



TEXAS DEPARTMENT OF TRANSPORTATION



SOUTHERN GATEWAY PROJECT

Industry Workshop



May 25, 2016

Kelly Selman, P.E.
District Engineer
TxDOT Dallas District

Safety Minute

2014-16 Fatal Crash and Fatality Count (to date)

Year	Fatal Crashes	Fatalities
2014	3,190	3,536
2015	3,133	3,526
2016	1,011	1,118

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Project Location



Purpose and Need

- Congestion Relief
 - Increased Capacity
- Improve Safety
 - Address Existing Design Deficiencies
- Improve Area Mobility
- Improve System Linkage



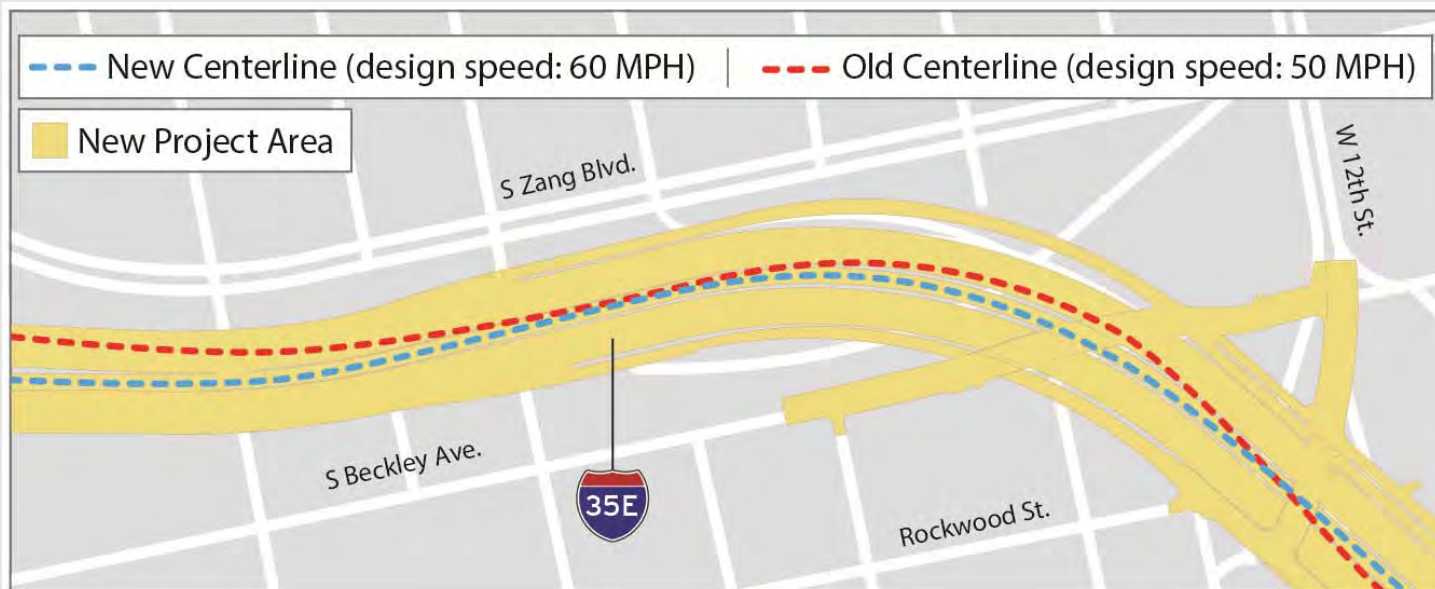
Purpose and Need – Existing Design Deficiencies

- IH 35E was designed and built in the late 1950s and early 1960s
 - Design elements that need to be updated to current design standards to improve safety and freeway operations include:
 - Undesirable Shoulder Widths



