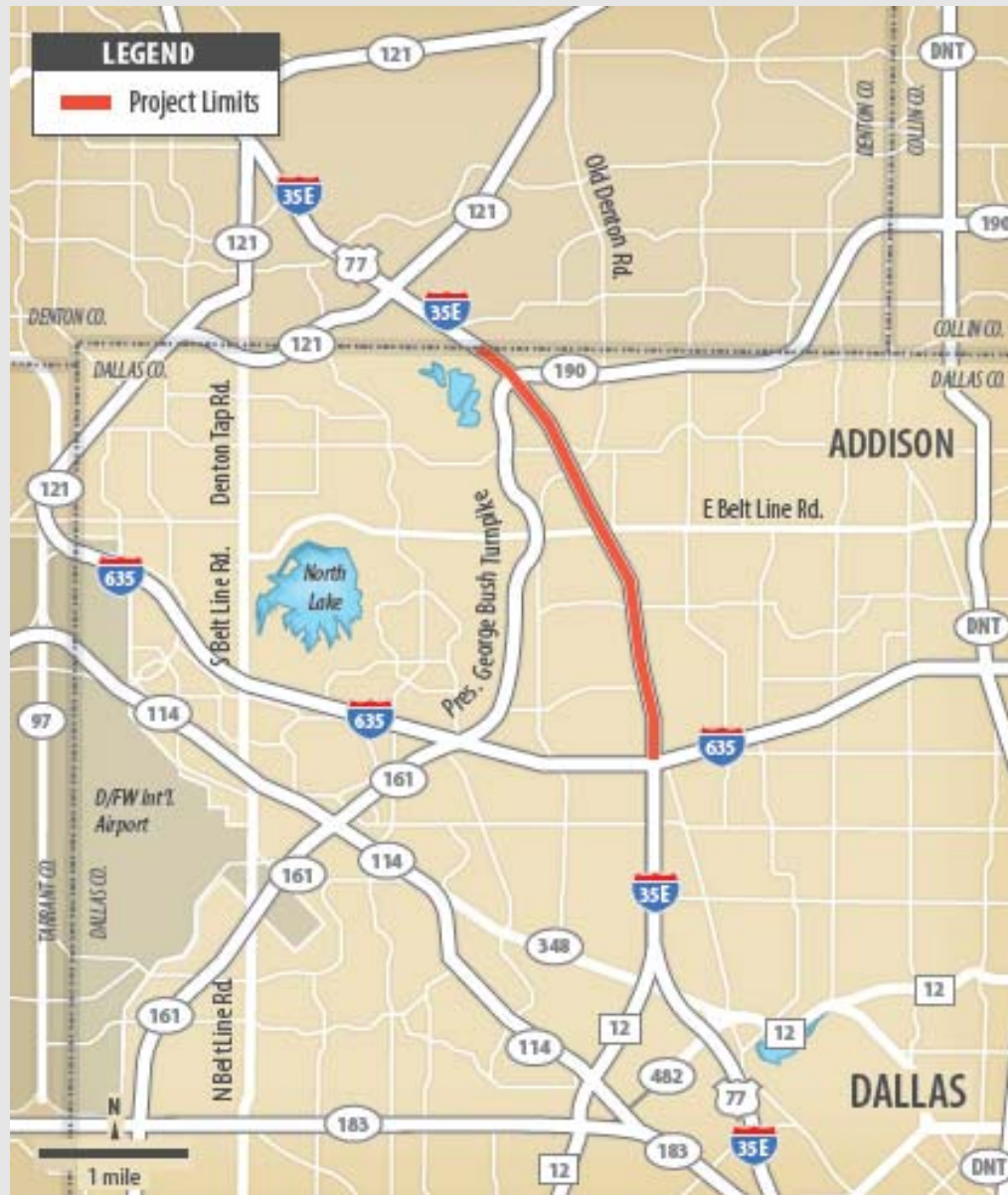
- Slow down and always follow posted work zone speed limits. Remember, traffic fines double in work zones when workers are present and can cost up to \$2,000.
- Pay attention as workers and heavy equipment may only be a few feet from passing vehicles.
- Don't tailgate. Give yourself room to stop in a hurry. Rear-end collisions are the most common kind of work zone crashes
- Stay alert, minimize distractions and put the phone away.
- Watch out for road crews. The only protective gear they wear is a vest, hard hat, and safety boots. Their bodies are no match for your vehicle.
- Allow extra time. Road construction slows things down. Count on it and plan for it.

