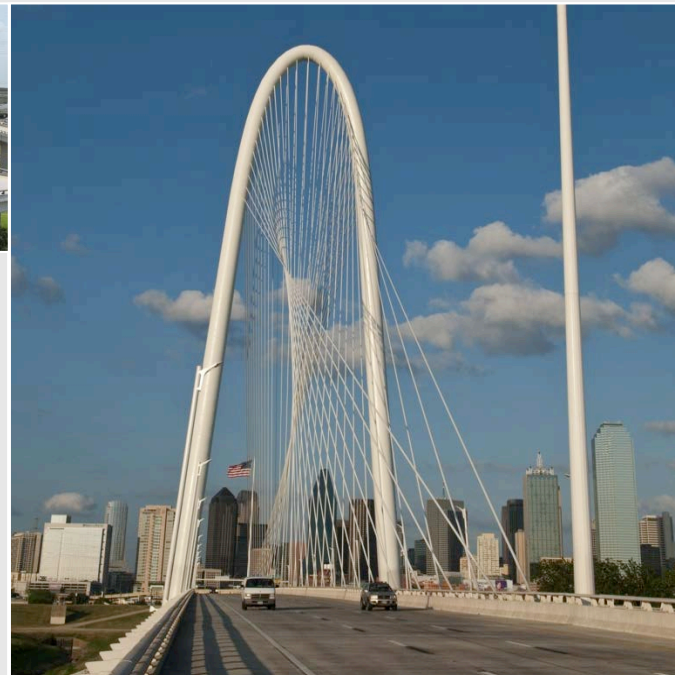




I-2/I-69C INTERCHANGE

Industry Workshop





TEXAS DEPARTMENT OF TRANSPORTATION

Safety: Mission

ZERO



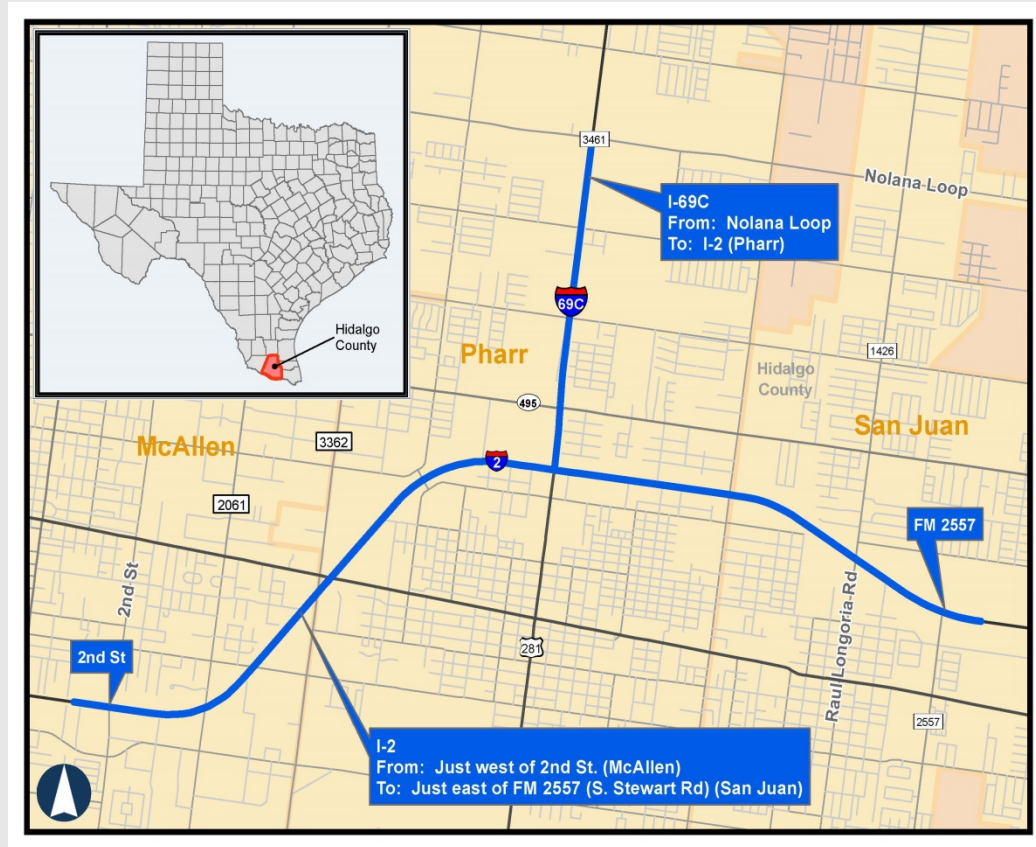
Safety Never Stops!

