North Houston Highway Improvement Project 3C-2 Project

PROJECT DEVELOPMENT STATUS AND PROCUREMENT PROCESS SUMMARY

~~February 27~~July 21, 2026

ROUND 2 ONE-ON-ONE MEETING FOLLOW UP ITEMS

Adjacent Project Coordination:

- The North Houston Highway Improvement Project (**NHHIP**) **3C-2 Project (Project)** is under design-build (DB) pre-procurement with:
  - Draft #1 Request for Proposals (RFP) anticipated to be issued ~~2 OCT~~ December 2026;
  - Draft #2 RFP anticipated to be issued ~~22 JAN~~ April 2027;
  - Final RFP anticipated to be issued ~~in APR~~ July 2027;
  - Proposals due in ~~SEP 2027~~January 2028;
  - DB contract execution anticipated in ~~MAR~~ June 2028 with design and construction beginning in ~~JUN~~ September 2028; and
  - The time needed to design and construct the NHHIP 3C-2 Project estimated to be seven and a half years (2,740 calendar days) with substantial completion anticipated in ~~Fall~~Winter 2035/2036.

Figure 1 - NHHIP Segment Map

- The **NHHIP 3B-1 Project** is currently under construction with substantial completion anticipated in Fall 2027.
  - A portion of the proposed NHHIP 3C-2 Project "Pond A" detention is being constructed under the NHHIP 3B-1 Project.
  - A graphic showing the limits of this construction is provided in the Reference Information Documents (RIDs).
- The **NHHIP 3C-1 Project** continues to be developed as a design-bid-build (DBB) project. The NHHIP 3C-1 Project has been split into two projects: the NHHIP 3C-1 Outfall Project, which includes the construction of the NHHIP 3C-1 pump station and drainage outfall; and the NHHIP 3C-1 Project, which includes the construction of the remaining project elements.
  - Plan Specifications and Estimates (PS&E) for the NHHIP 3C-1 Project are underway with final PS&E plans anticipated in ~~DEC 2026;~~April 2027.
  - PS&E for the NHHIP 3C-1 Outfall Project is underway with final PS&E plans anticipated in September 2027.
  - Utility relocations are anticipated to be completed in ~~OCT 2027 which drives the~~ September 2028.
  - NHHIP 3C-1 Outfall Project ~~DBB~~will be let in March 2029 and the letting ~~date~~of the remaining NHHIP 3C-1 Project construction is anticipated in ~~MAR 2028;~~March 2032.
  - The time needed to construct the NHHIP 3C-1 Outfall Project is estimated to be two years with substantial completion anticipated in Summer 2031.
  - The time needed to construct the NHHIP 3C-1 Project is estimated to be four years with substantial completion anticipated in Spring ~~2032;~~2036.
  - With DBB ~~letting for~~ construction of NHHIP 3C-1 ~~the same month as~~not beginning until

2032, four years after DB contract execution for NHHIP 3C-2, portions of the ~~PS&E~~ plans for the NHHIP 3C-~~1~~2 Project will be a prescriptive precedent for the design, construction sequencing, and traffic control for the ~~eastern~~western portion of the NHHIP 3C-~~2~~1 Project;

- PS&E for the NHHIP 3C-1 Project and 3C-1 Outfall Project will be provided in the NHHIP 3C-2 procurement RIDs as plan submittals become available;
- The NHHIP 3C-2 Project DB Specifications will refer to the NHHIP 3C-1 Outfall Project and NHHIP 3C-1 Project PS&E plans in the RIDs ~~establishing~~and may establish certain requirements for the design, construction sequencing, and traffic control for the NHHIP 3C-2 Project; and
- The Texas Department of Transportation (TxDOT) will not include the scope of work for the NHHIP 3C-1 Project as a deferred work component (DWC) of the NHHIP 3C-2 Project.

- The **NHHIP 3C-3 Project** continues being developed as a DBB project:
  - PS&E is underway with final PS&E plans anticipated in ~~DEC~~ December 2026;
  - Utility relocations are anticipated to be complete in ~~FEB~~ March 2027 which drives the NHHIP 3C-3 Project letting date anticipated in ~~JUL~~ July 2027; and
  - The time needed to construct the NHHIP 3C-3 Project is estimated to be four years with substantial completion anticipated in Summer 2031.
  - With DBB letting for the NHHIP 3C-3 ~~nine months~~Project approximately one year before DB contract execution for the NHHIP 3C-2 Project, portions of the PS&E plans for the NHHIP 3C-3 Project will be a prescriptive precedent for the design, construction sequencing, and traffic control for the western portion of the NHHIP 3C-2 Project.
  - PS&E for the NHHIP 3C-3 Project will be provided in the NHHIP 3C-2 procurement RIDs as plan submittals become available.
  - The NHHIP 3C-2 Project DB Specifications will refer to the NHHIP 3C-3 PS&E plans in the RIDs establishing certain requirements for design, construction sequencing, and traffic control for the western portion of the NHHIP 3C-2 Project.
  - ~~Traffic from~~The final traffic configuration at Substantial Completion of NHHIP 3C-2 ~~remains~~will be on temporary tie ins back to existing main lanes ~~and cannot~~. Traffic will not be shifted from existing Interstate 10 (I-10) to proposed I-10 constructed under NHHIP 3C-3 until the corresponding lanes on NHHIP 3C-4 are complete and open to traffic. (NOTE: Part of the NHHIP 3C-4 construction includes ~~completing construction/eliminating~~removing the temporary tie-ins constructed under NHHIP 3C-2 and constructing remaining structure/closing the gap between NHHIP 3C-2 and NHHIP 3C-3.)
- The **NHHIP 3C-4 Project** continues being developed as a DBB project ~~with:~~(s):
  - TxDOT is evaluating splitting the NHHIP 3C-4 Project into two or more individual DBB projects due to the size/estimated construction cost of the NHHIP 3C-4 Project. (NOTE: Part of the NHHIP 3C-4 construction includes removing the temporary tie-ins constructed under NHHIP 3C-2 and constructing remaining structure/closing the gap between NHHIP 3C-2 and NHHIP 3C-3.)
  - PS&E is anticipated to begin in ~~MAR~~ December 2026 with final PS&E plans anticipated in ~~APR 2028~~Spring 2029.
  - Utility relocations are anticipated to be complete in ~~APR 2028~~July 2029 which drives the NHHIP 3C-4 Project letting date(s) anticipated in ~~SEP 2028~~September 2029.
  - The time needed to construct the NHHIP 3C-4 Project(s) is estimated to be four to six years depending on the sequence of letting of the separate DBB projects with substantial completion/opening to traffic anticipated between Winter ~~2032-33~~2033/2034 and Winter ~~2034-35~~2035/2036.
- ~~TxDOT is evaluating splitting the **NHHIP 3D Project** into two or more individual DB and/or DBB projects due to the size/estimated construction cost of the NHHIP 3D Project.~~