Table of contents



1	Project Location	5
2	Purpose and Need	6
3	Proposed Project	7-8
4	Work Complete/Underway	9
5	Project Challenges	10
6	QS Evaluation	11-14
7	Procurement Timeline	15
8	Delivering QS Submittals	16
9	Responsibilities	17
10	Disadvantaged Business Enterprise - DBE	18-22
11	Thank You	23

Project Location



Purpose and Need

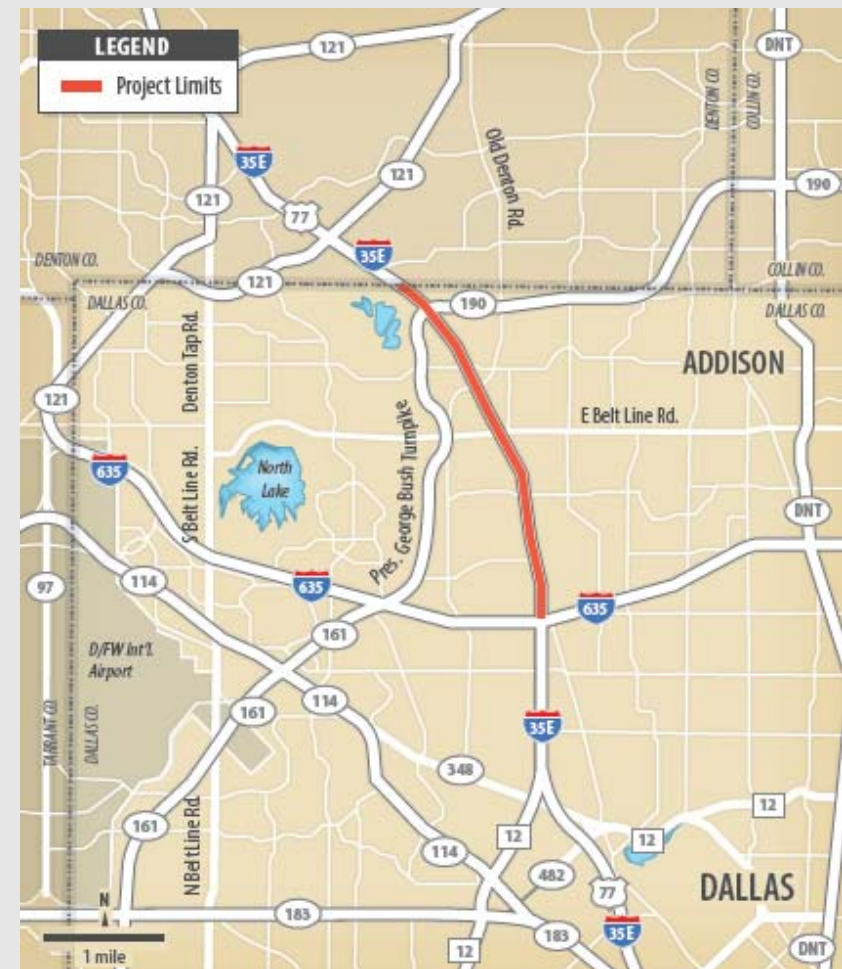


- Relieve congestion
 - Increased capacity
- Improve safety and mobility
 - Address existing design deficiencies
- Provide reliable travel time
 - Maintain managed lane operations

