



ESR2P WEBINAR QUESTIONS AND ANSWERS

Below are all the questions and responses asked during the Energy Sector Roadway Repairs Project (ESR2P) Webinar held on August 1, 2013.

Will TxDOT predetermine the number of short-listed proposers?

- At this time we do not anticipate predetermining the number of shortlisted proposers. We have done that in the past, but we are not sure that is completely applicable to this Project. The final determination on that will be completely defined in the Request for Qualifications (RFQ).

Does design build experience nationally overcome the lack of design build experience locally?

- There will be no requirement to have previous design-build experience for bidding this Project. If your team does not have design-build experience, we ask you to submit a Statement of Technical and Management Approach on how you plan to manage the work.

The maintenance standards and criteria during the period of work, are these pre-defined by TxDOT?

- Maintenance standards will be included in the final Request for Proposals (RFP) and are anticipated to be more performance based maintenance standards. They will be very similar to past maintenance experiences on state highways.

What is the warranty term and is there protection against future overloading?

- The anticipation is that the warranty period will be one year either post-substantial completion or final acceptance. The warranty will be based on materials, performance, and workmanship. At this point, we do not expect the warranty to be based on traffic loading or traffic volumes. There has been some discussion on larger projects that are total reconstruction that there might be an extension of warranty on those projects for as much as three years. If we do have a three year warranty on the Project, there will be a pre-determined traffic loading that will dictate, or provide an outline of a limit of maintenance performance.

Will there be limitations on contacting local government entities?

- In the past there have been some severe limitations on contacting local officials. I'm not sure if that is going to be applicable on this Project. That will be defined in the RFQ.

Can you expand on points for most projects under base bid?

- The exact awarding criteria will be very clearly defined in the RFP. What we anticipate will be some subset of the technical approach points being maximized by the team that offers the most projects in their base bid, and then a proportion of those points allocated to teams that provide fewer projects in their base bid.

In regards to the Laredo District, when do we have to submit Plan Specifications and Estimates (PS&E) for these projects?

- We'll have to get back to you later on that. The Alternative Technical Concepts (ATCs) will be requested to be submitted after the RFP is delivered, probably in late October.



Will time be a consideration in the RFP evaluation?

- Schedule and time will likely be a part of the best value determination.

How many teams do you anticipate short listing?

- At this time, we do not have a limit or a goal on the number of teams to be shortlisted.

Are we required to include all 28 projects in the base bid?

- Teams will be asked to provide as many projects as they can contractually obligate themselves to do within the \$150 million budget for the Project. Financial performance of the final proposals will likely be based on the price of all 28 of those projects, with the anticipation that if maintenance funds are available in a District that can be applied to this Project, then some of the projects not included in that proposer's base bid may be able to be included into the ultimate scope of work. Therefore, the base bid will consist of the projects that the bidding team obligates themselves to build within the budget.

Will maintenance costs begin on all 28 Roadways on "Day 1," or will the Proposer be responsible for maintenance costs when actual construction begins on each roadway individually?

- This will be well defined in the RFP. At this point, we anticipate maintenance for all the roadways in the base bid to commence on day 1 with notice to proceed.

What level of design will the department prescribe, or will the design build team have wide latitude for the ATCs mentioned?

- The Department anticipates providing signed and sealed construction plans for each of the projects. The developer teams are asked and encouraged to provide alternative ideas on the pavement design and the traffic control plan. We anxiously want to review those ATCs with the goal of incorporating as much innovation and cost saving efficiency as possible. The ATCs will be approved prior to the submission of the final proposal.

Will the time frame be based on working days or calendar days?

- The working day versus calendar day basis of the contract will be fully defined in the RFP.

Is there a stipend?

- We anticipate there will be a stipend. The design build statutes define a specific stipend to be paid on the Project.

Does a contractor have to bid on all 28 projects?

- A price bid will need to be provided for each of the 31 projects. The developer will determine how many projects are in their base bid.

Will TxDOT prepare the PS&E with in-house staff or utilize consultants?

- Most likely a combination of both in-house staff and consultants. Those designs are being completed now.

Is there a map available that illustrates the geographic location of each of the 28 projects?



- There will be a map uploaded on the website immediately and slide 6 of this presentation shows the geographic locations of the projects.

Can you give some indication as to the dollar value percentage of the \$150 million budget that is road bed versus structures?

- We do not have that information at this time.

Who will be on the selection and/or ATC team(s)? Will it be Districts and/or Division staff?

- The ATCs will be reviewed by both Division and TxDOT District staff.