- The **NHHIP 3D-1 Project** is being considered as a DB project:
  - The **NHHIP 3D-1** Project will improve I-69/United States (US) Highway 59 (US 59) south of the NHHIP 3C-2 Project with:
    - DB contract execution anticipated in January 2031;
    - ±23-month procurement beginning with Issuance of a Request for Qualifications (RFQ) in Winter 2028/2029;
    - DB Contractor will tie to ~~existing~~proposed I-69 on the southern portion of the NHHIP 3C-2 Project; and
    - Portions of the NHHIP 3C-2 DB Contractor's Release for Construction (RFC) plans will be a prescriptive precedent for the design, construction sequencing, and traffic control for the northern portion of the NHHIP 3D-1 Project.
- TxDOT is developing a Project Development Agreement (PDA) for the design, construction, maintenance, and funding of ~~TxDOT's portion and~~ the portion of the Harris County Toll Road Authority (HCTRA)'s ~~portion of the~~ **Hardy Toll Road Direct Connector (HTRDC) Project**~~.~~ within the TxDOT right of way (ROW).
  - The portion of the HTRDC Project not within TxDOT's ROW will be developed by HCTRA as a DBB project.
  - PS&E for the HTRDC Project is ~~not~~ expected to begin ~~before~~January 2027 and the anticipated completion is January 2029 which is after the NHHIP 3C-2 proposal due date in ~~SEP 2027~~January 2028.
  - ~~Construction~~Letting and construction of the HTRDC Project is not ~~expected to~~ scheduled at this time but may begin ~~before~~prior to NHHIP 3C-2 substantial completion in ~~Fall~~Winter 2035/2036.

Drainage and Pump Station:

- The NHHIP 3C-2 Project drainage design is independent of the NHHIP 3C-1 and 3C-3 Project drainage designs.
- TxDOT has developed a regional drainage model for NHHIP that:
  - Was developed in coordination with the City of Houston (COH) and the Harris County Flood Control District (HCFCD);
  - Satisfies commitments under the NHHIP Voluntary Resolution Agreement (VRA) and Memorandum of Understanding (MOU) with the City of Houston, and MOU with Harris County;
  - Incorporates proposed NHHIP 2A, 2B, and 3C-4 Project improvements as future conditions in the regional drainage model; and
  - Will be provided in the RIDs when available.
- TxDOT is performing preliminary drainage design/study and preparing a drainage report for the schematic design for NHHIP 3C-2 Project that:
  - Uses the NHHIP regional drainage model;
  - Establishes upstream drainage flows to be conveyed through the NHHIP 3C-2 Project;
  - A draft NHHIP 3C-2 drainage report with supporting regional model will be provided in the RIDs in ~~APR~~ September 2026; and
  - A final NHHIP 3C-2 drainage report will be provided in the RIDs in ~~DEC 2026~~March 2027.
- The NHHIP 3C-2 Project DB Specifications will establish certain requirements for drainage design conveying upstream drainage through the NHHIP 3C-2 Project.
- DB Contractor will be responsible for "internal" NHHIP 3C-2 Project drainage and flows consistent with the requirement in the DB Specifications.
- TxDOT is performing drainage design/study and preparing a drainage report for the pump station with:

- A draft pump station drainage design and report provided in the RIDs in ~~APR~~ September 2026; and
- A final pump station drainage design and report provided in the RIDs in ~~OCT 2026~~March 2027.

- The NHHIP 3C-2 Project DB Specifications will establish certain requirements for drainage design for the pump station and the detention ponds.

Construction Staging Area(s):

- DB Contractor will be responsible for identifying and securing construction staging area(s) that are properly graded, are in compliance with environmental regulations to prevent sediment runoff, and meet the Texas Historical Commission (THC), referred to as the State Historic Preservation Office (SHPO), requirements as listed in the Programmatic Agreement (PA) for the NHHIP provided in the RIDs.
- As part of this agreement, DB Contractor shall carry out best practices to protect historic properties, listed in Attachment C of the PA, and shall comply with the PA.

Project Schedule:

- TxDOT has reviewed the November 2025 construction time determination schedule and the revised Substantial Completion Deadline is anticipated to be 7.5 years (2,740 calendar days) from issuance of Notice to Proceed 1 (NTP1). Final Acceptance is assumed at 120 days after the Substantial Completion Deadline.
- The general time determination schedule and phasing assumptions for the Project, which were based on the Project description above and reflected in the final schematic design are:
  - Six and a half day work weeks (with holiday periods and weather days per month blocked out) for all construction activities;
  - Two 10-hour shifts per day;
  - Two main work areas - (i) I-10, and (ii) I-69. Both sections include work in areas where there is no existing roadway;
  - Holidays = 130 days;
  - Special events = 20 days;
  - Weather days = 400 days;
  - Maximum of three months to one month of overlap between the various phases;
  - Early release design packages for Storm Water Pollution Prevention Plan (SW3P), drainage, ponds, roadway (in areas where there is no existing roadway), pump station, and demolition and abandonment;
  - Prioritization of detention pond construction, pump station, and temporary drainage;
  - Notice to Proceed 2 (NTP2) issued three months after NTP1; and
  - Construction starting within four months after NTP2.

Lane Rentals:

- TxDOT will not be using a lane rental bank on the NHHIP 3C-2 Project.
- TxDOT is considering using allowable lane closures, lane rental charges, and liquidated damages similar to the SH 99 Grand Parkway Segment B-1 DB project.
- TxDOT does not intend to assess the DB Contractor liquidated damages or lane rental charges for closures necessary to construct the Project.
- TxDOT acknowledges certain facilities will require partial or full closures to construct the Project and these will be identified and specified as Allowable Lane Closures.
- Based on preliminary analysis, and similar to SH 99 Grand Parkway Segment B-1, TxDOT

anticipates developing a complete list of known and necessary Allowable Lane Closures in the Design-Build Agreement (DBA), Exhibit 15.

- Any facilities listed as an Allowable Lane Closure in Exhibit 15 will not be subject to lane rental charges.
- Lane rental charges will be intended to limit closures beyond those that are already known and reasonable to construct the Project.
- TxDOT may also allow the DB Contractor to submit Deviations to the Allowable Lane Closures for good faith approval.

- The list of specific Allowable Lane Closures and their associated durations is under continued investigation and refinement and will be provided in the draft RFP.