Proposed Project



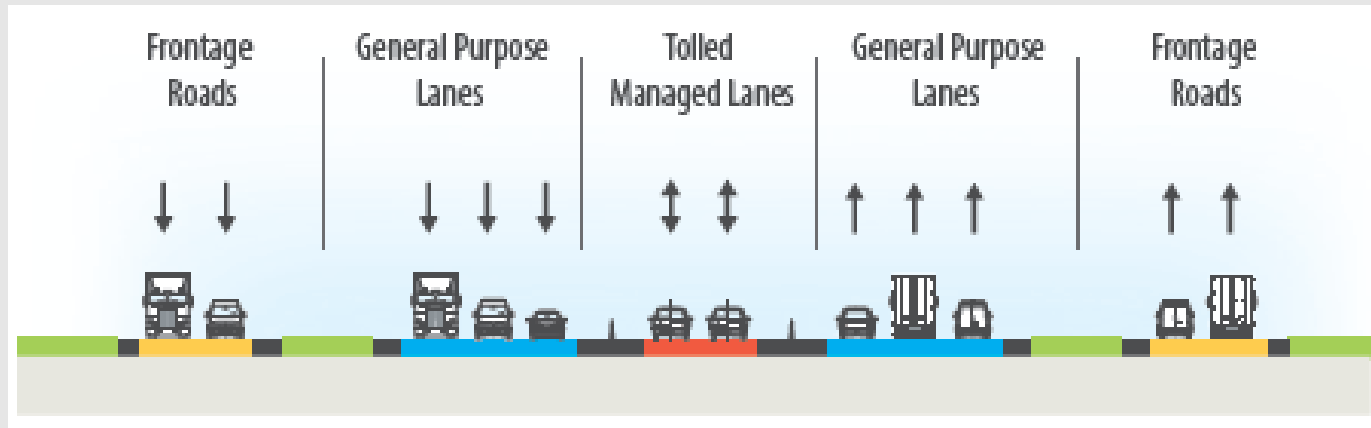
- I-35E Phase 2: I-35E from I-635 to Denton County Line
 - 6.39 miles
 - Full reconstruction of the existing 6 general purpose lanes to 8 general purpose lanes, with auxiliary lanes at entrance and exit ramps
 - Full reconstruction of the “grandfathered” existing 2 tolled managed lanes (no increase in capacity)
 - Full reconstruction of the frontage roads and numerous intersection improvements



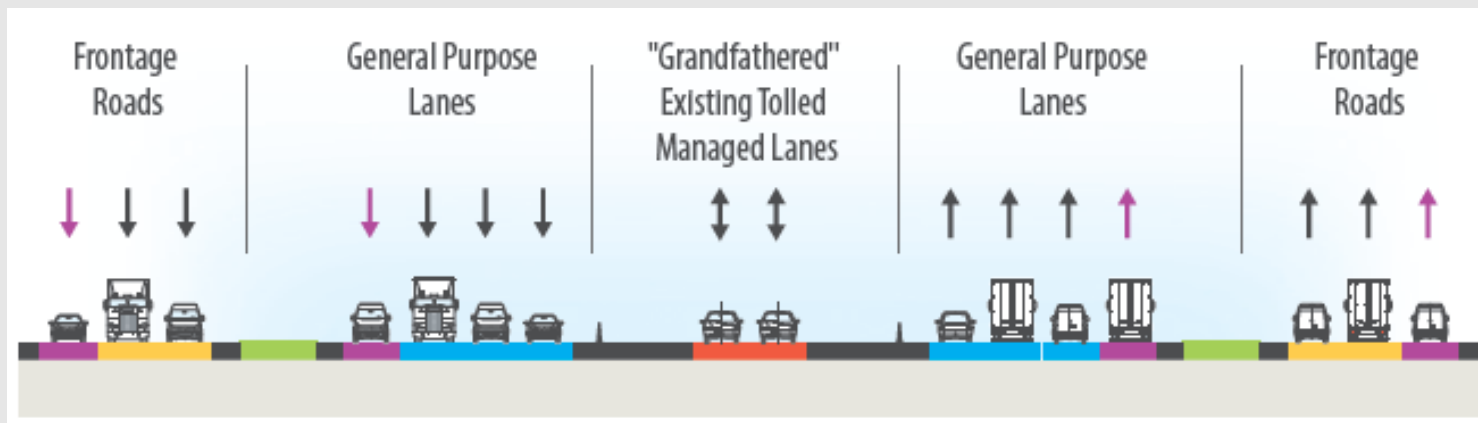
Proposed Project



PRESENT CONDITION



PROPOSED CONSTRUCTION



Added capacity shown with purple arrows



- Design Schematic
 - IH 35E Ultimate Schematic was approved on October 28, 2009 and is being built in phases as funding becomes available.
- Environmental Clearance
 - The original IH 35E Environmental Assessment (“EA”) received environmental clearance through a Federal Highway Administration (“FHWA”) Finding of No Significant Impact (“FONSI”) issued on December 28, 2011.
 - A reevaluation was completed for the IH 35E Phase 2 Project for the passage of time and was approved on March 4, 2020.
- ROW Acquisition
 - ROW acquisition for the project is ongoing. Any parcels not acquired by execution of the DB contract will become the responsibility of the DB contractor.
- SUE
 - SUE information is complete.
- Utility Relocation
 - Coordination for the project’s transmission line relocation is currently underway. It is anticipated that all transmission lines in conflict with the project would be relocated before construction commences.
- Railroad Coordination
 - Coordination is underway. Anticipate to obtain a Preliminary Railroad Exhibit A and Construction License Agreements with DART by execution of DB Contract.