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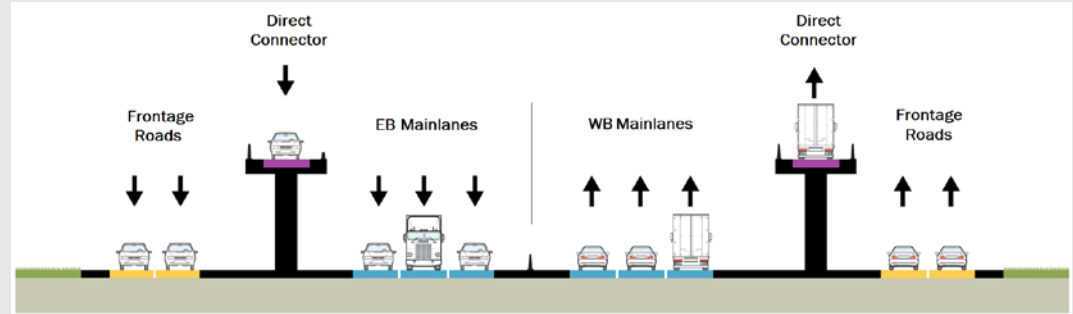
I-2/I-69C Interchange Project – Purpose

- Project elements and purpose:
 - Decrease congestion
 - Optimize ramp and interchange operations
 - Reduce travel time
 - Improve mobility

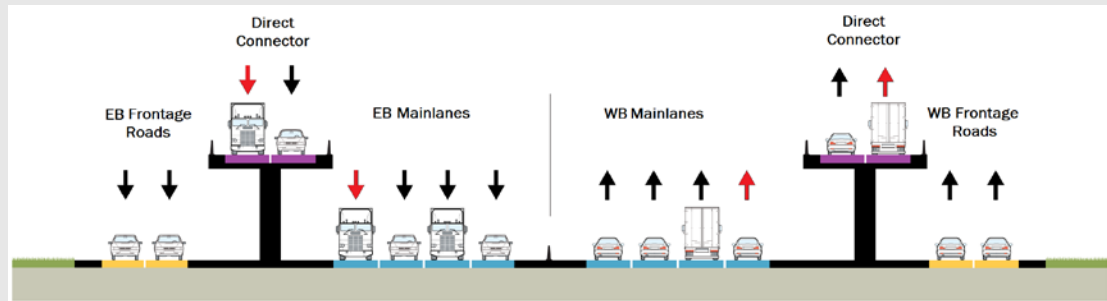


I-2/I-69C Interchange Project – Overview

- Total project length: 7.8 miles
- I-2/I-69C Interchange Improvements:
 - Full reconstruction of all four direct connector structures.
 - New structures will provide two lanes in each direction.
 - Optimization of transitions between direct connectors and mainlanes.



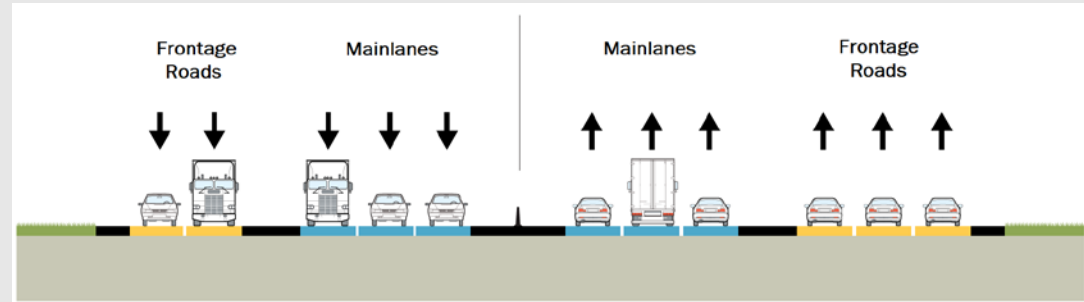
I-2: Existing Typical Section at I-69C Interchange