High Level Construction Sequencing Summary:

- Assumptions:
  - ~~Segment 3C-1 to the east is constructed and 3C-2 ties into the ultimate condition.~~
  - ~~Segment 3C-3~~NHHIP 3C-1 to the east is anticipated to reach substantial completion shortly after NHHIP 3C-2. NHHIP 3C-2 will set prescriptive precedent for the design, construction sequencing, and traffic control for the eastern portion of the NHHIP 3C-2.
  - NHHIP 3C-4 to the west and NHHIP 3D-1 to the south are not constructed and NHHIP 3C-2 ties into the existing with interim pavement.
  - NHHIP 3C-3 does not tie directly into NHHIP 3C-2, there is small portion of NHHIP 3C-4 that connects NHHIP 3C-3 to NHHIP 3C-2.
- Begin construction in unpaved areas within TxDOT Schematic ROW; including the pump station, detention ponds, frontage roads and side streets on the east side of the interchange. Maintain traffic on existing main lanes and Direct Connectors (DCs). (Note: Completion of the pump station is not necessary until later phases.)
- Extend construction of I-69 to connect newly constructed lanes back to existing I-69 main lanes on either ends and construct DCs in the northeast and southeast quadrants. Existing traffic remains on existing lanes unimpacted.
- Shift all I-69 traffic to be on either northbound or southbound lanes and construct the proposed remaining I-69 main lanes in one direction.
- Shift all I-69 traffic to the newly constructed pavement and construct the remaining I-69.
- Construct the Houston Subdivision 2 (St. Arnold's) Union Pacific Railroad (UPRR) shoofly tracks and Meadow Street in parallel with I-69 construction.
- Construct I-69 high-occupancy vehicle (HOV) and partially construct multiple DC's once I-69 main lanes are constructed.
- Construct I-10, managed lanes and main lanes, within the unpaved areas.
- Extend construction of I-10 to the east and west side of the interchange.
- Shift some of the I-10 traffic to managed lanes and construct proposed remaining I-10 main lanes.
- Shift all I-10 traffic to the newly constructed pavement and construct the remaining I-10.
- Construct utility bridges, West Belt Subdivision tracks UPRR shoofly, and Jensen Drive in parallel with I-10 construction. This will require special consideration of impacts to existing bents, shoofly bents, and proposed bents with I-10 proposed lanes.
- Construct Providence Street, the westbound frontage road connection between Meadows and Jensen, the Nance connection with Jensen, and HTRDC's at the end.

ROUND 1 ONE-ON-ONE MEETING FOLLOW UP ITEMS

Stipend:

- TxDOT will establish and present to the Texas Transportation Commission a stipend amount, consistent with the Texas Transportation Code, which requires that the stipend amount be a minimum 0.25% of the DB Price, which would be $5.25 million for the Project, subject to the value of the work product received from the proposers.

Drainage and Pump Station:

- TxDOT will include prescriptive drainage requirements in the DB Contract (DBC)/ specifications, providing inflows and outflows for NHHIP 3C-2 Project drainage and the pump station, consistent with the Houston downtown regional drainage model(s), developed in coordination with the COH and the HCFCD.

Performance Warranty:

- TxDOT has reevaluated the Project's scope, complexity, and access constraints (including its limited footprint and proximity to adjacent roadways) and has decided to proceed with a Performance Warranty rather than a Capital Maintenance Contract (CMC) to better align with Project realities and industry feedback.

PROJECT DEVELOPMENT STATUS

NHHIP 3C-2 Project Description:

- TxDOT will use a DBC as the delivery method for the Project. This alternative delivery method shares risks associated with the design and construction of the Project with the DB Contractor.
- Proposed improvements for Project include design and construction of the I-69/I-10/I-45 Interchange in Harris County, Texas. The proposed Project includes realigning and reconstructing six to eight mainlanes and addition of four non-tolled managed lanes on I-10, widening and realigning six to seven mainlanes on I-45, and realigning and reconstructing eight mainlanes on I-69. It also includes construction of ramps, bridges, and intersections; improved existing frontage roads; and bicycle and pedestrian facilities.
- The Project build alternative under consideration includes:
  - Constructing all direct connector ramps associated with the reconstructed I-69/I-10/I-45 interchange,
  - Constructing relocated I-45 from approximately 250 feet west of Semmes Street to approximately 500 feet north of Runnels Street,
  - Reconstructing I-10 general purpose lanes and the addition of four new non-tolled managed lanes from Elysian Street to east of I-69 near Bringhurst Street, including tie-ins to existing on each end,
  - Reconstructing existing railroad tracks west of the I-69/I-10/I-45 interchange; the West Belt Subdivision (located just west of Jensen Drive) and Houston Subdivision 2 (located between Semmes Street and Elysian Street),
  - Reconstructing I-69 managed lanes from Ruiz Street to South of Lyons Avenue,
  - Realigning and reconstructing eastbound and westbound I-10 frontage roads and Nance Street from Hardy Street to Bringhurst Street, including the addition of new railroad underpasses,
  - Partial direct connector ramps to/from I-69 and future Hardy Toll Road within Project ROW,
  - South canal improvements to Buffalo Bayou,
  - Detention including large detention (Pond A) near Elysian and Runnels Streets, and
  - Pump station around Nance and Rothwell Streets for the I-10 depressed section.

- TxDOT is proposing the construction of other segments, NHHIP Segments 3C-1, 3C-3, and 3C-4, which connect to the Project limits on either end of I-10 (both east and west) and along the southern end of I-69. Improvements will consist of general-purpose lanes, managed lanes, ramps, connectors, frontage roads, and side street construction. To prevent TxDOT's DBB Contractor and DB Contractor from working in the same footprint, TxDOT will define the limits of construction and proposed transition limits for the NHHIP 3C-2 DBC.

Project Estimate:

- The DB cost estimate was updated in June 2025 based on the final schematic design and reflects current economic conditions.
- The estimated design-build cost is $2.14 billion, including risk-based contingencies and inflation on the Project.

Categories	Estimated Costs
Professional Services	$207,000,000
ROW and Utilities	$48,000,000
Construction	$1,885,000,000

- A list of major construction work categories and their estimated costs are set forth below and are based on the Project description above reflected in the final schematic design:

Major Construction Work Categories	Estimated Costs
Roadway (removals, earthwork, subbase and base course, pavement, barriers, metal beam guard fence (MBGF), and safety devices)	$181,000,000
Structures (retaining walls, noise walls, bridges, riprap)	$697,000,000
Drainage (culverts, pipes, detention ponds)	$212,000,000

- The estimated costs of the "Major Construction Work Categories" noted above are intended to align with the respective categories set forth in Form P-2 (DB Price Breakdown) of the Instructions to Proposers (ITP).
- Quantities for the Project as described above and based on the final schematic design have been provided in the RIDs.
- TxDOT continues to monitor the volatility of construction-related costs. Implementing price escalation provisions similar to those incorporated on the I-35 Northeast Expansion (NEX) South design-build project for proposers between the proposal due date and 120 days after the contract execution date will be considered under extraordinary inflationary market conditions.

