North Houston Highway Improvement Project 3C-2 Project
PROJECT DEVELOPMENT STATUS AND PROCUREMENT PROCESS SUMMARY
June 30, 2025

PROJECT DEVELOPMENT STATUS

North Houston Highway Improvement Project (NHHIP) 3C-2 Project Description:

- The Texas Department of Transportation (TxDOT) is considering using a Design-Build (DB) contract as the delivery method for the NHHIP 3C-2 Project (Project). This alternative delivery method shares risks associated with the design, construction, and maintenance 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,
  - Construction of the 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 addition of four new non-tolled managed lanes from Elysian Street to east of I-69 near Bringhurst Street, including tie-in to existing on each end,
  - Reconstructing existing railroad tracks west of the I-69/I-10/I-45 interchange; the West Belt Subdivision (just west of Jensen Drive) and Houston Subdivision 2 (between Semmens Street and Elysian Street),
  - Proposed additional south canal improvements to Buffalo Bayou,
  - Proposed detention including large detention (Pond A) near Elysian and Runnels Streets,
  - 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 addition of new railroad underpasses, and
  - Proposed pump station around Nance and Rothwell Streets for the I-10 depressed section.
- TxDOT is proposing 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, express lanes, ramps, connectors, frontage roads, and side street construction. To prevent TxDOT's Design-Bid-Build (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 DB Contract (DBC).
- The Project will include up to a 15-year Capital Maintenance Contract (CMC) consisting of up to three five-year terms as solicited on recent TxDOT DB projects.
  - The five-year Initial Maintenance Term will begin at Final Acceptance.
  - TxDOT will have the option to implement two subsequent five-year Maintenance Terms.
  - The limits of the CMC will be well defined to exclude other segments and transition zones between applicable scope components.

Project Estimate

- The DB cost estimate was updated in June 2025 based on the final schematic design and reflecting current economic conditions.
- The estimated design-build cost is $2.1 billion, including risk-based contingencies and inflation on the Project.

Project Funding:

- The Project is partially funded using Categories 2, 3DB, 4, and 12 with Unified Transportation Program (UTP) update approved in August 2024.
- Additional funding is identified in the UTP update to be approved in August 2025.

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.
- TxDOT has prepared a Reevaluation (Package #5) which is anticipated to be approved by December 2025. The public meeting for Reevaluation Package #5 was held on May 13, 2025.
- TxDOT anticipates needing the U.S. Army Corps of Engineers (USACE) 404 Standard permit. TxDOT is coordinating with Harris County Flood Control District (HCFCD) and USACE and currently preparing permit applications for the Project, anticipated to be submitted in October 2025.
- TxDOT anticipates obtaining the USACE permit(s) for the Project by Winter 2026/2027.
- TxDOT will prepare the permit application for U.S. Coast Guard (USCG) and is anticipated to obtain the permit for the Project by Winter 2027/2028.

Schematic Design:

- The FEIS schematic was completed in February 2021. Design refinements have been made to the FEIS schematic; these refinements are currently in the environmental re-evaluation process. The latest schematic with design refinements is provided in the reference information documents (RIDs). The current schematic incorporates all the changes that require environmental re-evaluation.
- TxDOT performed topographic and right of way (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, and is included in the RIDs.
- TxDOT will prepare a draft Drainage Report, hydraulics and hydrology (H&H) models, and design files. These are anticipated to be complete by January 2026.
- Final Drainage Report, H&H models, and design files are anticipated to be complete December 2026.
- TxDOT is preparing a Design Exceptions Report anticipated to be complete January 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 refinements made to the schematic design, anticipated to be approved by TxDOT and Federal Highway Administration (FHWA) by Summer 2026.

Right of Way:

- TxDOT will acquire all 67 schematic ROW parcels.
- As of June 2025, 39 parcels are acquired out of the total 67 parcels to be acquired in fee. A general ROW acquisition status is provided below:

Parcel	Status
Total Number of Parcels (In Fee)	67
Total Parcels “Acquired”	39
Parcels "Acquired and Ready for Construction"	29
Parcels "Acquired but Pending Relocation"	10
Parcels "In Negotiations"	16
Parcels in "ED Proceedings"	8
Parcels in "Survey"	2
Parcels "On Hold" until env re-eval is approved	2

- A ROW Status Report will be provided in the RIDs beginning July 2025 that will be updated during pre-procurement and procurement process.
- Final ROW maps will be available to shortlisted proposers by Summer 2026.
- 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 Union Pacific Railroad (UPRR) crossings, the West Belt Subdivision, and the Houston Subdivision 2. Types of crossings include track, track bridge, and TxDOT bridges over track.
- The West Belt line has ten overhead crossings, one underpass (railroad bridge), one potential culvert crossing, and two existing at-grade crossings that are being eliminated. Each of these crossings will potentially require its own Construction and Maintenance (C&M) Agreement except for the two at-grade crossings, which are being eliminated at Nance Street and Rothwell Street, and are anticipated to be combined with the underpass C&M Agreement.
- Houston Subdivision 2 line (also referred to as Saint Arnold line due to its proximation with St. Arnold Brewery) has one underpass (railroad bridge), one potential culvert crossing, and two existing at-grade crossings that are being eliminated at Rothwell Street and Providence Street, and three existing at-grade crossings. All the at-grade, underpass, and existing crossings can potentially be combined under one C&M Agreement.
- TxDOT is coordinating with UPRR and is anticipating providing 100% unsigned and unsealed Exhibit A’s for all the crossings as per the crossing inventory by December 2026.