Purpose and Need – Existing Design Deficiencies

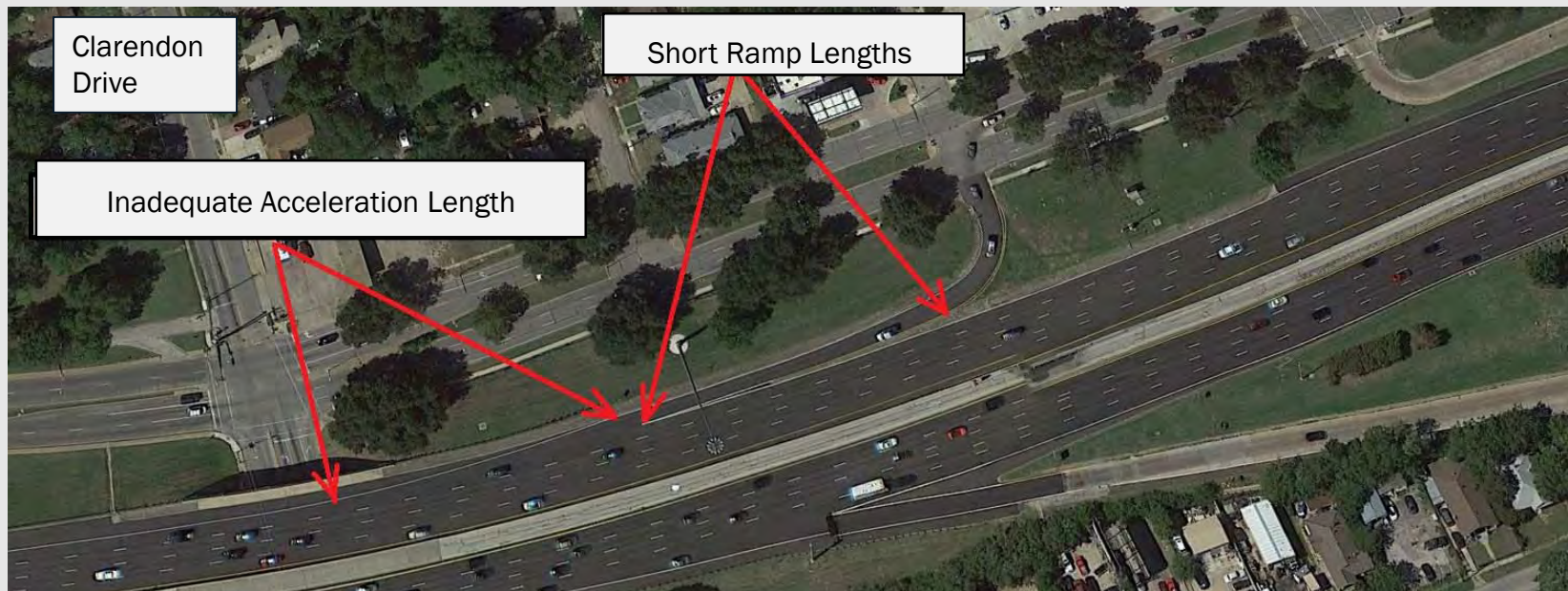
- IH 35E was designed and built in the late 1950s and early 1960s
 - Design elements that need to be updated to current design standards to improve safety and freeway operations include:
 - Undesirable Shoulder Widths
 - Horizontal Curvature



NOT DRAWN TO SCALE

Purpose and Need – Existing Design Deficiencies

- IH 35E was designed and built in the late 1950s and early 1960s
 - Design elements that need to be updated to current design standards to improve safety and freeway operations include:
 - Undesirable Shoulder Widths
 - Horizontal Curvature
 - Short Ramp and Acceleration/Deceleration Lane Lengths



Proposed Project

- Segment 1: IH 35E from Colorado Blvd to South of the IH 35E/US 67 interchange
 - 5.1 miles
 - Full reconstruction of the existing 8 general purpose lanes to 10 general purpose lanes, with auxiliary lanes at entrance and exit ramps
 - Reconstruction of the existing 1 reversible HOV lane to 2 reversible non-tolled managed express lanes
 - Full reconstruction of the discontinuous frontage roads and addition of new frontage roads
 - Incidental improvements extending 1.3 miles north of Colorado Blvd. to accommodate the conversion of the existing reversible HOV lane to a non-tolled reversible managed express lane.