Project Funding:

- The Project is partially funded using Categories 2, 3DB, 4, and 12 with Unified Transportation Program (UTP) update approved in August 2025.
- Additional funding is identified in the UTP update to be approved in August 2026 or August 2027.

Environmental Approvals:

- Project Final Environmental Impact Statement (FEIS) was approved on August 18, 2020.
- Project Record of Decision (ROD) was issued on February 3, 2021.
- The public meeting for Reevaluation Package #5 was held on May 13, 2025, and Reevaluation

for 3C-2 was approved on October 7, 2025.

- Noise barrier constructability assessment was approved on October 3, 2025. Noise workshop was conducted on February 3, 2026.
- Asbestos and lead investigations on all existing structures have been completed. TxDOT is anticipating uploading the final reports with summary of findings in the RIDs by the ~~RFQ~~draft RFP issuance date.
- TxDOT anticipates completing environmental investigations for all the proposed pond areas including developing a ~~soil management plan~~report to list the findings, before the ~~final~~draft RFP issuance date.
- TxDOT ~~anticipates needing~~received a U.S. Army Corps of Engineers (USACE) Nationwide Permit 14 (NWP-14) under clean water act section 404~~. TxDOT is coordinating with HCFCD and USACE and currently preparing the NWP-14 application for the Project, anticipated to be submitted in March of 2026.~~ on June 26, 2026.
- ~~TxDOT anticipates obtaining the USACE permit(s) for the Project before the final RFP issuance date.~~
- TxDOT has received a letter dated June 30, 2026, from U.S. Coast Guard (USCG) confirming that there is no USCG approval required for construction or removal of the bridges.
- TxDOT has confirmed that there will ~~prepare the~~not be a permit application ~~for the U.S. Coast Guard (USCG) and is anticipated to obtain the permit for the Project by contract execution.~~required for the Texas General Land Office.

Schematic Design:

- The FEIS schematic was completed in February 2021. Design refinements have been made to the FEIS schematic; the environmental re-evaluation process was completed and approved in October 2025. The latest schematic with design refinements is provided in the RIDs.
- TxDOT performed topographic and ROW survey supporting the schematic. Information on ROW survey, including parcel acquisition status, is included in the RIDs.
- TxDOT completed a preliminary drainage design, analysis, and drainage study for NHHIP 3C-2 July 31, 2018, which is included in the RIDs.
- TxDOT ~~will prepare~~is preparing a draft Drainage Report, hydraulics and hydrology (H&H) models, and design files. These are anticipated to be complete by ~~April~~September 2026.
- Final Drainage Report, H&H models, and design files are anticipated to be complete by March 2027~~December 2026~~.
- TxDOT is preparing a Design Exceptions Report anticipated to be complete in ~~March~~August 2026.
- TxDOT will use the I-45 NHHIP Project Visual & Aesthetics Treatments guidelines and corresponding Houston District standards for this project. These guidelines are provided in the RIDs.

Interstate Access Justification Report (IAJR):

- The IAJR with Appendices was approved on May 25, 2023, and is included in the RIDs.
- TxDOT is preparing an IAJR update memo to reflect the design refinements made to the schematic design, anticipated to be approved by TxDOT and Federal Highway Administration (FHWA) by ~~Fall 2026~~March 2027.

Right of Way:

- TxDOT will acquire all ~~75~~74 schematic ROW parcels, easements, agreements and access denial properties.

- As of ~~January~~June 2026, ~~50~~54 parcels are acquired out of the total ~~75~~74 parcels to be acquired. A general ROW acquisition status is provided below:

Parcel	Status
Total Number of Parcels	~~75~~74
Total Number of Acquisition Parcels in Fee	67
Total Railroad Easements	2
Total Railroad Agreements	2
Total Access Denial Properties	~~4~~3
Total Parcels "Acquired"	~~50~~54
Parcels "Acquired and Ready for Construction"	~~40~~48
Parcels "Acquired but Pending Relocation"	~~10~~6
Parcels "In Negotiations"	~~15*~~19
Parcels in "Eminent Domain (ED) Proceedings"	1
Parcels in "Survey"	~~1~~0
Parcels "On Hold" until env re-eval is approved	0

~~*Includes seven parcels where initial offer letter (IOL) has not been sent yet~~

- ~~An updated~~The ROW status summary, pending parcel acquisition status report, and ROW status PDF, DGN and KMZ files ~~are included~~will be updated in the RIDs August 2026. These reports will be updated periodically during the pre-procurement and procurement process to present up-to-date information on parcel acquisition.
- ROW maps will be available to shortlisted proposers by ~~Fall 2026~~the draft RFP.
- DB Contractor will be responsible for acquiring parcels outside the Schematic ROW, any necessary drainage or temporary construction easements, and needs for DB Contractor utility relocation.

Railroad:

- There are two locations where the NHHIP 3C-2 Project crosses the UPRR, at the West Belt Subdivision rail line and at the Houston Subdivision 2 rail line (also referred to as Saint Arnold due to its proximation with St. Arnold Brewery).
- There are three types of railroad crossings at these locations, overhead (TxDOT bridges over railroad), underpass (railroad bridges over TxDOT roadway), and track (at-grade crossings).
- The West Belt Subdivision has ten overhead crossings, one underpass, one culvert crossing, and ~~one~~two existing at-grade ~~crossing~~crossings that ~~is being reconstructed and one that is~~are being eliminated.
- The Saint Arnold line has one underpass, one potential culvert crossing, and ~~three~~two existing at-grade crossings that are being ~~replaced and one that is being~~ eliminated.
- An Inventory of NHHIP 3C-2 Railroad Crossings is provided in the RIDs.
- TxDOT met with UPRR on April 20, 2026 with UPRR agreeing with a 30 day submittal review cycle, having a UPRR representative in all comment resolution meetings, and prioritizing 3C-2 project submittals and ROW acquisitions over other projects.
- TxDOT is coordinating with UPRR and is preparing Exhibit As for railroad approval based on the final schematic for all the crossings.
  - For underpass structures, TxDOT will progress engineering and design to a level similar to

100% PS&E plans to gain UPRR approval.

- For overpass structures and track crossings, TxDOT will progress engineering and Exhibit As to a level similar to 30% PS&E to gain UPRR approval.