Project Challenges



- Maintaining traffic during construction.
 - The existing 2 reversible tolled managed lanes will need to be maintained during construction.
- Several utilities in a tight border width.
- Various Railroad crossings.
- Continued public outreach.

QS Evaluation



- Project Qualifications and Experience (65% Weighting)
- Statement of Technical Approach (25% Weighting)
- Safety Qualifications (10% Weighting)



- Project Qualifications and Experience (65% Weighting)
 - Strength and depth of experience of the Key Personnel for the Project
 - Strength and depth of experience with designing, constructing and performing quality assurance on comparable projects
 - Stability and strength of the proposed management structure
 - Responsiveness toward the DBE involvement, objectives, and goals

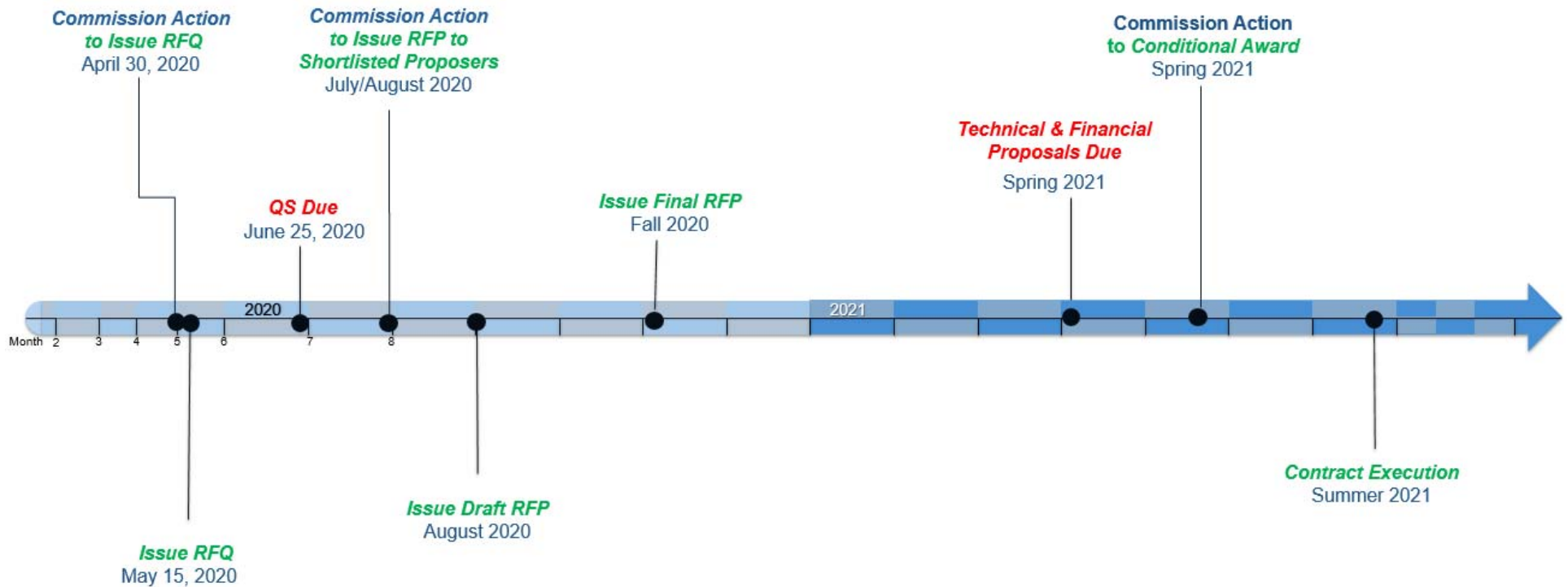


- Statement of Technical Approach (25% Weighting)
 - Demonstrate a full understanding of the Project’s scope and complexity and delivery using design-build contracting and understanding of the maintenance scope with respect to capital maintenance services
 - Demonstrate a complete understanding of Project risks and potential solutions that may arise during all Project phases, including design, construction and capital maintenance
 - Demonstrate the ability to plan, organize, execute and assure the quality of the Work, including having sufficient QA personnel at all times
 - Demonstrate the ability to secure and integrate DBEs, local and non-local, for a project of the size and complexity of this Project and potential solutions and approaches to addressing issues and challenges in securing and integrating DBEs for the Project