- The railroad inventory for the Project and the 100% plans for the West Belt line are included in the RIDs.
- The draft Exhibit A's will be provided in the RIDs once they are available.
- TxDOT will prepare and obtain UPRR concurrence on the draft C&M Agreements based on the final schematic anticipated to be complete Summer 2027.
- DB Contractor will be responsible for obtaining the final C&M Agreement based on DB Contractor's release for construction plans.

Utility Information, Coordination, and Relocation:

- TxDOT has completed a draft utility inventory matrix and is provided in the RIDs. This inventory will be updated as the design progresses.
- Existing Subsurface Utility Engineering (SUE) Data, where available, is provided in RIDs.
- TxDOT will coordinate with City of Houston (COH) for commitment on City utilities.
- TxDOT has mailed the notice of proposed construction to all the known utility owners and is collecting utility information and is in the process of developing a utility conflict matrix (UCM).
- A final UCM, utility exhibit, and Level A and B SUE information for limited locations is anticipated to be complete June 2026.
- TxDOT is validating the location of the COH 120" sanitary sewer line from Maury/Lyons to Nance/Semmes, and the 132" sanitary sewer line from Nance/Semmes to Clinton Drive. 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. Advance utility relocation dates available for construction will be included in the draft Request for Proposals (RFP).
- The utility and the 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 Transmission
Fiber-Optic	AT&T, Caprock Communications, Cogent (Sprint), Comcast, Crown Castle, Fiber Light, Verizon, XO Communications
Gas	CenterPoint Energy – Natural Gas
Telecom / CATV	AT&T, Cogent (Sprint), Comcast, Crown Castle, Verizon

Geotechnical Information:

- TxDOT completed a Preliminary Geotechnical Investigation Report September 2018 and is provided in the RIDs.
- TxDOT is performing geotechnical investigations, based on the TxDOT Geotechnical Manual - LRFD, anticipated completion date is June 2026.
- A .KMZ showing the layout of borings is anticipated to be complete by July 2025 and anticipated future borings are provided in the RIDs.
- A Pavement Design Report is anticipated to be complete by September 2026.
- A Geotechnical Investigation Report is anticipated to be complete by July 2026.

Adjacent Projects:

- The NHHIP Segment 3B-1 Project is currently under construction, anticipated Substantial Completion by September 16, 2027. A portion of the proposed Segment 3C-2 "Pond A" detention will be constructed under the Segment 3B-1 Project. A graphic showing the limits of this construction is provided in the RIDs.
- Adjacent projects, NHHIP Segments 3C-1, 3C-3, and 3C-4, are either currently under development or will kick-off in the near future. These projects will be delivered as design-bid-build. Design plans will be provided in the RIDs as they become available.

Agreements:

- Voluntary Resolution Agreement (VRA) – 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 Memorandum of Understanding (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.

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 include:
  - 20 submersible column pumps (2 – 7,350 GPM and 18 – 13,050 GPM (one standby)),
  - Discharging stormwater into Buffalo Bayou via a gravity system,
  - A wetwell footprint of 79 feet by 166 feet, with
  - Natural gas is to be used as primary fuel for the backup power generator.
- The pump station will be required to comply with Buy America requirements.

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
Sep-2025	1st Pre-Procurement Partnering One-on-One Meetings
Nov-2025	2nd Pre-Procurement Partnering One-on-One Meetings

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

Procurement Schedule:

Mar-2026	Commission Action/Issue RFQ
Apr-2026	Issue RFQ
Jul-2026	QS Due Date
Aug-2026	Commission Action/Issue RFP
Sep-2026	Issue Draft RFP
Mar-2027	Issue Final RFP
Sep-2027	Proposal Due Date
Nov-2027	Commission Action/Conditional Award
Feb-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;
- Minimize the impacts to utilities within the Project right of way; and
- Facilitate participation by disadvantaged business enterprises ("DBEs"), women-owned business enterprises, and minority business enterprises.

DBE Requirements:

- It is anticipated that separate DBE goal percentages will be required for professional services and construction.
- Requirements will be included in the RFQ.

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 (7 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 (4 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) 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)

(f) The extent and depth of each Major Participant's experience with DBE outreach and involvement, including (i) any description of innovative approaches, unique outreach or marketing concepts used successfully by the Proposer or its team members to encourage DBE participation and (ii) assistance provided by the Major Participants to DBEs to successfully complete a project without compromising the independence of the DBE (2 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 (11 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 (14 points);
  (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 (5 points); and
  (d) The extent to which the Statement of Technical Approach demonstrates 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. (3 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 Maintenance of Traffic (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.
- *Independent Quality Firm (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.*

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