- Draft Exhibit As (100% plans) for the West Belt overpass structure, draft Exhibit As (25% plans) for the West Belt underpass structures, draft Exhibit As (25% plans) for the West Belt track along with CAD files, draft Exhibit As for Saint Arnold track (25% plans) along with CAD files, and draft Exhibit As (60%) for Saint Arnold underpass structures, drainage memorandum, and geotechnical report are provided in the RIDs.
- TxDOT anticipates preparing and providing Exhibit As approved by the railroad in the RIDs in ~~APR~~ June 2027.
- TxDOT coordination with UPPR indicates separate Construction and Maintenance (C&M) Agreements will be required at each of these crossings except for the ~~two~~ at-grade crossings that are being eliminated. These at-grade crossings will require closure agreements.
- TxDOT anticipates obtaining and providing executed C&M Agreements in the RIDs in ~~AUG~~ September 2027.
- TxDOT anticipates the NHHIP 3C-2 Project DBC railroad requirements will be similar to the DBC railroad requirements from the SH 99 Grand Parkway Segment B-1 DB Project which can be viewed at https://www.txdot.gov/business/road-bridge-maintenance/alternative-delivery/sh99-grand-parkway-segb1/rfp.html
- DB Contractor will be responsible for obtaining railroad approval of the Release for Construction Plans in accordance with the DBC requirements and executed C&M Agreements.
- DB Contractor will be responsible for obtaining Contractor Right of Entry in accordance with the DBC requirements and executed C&M Agreements.
- If DB Contractor desires a temporary haul road across the railroad track(s), DB Contractor shall be responsible for acquiring the railroad approval.

Utility Information, Coordination, and Relocation:

- TxDOT has provided a draft utility conflict matrix (UCM), along with a DGN and KMZ file, which includes the utility lines within the NHHIP 3C-2 Project limits, in the RIDs. This UCM will be updated periodically and will be provided in the RIDs as the design progresses.
- TxDOT is coordinating with the COH for commitment on City utilities, if any.
- TxDOT has received utility information from all the utility owners in response to the notice of proposed construction and is in the process of scheduling meetings with utility owners to validate the utilities on the utility strip maps. Draft working copies of the utility strip maps for utilities along I-69 and I-10 are provided in the RIDs.
- A final UCM, utility exhibit, and Level A and B subsurface utility engineering (SUE) information for limited locations are anticipated to be complete by ~~Summer 2026~~March 2027.
- TxDOT has field surveyed the location of the COH 120-inch sanitary sewer line from Maury Street/Lyons Avenue to Nance Street/Semmes Street. The DGN and the KMZ file for the 120-inch sanitary sewer line is provided in the RIDs. Field investigation for the 132-inch sanitary sewer line from Nance Street/Semmes Street to Clinton Drive has been completed and the DGN and KMZ files for that line will be provided with the next RID update. This information will help avoid or minimize/mitigate the conflict with proposed road and rail construction.
- TxDOT is coordinating with CenterPoint Energy Transmission to initiate the advance relocation of the transmission line that runs parallel to Houston Subdivision 2. Advance utility relocation dates available for construction will be included in the draft RFP.
- The utilities and main utility owners that have been identified within the Project limits are listed below:

Utility Owners	List of Main Utility Providers Within the Project Limits
City of Houston	Sanitary Sewer and Water
Electric	CenterPoint Energy – Electric Distribution and Transmission
Fiber-Optic	AT&T, Caprock Communications, Cogent (Sprint), Comcast, Crown Castle, Fiber Light, Verizon, XO Communications, Lumen, Phonoscope, Zayo Group, Logix Fiber Network
Gas	CenterPoint Energy – Natural Gas

Geotechnical Information:

- TxDOT completed a Preliminary Geotechnical Investigation Report in September 2018, which is provided in the RIDs.
- TxDOT is performing geotechnical investigations, based on the TxDOT Geotechnical Manual – Load and Resistance Factor Design (LRFD). ~~With close to 75% field investigation complete as of February 2025, TxDOT is anticipating 100% completion by Summer 2026~~Field investigations are 100% complete.
- A Pavement Design Report is anticipated to be complete by ~~Fall 2026~~March 2027.
- ~~A~~The draft Geotechnical Investigation Report is anticipated to be complete by ~~Fall~~ December 2026.
- The final Geotechnical Investigation Report is anticipated to be complete by March 2027.

Agreements:

- Voluntary Resolution Agreement – TxDOT and FHWA entered into a VRA in March 2023. This VRA included a number of commitments TxDOT has made for the NHHIP program, including NHHIP 3C-2. A copy of the VRA is included in the RIDs.
- City of Houston – TxDOT entered into a MOU with the COH in December 2022. This MOU documents the commitments from TxDOT and the COH regarding the planning and implementation efforts of the NHHIP Project. This MOU is included in the RIDs.
- City of Houston – TxDOT entered into agreements with the COH for illumination, municipal maintenance, parking, and signals. These agreements are included in the RIDs.
- Harris County – TxDOT entered into an MOU with Harris County in December 2022. This MOU documents the commitments from TxDOT and the Harris County regarding the planning and implementation efforts of the NHHIP Project. This MOU is included in the RIDs.
- Harris County Toll Road Authority – TxDOT is coordinating with HCTRA to develop a Project Development Agreement (PDA) for the Project. This agreement will establish the scope of work, funding, and HCTRA's role and level of participation during procurement, design, and construction of the Project. This agreement is anticipated to be complete by ~~Summer 2026~~March 2027. The HCTRA scope of work will be included in the RFP and DBC. HCTRA's role and level of participation during design and construction will be included in the RFP and DB Specifications.
- Houston METRO – TxDOT is coordinating with Houston METRO to determine if a PDA is needed for procurement, design, and construction of the Project. Houston METRO facilities scope of work will be included in the RFP and DBC. Houston METRO's role and level of participation during design and construction will be included in the RFP and DB Specifications.

Pump Station:

- The proposed pump station for the I-10 depressed section, located in the southwest quadrant of the I-10/I-69 interchange near Nance and Rothwell Streets, is provided as part of the Drainage Report in the RIDs.

  Preliminary design requirements for the pump station include:

  - 10 submersible column pumps (2 – 12,000 gallons per minute (GPM), 8 – 24,000 GPM (one standby)) and 2 – 1,000 GPM sump pumps,
  - Discharging stormwater into Buffalo Bayou via a gravity system,
  - An approximate wet well footprint of 76 feet by 104 feet, with
  - Natural gas to be used as primary fuel for the backup power generator.
- The pump station will be required to comply with Buy America requirements. TxDOT has received a letter from Xylem stating its ability to comply with the Buy America requirements, which is provided in the RIDs.