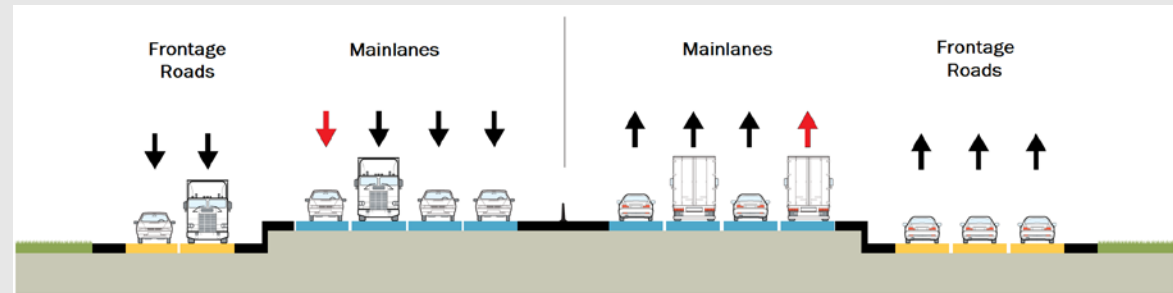
I-2: Proposed Typical Section at I-69C Interchange

I-2/I-69C Interchange Project – Overview (continued)

- I-2 Improvements (6 miles)
 - Mainlane widening from 2nd Street to E. Fresno Ave.
 - Mainlane reconstruction from E. Fresno Ave. to I-69C.
 - Reconstruction and optimization of mainlane ramps and auxiliary lanes.
 - Mill and overlay of the remaining mainlanes and frontage road pavement.



I-2: Existing Typical Section between 2nd Street and I-69C



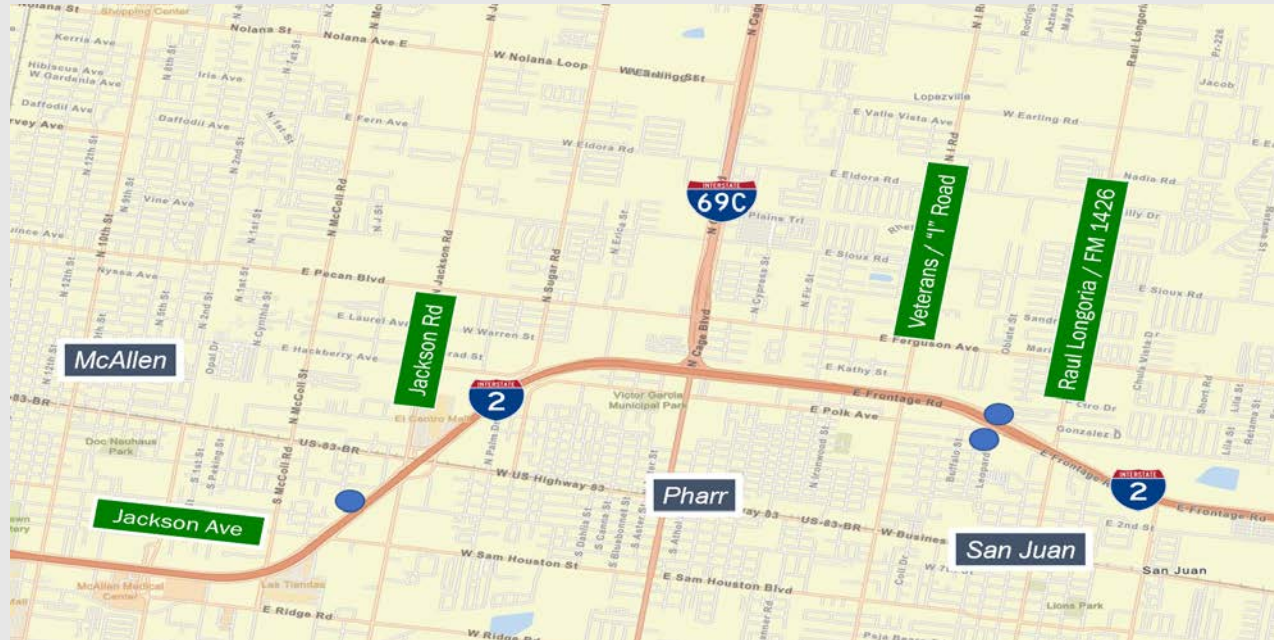
I-2: Proposed Typical Section between 2nd Street and I-69C

I-2/I-69C Interchange Project – Overview (continued)

Braided Ramps along I-2

Proposed Locations:

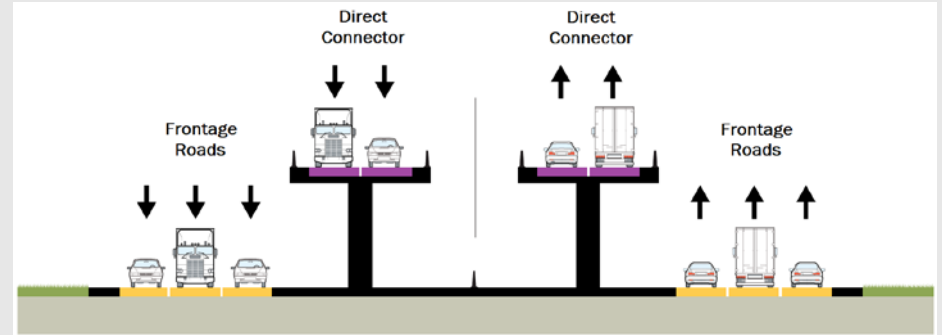
- I-2 westbound between Jackson Road and Jackson Avenue
- I-2 eastbound between Veterans/I Road and Raul Longoria/FM 1426
- I-2 westbound between Veterans/I Road and Raul Longoria/FM 1426



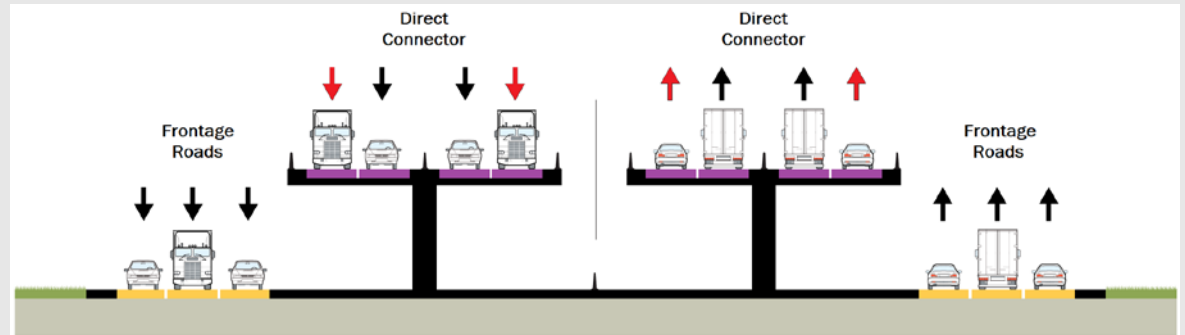
● Proposed Braided Ramp Location

I-2/I-69C Interchange Project – Overview (continued)

- I-69C Improvements (1.8 miles)
 - Mill and overlay of mainlane and frontage road pavement from Nolana Loop to the I-2/I-69C interchange.
 - Optimization of transitions between direct connectors and mainlanes.