- Safety Qualifications (10% Weighting)
 - Fatal injury rate (“FIR”) per 100,000 full-time workers
 - Incidence rate (“IR”) of injury and illness cases per 100 full time workers
 - National Council on Compensation Insurance (“NCCI”) experience modifier

Procurement Timeline



Delivering QS Submittals



Proposers are responsible for ensuring QSs are delivered by hand or courier to “TxDOT’s Authorized Representative” at the following address:

Brenan Honey, P.E.
Texas Department of Transportation
7600 Chevy Chase Drive, Building 2, Suite 400
Austin, Texas 78752

QSs will be accepted and must be received by TxDOT during normal business hours before 12:00 p.m. (Central Time) on Thursday June 25, 2020.

QSs not received prior to such time on the QS Due Date will not be considered by TxDOT for evaluation or shortlisting.



- Proposers are responsible for monitoring the Project Webpage for information concerning this procurement.

<https://www.txdot.gov/inside-txdot/division/debt/strategic-projects/alternative-delivery/I-35Ephase2.html>

- Proposers are advised that responses to questions posed on this workshop are considered to be on an informational basis and are not binding on TxDOT. The process for official questions and answers remains as given in the RFQ via e-mail to TXDOT-DAL-ALTD-I35EPh2@txdot.gov
- TxDOT will post responses to those questions of general application and requests for clarifications which TxDOT deems to be material and not adequately addressed in previously provided documents on the Project Webpage.
- TxDOT will post any addenda to the RFQ on the Project Webpage.



The Texas Department of Transportation (TxDOT), Civil Rights Division, Diversity and Economic Opportunity Section (DEOS) is committed to assisting Disadvantage Business Enterprises and Small Business Enterprises in their efforts to work with TxDOT and other state agencies. Through our supportive services efforts we provide training and additional outreach to serve Texas communities.

Disadvantaged Business Enterprise (DBE) Compliance



The Disadvantaged Business Enterprise (DBE) Program is a U.S. Department of Transportation (USDOT) program that was established to ensure that firms owned by minorities, women, and other socially and economically disadvantaged person have an equal opportunity to participate in federally assisted projects.

TxDOT has oversight responsibility to ensure that the prime contractor has effectively met this responsibility under its contract.

Department staff monitor the performance of work performed by DBEs on all federal aid projects, including those of sub-recipients.



Title 49: Transportation

Part 26: Participation By Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs

49 CFR Part 26

Objectives

- To ensure nondiscrimination
- To create a level playing field
- To ensure the DBE program is narrowly tailored
- To ensure only eligible firms are permitted to participate
- To help remove barriers to participation
- To promote the use of DBEs in all federally-assisted contracts and procurements
- To assist the development of firms that can compete successfully in the marketplace
- To promote appropriate flexibility to recipients

I-35E Phase 2 Project DBE Opportunity



- Proposers are required to utilize DBE firms and will be seeking DBE firm participation to ensure compliance with the requirements of the forthcoming RFP.
- TxDOT is still determining the DBE goal for the project and will update and share that information once available.

I-35E Phase 2 Project Estimated Quantities



- 230,000 cy of excavation
- 1,100,000 cy of embankment
- 274,000 tons of HMAC
- 917,000 sy of concrete paving
- 898,000 sf of bridge
- 365,000 sf of retaining walls
- 174,000 lf of drainage pipe
- 160,000 lf of concrete barrier
- 22,800 lf of utility water relocations
- 15,100 lf of utility waste water relocations



Thank You for your interest in the I-35E Phase 2 Project

Project Webpage:

<https://www.txdot.gov/inside-txdot/division/debt/strategic-projects/alternative-delivery/i-35ephase2.html>