PROCUREMENT PROCESS SUMMARY

The Texas Department of Transportation will conduct a pre-procurement partnering industry workshop and subsequent one-on-one meetings to familiarize potential offerors with the scope of the Project, status of Project development activities, anticipated procurement process, and certain key elements of the DB procurement. The goal of the pre-procurement process is to solicit interest in the Project and to present this information to industry partners and receive feedback from industry partners on the Project and procurement.

Pre-Procurement Schedule:

28-Jul-2025	Pre-Procurement Industry Partnering Workshop
9 – 11-Sep-2025	1st Pre-Procurement Partnering One-on-One Meetings
13 – 14-Jan-2026	2nd Pre-Procurement Partnering One-on-One Meetings
10-Aug-2026	2nd Industry Partnering Workshop

The Texas Department of Transportation will conduct a two-phase DB procurement, consisting of issuing a RFQ, evaluation of Qualifications Statements (QS), and determining a shortlist of qualified proposers followed by issuing a RFP, evaluation of proposals, and Conditional Award to a best value proposer.

Procurement Schedule:

30-~~Apr~~Jul-2026	Commission Action/Issue RFQ
~~15 May 2026~~	~~Issue RFQ~~
~~8 Jun 2026~~	~~RFQ Industry Workshop~~
~~6~~14-Aug-2026	Issue RFQ
20-Oct-2026	QS Due Date
~~24 Sep~~17-Dec-2026	Commission Action/Issue RFP
~~2 Oct~~Dec-2026	Issue Draft #1 RFP
~~8-10 Dec 2026~~ Feb-2027	Draft #1 RFP and Round 1 Draft Alternative Technical Concept (ATC) One-on-One Meetings
~~22 Jan~~Apr-2027	Issue Draft #2 RFP
~~Mar~~May-2027	Draft #2 RFP and Round 2 Draft ATC One-on-One Meetings
~~Apr~~Jul-2027	Issue RFP
~~May~~Aug/Sep-2027	RFP and Round 1 ATC One-on-One Meetings
~~Sep 2027~~Jan-2028	Proposal Due Date
~~Dec 2027~~Mar-2028	Commission Action/Conditional Award
~~Mar~~Jun-2028	Contract Execution/Notice to Proceed 1

Procurement Project Objectives:

The purpose of the NHHIP 3C-2 Project is to improve the I-45, I-10, and US 59/I-69 interchange in the downtown Houston area. This Project aims to enhance connectivity, improve traffic flow, and manage congestion within the downtown freeway loop system; therefore, the following objectives have been developed for the Project:

- Improve overall mobility, operational efficiency, safety, accessibility, and emergency response within the Project area by providing additional capacity to meet current and future travel demands;
- Implement and clearly communicate to the public a Project traffic control plan that minimizes travel delays during construction and maintenance;

- Construct a resilient highway system that functions during extreme weather events and to reduce flooding in the Project area;
- Maintain a safe environment for the public and Project personnel, including the provision of escape routes for hurricanes, flooding, etc.;
- Complete the Project on schedule, on budget, and to the highest degree of quality possible to optimize the operational life cycle performance of the Project;
- Ensure that the Project respects and preserves the local environment by minimizing any negative impacts, contributing to air quality attainment goals in the region, and fulfilling the commitments made in the environmental evaluations, and VRA;
- Serve and preserve the neighborhoods along the corridor while enhancing connectivity between neighborhoods;
- Mitigating impacts to existing parks and open space while creating additional opportunities for open space;
- Ensure continuous communication and maintain commitments to the public and stakeholders throughout Project delivery;
- Closely coordinate with the adjacent design-bid-build projects in Segment 3, considering construction schedules, to minimize travel delays;
- Execute a proactive, cooperative strategy to minimize railway service disruption when working near the facility as well as when replacing the existing railroad structure;
- Reduce the NHHIP right of way footprint during the detailed design and construction; and
- Minimize the impacts to utilities within the Project right of way.

Disadvantaged Business Enterprise (DBE) Requirements:

- DBE requirements ~~will be~~have been removed from the programmatic documents to address the Interim Final Rule issued by FHWA on October 3, 2025.
- TxDOT will continue to coordinate with FHWA throughout the pre-procurement process, as well as the procurement for the Project, and will provide periodic updates to proposers regarding requirements for the Project.

RFQ Organization of QS:

- Section A – Executive Summary – 2 pages.
- Section D – Proposer Information/Team Experience/Management Structure – 10 pages total; 3 org charts; org charts limited to 1 per page.
- Section F – Statement of Technical Approach – 10 pages.

RFQ Qualifications Evaluation Criteria and Weighting:

- Each responsive QS will be evaluated and scored according to the criteria set forth below:
  - Project Qualifications and Experience (57% Weighting)

    The background and experience of the Proposer, each team member, and Key Personnel with developing, designing, fabricating, constructing, and maintaining comparable projects will be evaluated in accordance with the following criteria:

    (a) The extent, depth, strength, and likelihood of success of the Proposer's and each team member's experience with designing comparable projects (8 points);

    (b) The extent, depth, strength, and likelihood of success of the Proposer's and each team member's experience with constructing comparable projects (7 points);

    (c) The extent, depth, strength, and likelihood of success of the Proposer's and each team member's experience with performing quality assurance on comparable projects

(6 points);

(d) The stability, strength, and likelihood of success of the proposed management structure and team (5 points);

(e) The strength and depth of experience of the following Key Personnel for the Project (31 points)

i) Project Manager (5 points);
ii) Construction Manager (4 points);
iii) Design Manager (3 points);
iv) Lead Maintenance of Traffic ("MOT") Design Engineer (3 points);
v) Independent Quality Firm ("IQF") Manager (3 points);
vi) Professional Services Quality Assurance Manager (2 points);
vii) Construction Quality Control Manager (2 points);
viii) Utility Manager (2 points);
ix) Lead MOT Implementation Manager (2 points);
x) Lead Drainage Engineer (2 points); and
xi) Lead Structural Engineer (3 points)

- Statement of Technical Approach (33% Weighting)

The Statement of Technical Approach will be evaluated in accordance with the following criteria:

(a) The extent to which the Statement of Technical Approach demonstrates a full understanding of the Project's scope and complexity (12 points);

(b) The extent to which the Statement of Technical Approach demonstrates a complete understanding of Project risks and potential solutions, regardless of ownership of such risks, which may arise during all Project phases (15 points); and

(c) The extent to which the Statement of Technical Approach demonstrates the ability to plan, organize and execute the independent quality assurance program to ensure the quality of the work meets or exceeds the Project requirements, including by having sufficient quality assurance personnel at all times (6 points).