I-69C: Existing Typical Section approaching I-2 Interchange



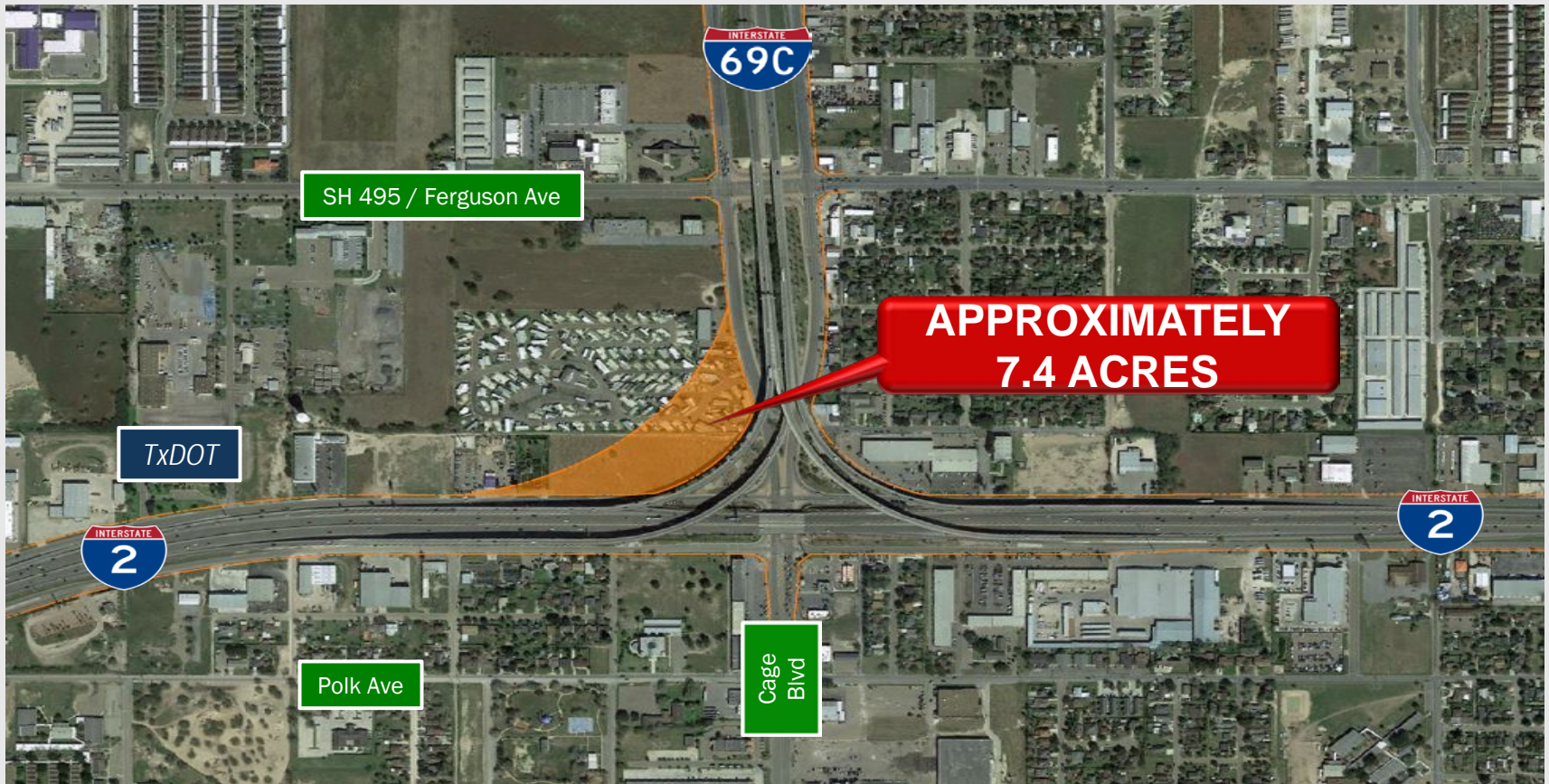
I-69C: Proposed Typical Section approaching I-2 Interchange

- Contract Method
 - Design-Build Contract with an anticipated 15-year Capital Maintenance Contract (three 5-year terms).
- Project Cost Estimate
 - Anticipated Design-Build Contract cost of \$320M.
- Disadvantaged Business Enterprise (DBE) Goal
 - It is anticipated that there will be a DBE goal of 6%.
- Environmental Clearance
 - TxDOT is pursuing a Categorical Exclusion and environmental clearance is anticipated in the Fall 2018.
 - A Public Meeting was held on June 14th. Information can be found on the public meeting website:

<https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/pharr/061418.html>

- Design
 - A draft schematic currently under review by TxDOT is provided in the Reference Information Documents (RIDs).
 - Schematic approval is anticipated prior to or in conjunction with completion of the environmental process.
 - Interstate Access Justification Report is under development and approval is anticipated prior to issuance of the Final RFP.
- Right of Way (ROW)
 - TxDOT anticipates acquiring all required parcels prior by contract execution.
 - TxDOT does not anticipate the need for DB Contractor right-of-way acquisition services.

Right-of-Way (ROW) Acquisition



Project Status (continued)

- Geotechnical
 - Geotechnical investigations are underway and a geotechnical report is anticipated to be available in the Summer of 2018.
- Utilities
 - SUE Level D is provided in the Reference Information Documents.
 - TxDOT anticipates providing SUE Level B to shortlisted proposers prior to issuance of the Final RFP in the Fall of 2018.
- Railroad
 - There is one railroad crossing on the project (I-2 grade separation at Business 83).
 - TxDOT has begun coordination with Rio Valley Switching/UPRR
- Hazardous Material Investigations
 - Studies will be included with the environmental documents in the Fall 2018.