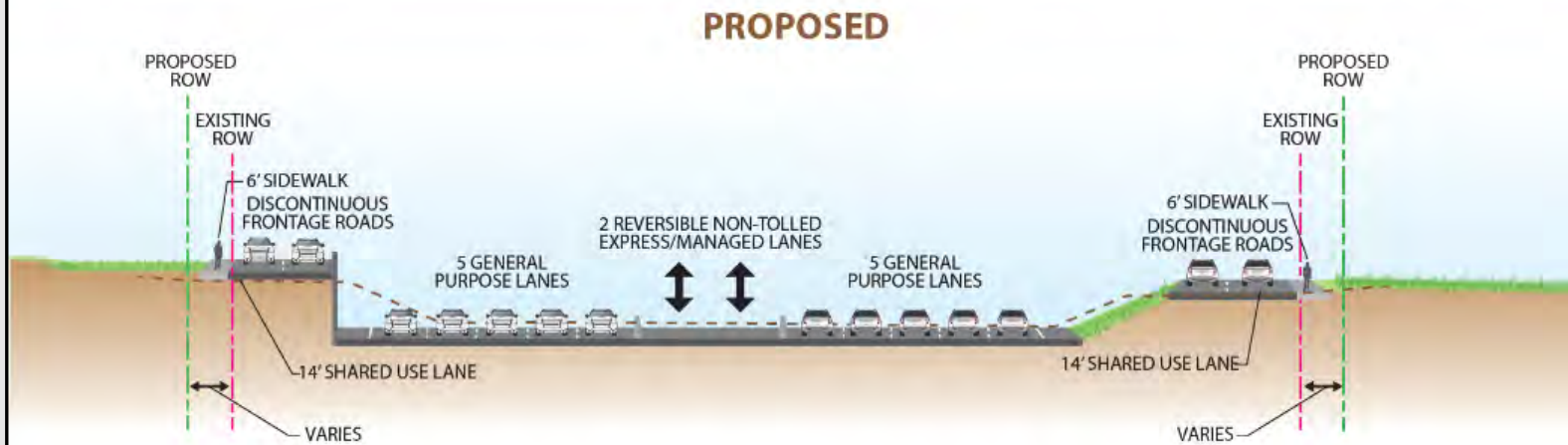
Proposed Project

- Segment 2A: US 67 from IH 35E/US 67 interchange to IH 20
 - 4.9 miles
 - Reconstruction of the existing 2 concurrent HOV lanes to 1 reversible non-tolled managed express lane
 - Widening of the existing pavement to accommodate an additional general purpose lane in each direction for a total of 6 general purpose lanes