- Safety Qualifications (10% Weighting)

The safety qualifications of the Proposer will be evaluated to assess the strength and consistency of the Proposer's safety records, as demonstrated by:

(a) Fatal injury rate ("FIR") per 100,000 full-time workers (2.5 points);

(b) Incidence rate ("IR") of injury and illness cases per 100 full-time workers (2.5 points);

(c) National Council on Compensation Insurance ("NCCI") experience modifier (2.5 points); and

(d) The extent to which the narrative demonstrates the Proposer's overall safety culture and experience implementing safety programs on comparable projects (2.5 points).

RFQ Key Personnel:

- *Project Manager* - Responsible for overall design, construction, maintenance, contract administration, safety, and environmental compliance on behalf of the DB Contractor for the Project.
  - Must have recent experience managing the design and construction of projects with a similar level of complexity and experience in project management on design-build project(s).
  - Individual shall be assigned to the Project full-time and co-located/on-site until Final Acceptance.

- *Construction Manager* - Responsible for ensuring that the Project is constructed in accordance with the Project requirements. Responsible for managing the DB Contractor's construction personnel, scheduling of the construction quality acceptance personnel, and administering all construction requirements of the DBC.
  - Must have demonstrated construction management experience on projects of similar scope and level of complexity including experience in coordinating with relevant regulatory agencies.
  - Individual shall be assigned to the Project full-time from the start of design until Final Acceptance.
- *Design Manager* - Responsible for ensuring that the overall Project design is completed, and design criteria requirements are met. Responsible for managing the DB Contractor's design personnel and administering all design requirements of the DBC.
  - Must be a Professional Engineer* with experience in managing the design of similar highway improvement projects, including experience leading multi-disciplinary teams. Must have experience on at least one design-build project.
- *Lead MOT Design Engineer* - Responsible for ensuring the MOT plans are prepared in accordance with the DBC Documents. Will work with the Lead MOT Manager to coordinate with TxDOT, DB Contractor, and appropriate Governmental Entities.
  - Must be a Professional Engineer* with relevant experience overseeing the development of MOT plans during the design and construction phase of highway projects similar in size and scope as the Project.
- *IQF Manager* - Responsible for managing the quality assurance program for the construction work and performing independent quality assurance material testing and inspection in accordance with the DBC Documents and performing audits of the Construction Quality Management Plan (CQMP).
  - Must have a minimum of five years of experience in quality management, including preparation and implementation of quality plans and procedures in construction;
  - Must have worked on a project of similar scope and level of complexity;
  - Must be a Professional Engineer*;
  - Must be an employee of the IQF and organizationally independent of direct scheduling and production activities;
  - Reports directly and jointly to TxDOT and the DB Contractor's management team; does not report to any individual directly responsible for design or construction production;
  - Must be co-located and on-site from the commencement of construction activities until Final Acceptance; and
  - Has the authority to stop work.
- *Professional Services Quality Assurance Manager* - Responsible for the management and implementation of the assurance and audit functions as described in the professional service quality management plan. Individual will report jointly to TxDOT's and the DB Contractor's executive management teams and have authority to stop Work.
  - Must be a Professional Engineer* with relevant professional services quality assurance management experience on projects of similar scope and level of complexity. Must be employed by the independent Professional Services Quality Assurance Firm.
- *Construction Quality Control Manager* - Responsible for managing the quality control program of the construction work in accordance with the DBC Documents and the CQMP.
  - Must have a minimum of ten years of experience on projects of similar complexity;
  - Must have relevant construction quality control management experience on projects of similar type and scope;

  - Must be assigned to the Project full time and co-located/on-site;
  - Reports directly to the DB Contractor's management team and organizationally independent of scheduling or production activities;
  - Must ensure that the methods and procedures contained in the approved CQMP are implemented and followed by the DB Contractor and Subcontractors in the performance of the work; and
  - Has the authority to stop work.
- *Utility Manager* - Responsible for leading utility coordination efforts on behalf of the DB Contractor.
  - Must have at least seven years of experience managing utility coordination and adjustments for transportation projects of similar scope and level of complexity.
  - Assigned to the Project full time and co-located/on-site. TxDOT prefers that the Utility Manager be an employee of an Equity Member or Major Participant.
  - Must have decision making authority regarding utility issues that affect the Project schedule. Shall be authorized by the DB Contractor to approve all financial and technical modifications associated with utility adjustments and modifications to the utility agreements.
  - In addition to the other entities identified in the RFQ that are permitted to employ Key Personnel, the Utility Manager may be employed by a subcontractor (at any tier) to either the DB Contractor or the Lead Contractor.
- *Lead MOT Implementation Manager* - Responsible for ensuring the MOT plans are adhered to during implementation; working with the Lead MOT Design Engineer, utility companies/contractors, and toll system integrator to implement and manage the Project MOT, including identifying and coordinating design changes; and coordinating with TxDOT, DB Contractor, and appropriate Governmental Entities.
  - Must have relevant experience overseeing the implementation of MOT plans during the construction phase of highway projects similar in size and scope as the Project. Shall report jointly to the Construction Manager and TxDOT. Shall have the authority to stop Work.
- *Lead Drainage Engineer* - Responsible for overseeing the design and construction of all drainage elements of the Project such that each is complete and design requirements are met. Responsible for coordination of interdisciplinary design reviews in cooperation with leaders of other disciplines. (i) The Lead Drainage Engineer or (ii) a Registered Professional Engineer* reporting directly to the Lead Drainage Engineer shall be the engineer of record for the design of all drainage elements on the Project.
  - Must be a Professional Engineer* with highway drainage design experience in the design of drainage systems of highway projects similar in size and scope as the Project.
  - Must have thorough knowledge and understanding of the preliminary drainage design, analysis, and drainage study for Segment 3C of the North Houston Highway Improvement Project.
  - Must have demonstrated drainage design experience of highway drainage elements such as overland flow analysis, design of major drainage conveyances/crossings, storm drain design, design of pump stations, mitigation of discharges and detention, staged/sequenced drainage during phased construction, and familiar with flood plain regulation in an urban area.
- *Lead Structural Engineer* - Responsible for overseeing the design and construction of all structural elements of the Project such that each is complete and design requirements are met. Responsible for coordination of interdisciplinary design reviews in cooperation with leaders of other disciplines. (i) The Lead Structural Engineer or (ii) a Registered Professional Engineer* reporting directly to the Lead Structural Engineer shall be the engineer of record for the design of all structural elements on the Project.

- Must be a Professional Engineer* with highway bridge design experience and demonstrated experience in the design of other major structures such as retaining wall systems, box culverts, and overhead sign structures and foundations.