Project Challenges

- Utility relocations and impacts
- Construction phasing
 - Ramp utilization/optimization during construction
 - Work activities over traffic
- Traveling impacts during construction
 - Work Zone management strategies
 - Traffic Incident management (inside work areas---emergency response)
- Downtime of travel lanes during construction
- Secondary impacts to roadways (i.e. base failures of existing roadways due to detours)
- Business impacts during construction (accommodate business owners' needs)
- Railroad permit approval

PROJECT PROCUREMENT

THE PROCUREMENT PROCESS



- **Two step procurement process**
 - RFQ
 - RFP
- **QS Evaluations (Shortlisting)** - How the QS's will be evaluated:
 - Project Qualifications and Experience (55% Weighting)
 - Statement of Technical Approach (35% Weighting)
 - Safety Qualifications (10% Weighting)

Qualification Statement Evaluations

- Project Qualifications and Experience (55% Weighting)
 - Experience with designing comparable projects (10 points)
 - Experience with constructing comparable projects (10 points)
 - Experience with quality assurance on comparable projects (10 points)
 - Experience with maintaining comparable projects (6 points)
 - Strength of the proposed organization and management structure (5 points)
 - Experience of the Key Personnel for the Project (12 points)
 - Responsiveness toward the DBE involvement, objectives and goals (2 points)

Qualification Statement Evaluations

- Statement of Technical Approach (35% Weighting)
 - Demonstrate a full understanding of the Project’s scope and complexity (15 points)
 - Demonstrate a complete understanding of Project risks and potential solutions that may arise during all Project phases, including design, construction, and maintenance (20 points)
- Safety Qualifications (10% Weighting)
 - Fatal injury rate per 100,000 full-time workers (3 points)
 - Incidence rate of injury and illness cases per 100 full-time workers (4 points)
 - National Council on Compensation Insurance (“NCCI”) experience modifier (3 points)

I-2/I-69C Interchange Project – Anticipated Procurement Timeline

Milestone	Date
Issue RFQ	June 8, 2018
RFQ Questions Due	June 22, 2018
Qualification Statement Due	July 31, 2018
Shortlist / Commission Action to Issue RFP	August 2018
Final Environmental Clearance	Fall 2018
Issue Final RFP	November 2018
Proposals Due	April 2019
Commission Action to Approve Conditional Award	May 2019
Contract Execution	Summer 2019
Construction Completion	2023

Proposer Responsibilities

- Proposers are responsible for monitoring the Project Webpage for information:
<https://www.txdot.gov/inside-txdot/division/debt/strategic-projects/alternative-delivery/i2i69c-interchange/rfq.html>
- TxDOT will post any addenda to the RFQ on the Project Webpage.
- Proposers are advised that responses to questions posed at this workshop are considered to be on an informational basis and are not binding on TxDOT.
- The process for official questions and answers is stated in the RFQ:
 - **The deadline for questions is this Friday, June 22nd and will be accepted via e-mail to: TxDOT-PHR-ALTD-i2i69C@txdot.gov**
- TxDOT may post responses to those questions of general application and requests for clarifications which TxDOT deems to be material and not adequately addressed in previously provided documents on the Project Webpage.

Proposer Responsibilities

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

Michael Midkiff
Project Finance, Debt, & Strategic Contracts Division
Texas Department of Transportation
7600 Chevy Chase Drive, Building 2, Suite 400
Austin, Texas 78752

- QSs will be accepted and must be received by TxDOT during normal business hours before 12:00 p.m. (Central Time) on Tuesday, July 31st 2018.
- QSs not received prior to such time on the QS Due Date will not be considered by TxDOT for evaluation or shortlisting.

QUESTIONS?

DBE PROGRAM REQUIREMENTS ON DESIGN-BUILD PROJECTS

Policy Statement

- TxDOT has established a DBE Program in accordance with regulations of the United States Department of Transportation (U.S. DOT).
- TxDOT receives federal funding from the U.S. DOT and as a condition of receiving this, TxDOT has signed an assurance that it will comply with 49 CFR Part 26.
- TxDOT's DBE Program is applicable to contracts funded with federal assistance.

TxDOT has committed to:

- Ensuring non-discrimination in the award and administration of U.S. DOT-assisted contracts;
- Creating a level playing field on which DBEs can compete fairly for U.S. DOT-assisted contracts;
- Ensuring that the DBE Program is tailored in accordance with applicable law;
- Ensuring that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- Helping remove barriers to the participation of DBEs in U.S. DOT-assisted contracts; and
- Assisting the development of firms that can compete successfully in the marketplace outside the DBE Program.