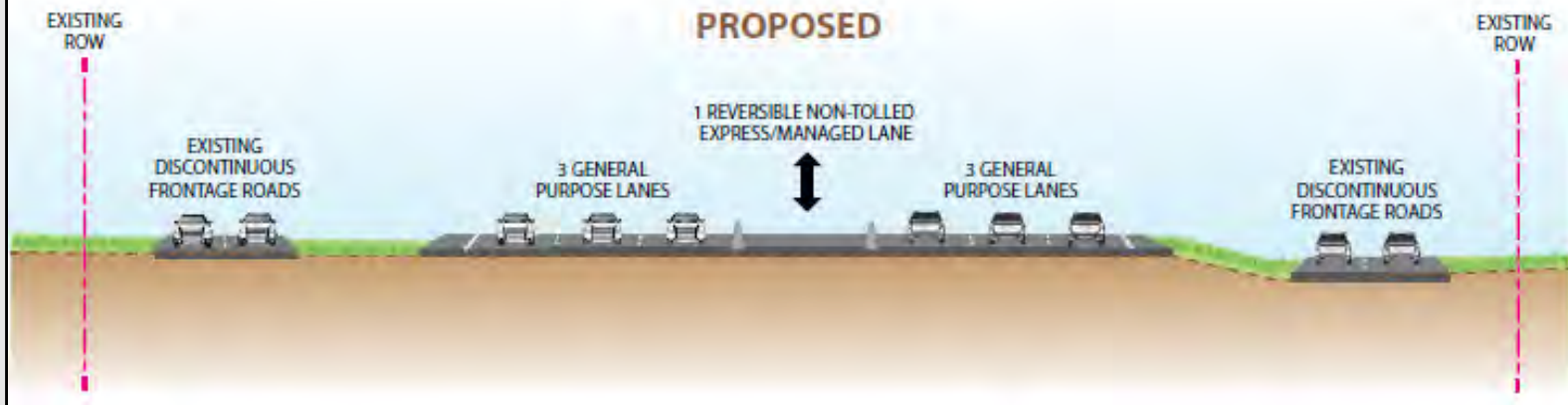


Proposed Project

Segment 1: I-35E between the I-35E/US 67 Split Interchange and Colorado Boulevard

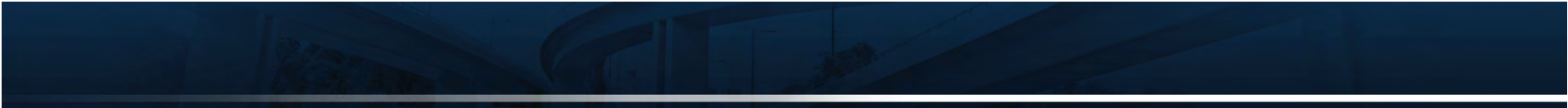


Segment 2A: US 67 from I-20 to the I-35E/US 67 Split Interchange



Work Complete/Underway

- Design Schematic work ongoing
 - Draft Schematic, IAJR, and Design Exception Report is under review by TxDOT and FHWA.
- Environmental Clearance work ongoing
 - EA and FONSI was issued in 2006 for the original design for the ultimate Southern Gateway project
 - EA for current Southern Gateway Project is in progress, anticipated clearance by late December 2016.
- ROW Mapping has begun.
- SUE is complete.
- Geotechnical borings have begun.



Duane Milligan, P.E.
Director of Construction
TxDOT Dallas District

Project Challenges

- Maintaining traffic during construction.
- Project ROW has been minimized.
- Several utilities in a tight border width.
- New drainage outfall.
- Continued public outreach.

QS Evaluation

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

QS Evaluation

- Project Qualifications and Experience (65% Weighting)
 - Experience with developing, designing, and/or constructing comparable projects
 - Experience of the Key Personnel for the Project
 - Responsiveness toward the DBE involvement, objectives and goals

QS Evaluation

- Statement of Technical Approach (25% Weighting)
 - Demonstrate a full understanding of the Project's scope and complexity
 - 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

QS Evaluation

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

Procurement Timeline

PROCUREMENT TIMELINE

May 2016 - RFQ Issuance
(Requires Commission Approval)

Fall 2016 - RFP Issuance
(Requires Commission Approval)



Delivering QS Submittals

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

Duane Milligan, 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 30, 2016.

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

Responsibilities

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

<http://www.txdot.gov/inside-txdot/division/strategic-projects/partnerships/southern-gateway/rfq.html>

- Proposers are advised that responses to questions posed at 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-SGATEWAY@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.



Carlton Cooper
Business Development Specialist (DBE)
TxDOT Civil Rights Division

TxDOT Civil Rights Division - DBE Outreach

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 persons 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.

Disadvantaged Business Enterprise (DBE)

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

Southern Gateway 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 expects that the overall DBE goal for the project will be 12.5% of the design-build price for the Project.

Questions