** Professional Engineers must be licensed in the State of Texas, or become licensed in the State of Texas, prior to execution of the DBC.*

RFQ Organizational Conflicts of Interest:

Section 9.155 *et seq.* of the Rules regarding organizational conflicts of interest and 23 C.F.R. § 636.116 apply to this Project. Offerors are advised that these Rules may preclude certain firms and their divisions and affiliates from participating on a Proposer team. Offerors should refer to the Rules for more detail and for the definitions of certain terms used below.

Firms that are prohibited from proposing or joining a Proposer team include, but are not limited to:

(a) Firms that are providing "preliminary engineering and architectural services" for the Project or have provided such services will be prohibited unless TxDOT has issued a written determination that all work product prepared by the firm and other information and data provided to the firm in the performance of the services has been or will be made available to all Proposers prior to the issuance of the final RFP:

- Alliance GeoTech
- Baseline Corporation
- CIVILCORP, LLC
- Dallas Aerial Surveying
- Entech Civil Engineering
- E.S.P. & Associates
- GEOTERRA SURVEYING
- H&H Resources
- Landtech
- Shine & Associates
- Vickrey & Associates
- Divisions or subsidiaries of any of the above.
- Subconsultants of any of the above.

(b) Firms that are providing or have provided "environmental services" for the Project will be prohibited unless TxDOT has issued a written determination that the firm is not prohibited:

- None

(c) Firms that are providing or have provided "procurement services" or "financial services" for the Project will be prohibited:

- Advanced Infrastructure Group (AIG Tech)
- BGE, Inc.
- Cascade Civil Services, LLC
- Ernst & Young Infrastructure Advisors, LLC
- HDR Engineering
- HG Consult, Inc.
- HillDay Public Relations, Inc
- HNTB Corporation

- Johnson, Mirmiran & Thompson, Inc.
- KPMG
- LJA Program Management, LLC
- Mayer Brown, LLP
- Nossaman, LLP
- Omega Engineers
- RS&H, Inc.
- Teague Nall and Perkins, Inc
- UES Professional Solutions, LLC
- White Hawk Engineering & Design, LLC
- WSB & Associates, Inc.
- Divisions or affiliates of any of the above.
- Subconsultants of any of the above.

If a firm listed in category (a) above wishes to be a Proposer, or an equity owner, team member, consultant or subconsultant of or to a Proposer for the Project, or to have a financial interest in any of the foregoing entities with respect to the Project, then the firm (including, as applicable, any of its subconsultants) should submit to TxDOT all work product prepared by the firm (including, as applicable, any of its subconsultants) for the Project and any other information and data provided to the firm (including, as applicable, any of its subconsultants) by TxDOT in the performance of its work on the Project. TxDOT will decide, in its sole discretion, whether to make those materials available to all Proposers prior to the issuance of the final RFP for the Project. If TxDOT decides to make the materials available, TxDOT will inform the firm of its eligibility to be on a Proposer team.

If a firm listed in category (b) above wishes to be a Proposer, or an equity owner, team member, consultant or subconsultant of or to a Proposer for the Project, or to have a financial interest in any of the foregoing entities with respect to the Project, then the firm should submit to the TxDOT Executive Director a request for a determination whether participation in the Project or the performance of particular services with respect to the Project would constitute a conflict of interest, or for approval of an exception to the applicability of the conflict of interest rules, as permitted by 43 T.A.C. § 9.155(c)(9).

Proposers are advised that other TxDOT consultants working on the Project may have an organizational conflict of interest. Proposers are encouraged to review the Rules and discuss potential conflicts of interest with prospective team members. By submitting its QS, each Proposer agrees that it has no organizational conflict of interest or potential organizational conflict of interest, and if an organizational conflict of interest or potential organizational conflict of interest is thereafter discovered, the Proposer must make an immediate and full written disclosure to TxDOT that includes a description of the action that the Proposer has taken, or proposes to take, to avoid or mitigate such conflicts. If an organizational conflict of interest that the Proposer knew, or should have known about, but did not disclose is determined to exist during the procurement process, TxDOT may, at its discretion, disqualify the Proposer or terminate the DBC ~~and CMC~~. Proposers are also advised that TxDOT's policy is in addition to applicable federal and state law. Such applicable law will also apply to Proposer teams and teaming and may preclude certain firms and their related entities from participating on a Proposer team.

RFP Total Proposal Score:

- The best value determination will be based on a 70-30-point scale.
- The Price Score will represent up to 70 points of the total score.

- Price Score = (Lowest Price Value / Price Value) * [70]
  - Lowest Price Value = the lowest Price Value submitted by a Proposer
  - Price Value = Proposer's Price Value

- The Technical Score will represent up to 30 points of the total score.
  - Technical Score = [Project Management Score + Quality Management Score + Design, Construction and Maintenance (DCM) Plan Score] (maximum 100) * [0.30]

Project Management	**15 Points**
Quality Management	**15 Points**
DCM Plan	**70 Points**
Construction Staging, Sequencing, and Traffic Management	15 points
Bridges, Retaining Walls, and Geotechnical and Earthwork Plan	14 points
Roadway	5 points
Drainage	9 points
Preliminary Project Baseline Schedule	4 points
Design and Construction (D&C) Maintenance	3 points
Project Feasibility	1 point
Connectivity/Interconnections	4 points
Quality Management	4 points
Utilities	8 points
Third Party Agreements	3 points

- The determination of apparent best value shall be based on the highest Total Proposal Score computed based on the following formula:
  - Total Proposal Score (maximum 100 points) = Price Score (maximum 70 points) + Technical Score (maximum 30 points).

Alternative Technical Concepts:

- TxDOT highly encourages the use of ATCs as part of a Proposer's overall Proposal. In general, TxDOT anticipates the approach will be including, but not limited to, the following:
  - TxDOT will **not** preclude ATCs that;
    - Flip an underpass to be an overpass or change an overpass to be an underpass;
    - Include left hand exits for direct connector ramps;
    - Require any deviation from Lane Closures and Lane Rental Charges for Lane Closures; or
    - Use existing drainage facilities within the Project ROW in lieu of reconstruction.
  - TxDOT anticipates precluding ATCs that:
    - Require a reduction in:
      - Number of lanes;
      - Lane widths;

  - Total bridge width;
  - Shoulder widths;
  - Mainlane or frontage road clear zone;
  - Mainlane median width requirements as set forth in Item 19 of the Design-Build Specifications;
  - Cross street typical section;
  - Cross street improvement envelope;
- Changes the pavement design;
- Use open drains on bridge structures over roadways, railroad tracks, sidewalks, parking lots, and waterways;
- Use alternative materials for drainage pipe;
- Eliminates existing and proposed detention basins;
- Use siphons in permanent configuration;
- Modifies current utility rules and policies for encasing or protecting in place; or
- Uses superseded TxDOT design standards.