What is a DBE?

- DBE refers to a small business which is at least 51% owned by one or more socially and economically disadvantaged individuals.
- Socially and economically disadvantaged individuals refer to women and any minorities.
- All DBEs are small businesses, but not all small businesses are DBEs.

Certification services for small businesses wanting to establish DBE certification are provided by:

Contacts:

UT Rio Grande Valley PTAC

Orlando N. Castaneda

Sr. Business Advisor

UTRGV RSTR PTAC

(956) 665-7557 orlando.castaneda@UTRGV.edu

TxDOT's Civil Rights Division at 512-416-4700

What is a DBE?

- Please do not confuse DBE certification with Historically Underutilized Business (HUB), Small Business Enterprise (SBE) or Minority Business Enterprise (MBE), which are other certifications provided to small, minority businesses.
- These certifications are different than the DBE certification required for meeting goals on U.S. DOT federally assisted contracts.

Agency Overall Goal

Every three years, TxDOT is required by federal guidelines to determine an overall DBE goal for the agency, which is projected using a formula recommended by the Federal Highway Administration (FHWA).

DBE Contract Goals

- Race Conscious (RC): Contract goals that are set/focused specifically on assisting only DBEs.
- Race Neutral (RN): DBE goal achievement on a federally assisted contract where RC DBE goal was exceeded, a DBE is the prime, or where there was no DBE goal.

FHWA FY17-19

Overall: 12.6%

RC: 6.8%

RN: 5.8%

DBE Contract Goals

- TxDOT sets DBE goals on individual procurements, which are funded through federal dollars and are likely to have opportunities for DBE firms.
- TxDOT encourages DBEs to submit bids as a prime contractor and/or participate as subcontractors on projects that are in their field of work based upon their North American Industry Classification System (NAICS) codes.

DBE Contract Goals

The prime contractor is obligated to make good faith efforts to meet the DBE contract goal, by

- obtaining enough DBE participation to meet the goal, and
- documenting its good faith effort to do so.

- Request for Qualifications (RFQ) was released on Friday, June 8, 2018.
- TxDOT currently estimates the overall DBE goal for the project will be 6%.

Award of Contract

- The project operates pursuant to a “design-build” contract.
- As such, a design-build contractor may be unable to identify individual DBEs at the beginning of the contract.
- The design-build contractor will submit a DBE Performance Plan after conditional award, but before contract execution.
- Obligation to use ongoing good faith efforts to hire DBEs to meet the contract goal and submit commitments using the ADP 4901 commitment forms located at:
 - <https://www.txdot.gov/business/partnerships/dbe-forms.html>

Written by Design-Build Contractor and approved by TxDOT

Includes the following information:

- Details on how the contractor will achieve the goal
- Work items available for subcontracting opportunities for DBEs
- Outreach efforts
- Tracking and reporting DBE participation

Commitments

- Dollar commitments to specific DBEs are established as part of the contract.
- DBEs are certified to perform certain types of work.
- To receive credit for good faith efforts and to count towards goal attainment, DBEs must be certified to do the Scopes of Work that they are contracted to perform.
- TxDOT requires commitments for professional and construction firms before those firms are used.
- Commitments are required before the first notice to proceed for DBE goal credit purposes.

Diversity Management System (DMS)

- DMS is an online tracking system.
- All contractors on federal-aid contracts are required to use DMS.
- DBE commitments and prompt payment reporting are made through DMS.
- All primes and DBEs must be registered in DMS.

Diversity Management System (DMS)

- Access the Diversity Management System Homepage.
 - <https://txdot.txdotcms.com/>
- Contact the Civil Rights Division at 512-416-4700 to get log in credentials for DMS.

Pharr District staff will:

- Monitor the Design-Build Contractor's good faith efforts to achieve the 6% project DBE goal.
- Obtain and review subcontracts and purchase orders for DBEs.

Monitoring Compliance

- Monitor and verify payments to DBEs.
 - Prompt payment
 - Pay the subcontractor for work performed within 10 days after receiving monthly draw requests for the work performed by the subcontractor.
- Review and approve termination requests.
 - No substitutions of DBEs without good cause and written district approval.
- Respond to any complaints from DBEs.

QUESTIONS?

Texas Department of Transportation
Civil Rights Division
(512) 416-4700
CIV_Compliance@txdot.gov

THANK YOU