North Houston Highway Improvement Project 3C-2 Project
PROJECT DEVELOPMENT STATUS AND PROCUREMENT PROCESS SUMMARY
~~October 31~~December 19, 2025

ROUND 1 ONE-ON-ONE MEETING FOLLOW UP ITEMS

Stipend

- The Texas Department of Transportation (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 design-build (DB) Price, which would be $5.25M for the Project, subject to the value of the work product received from the proposers.

Adjacent Project Coordination

- TxDOT is considering including North Houston Highway Improvement Project (NHHIP) 3C-1 to the Project as a deferred work component to reduce concerns about adjacent project coordination. TxDOT encourages industry consideration and discussion on this during the upcoming 2nd round of pre-procurement one-on-one meetings.
- TxDOT will provide reference information documents (RIDs) for adjacent design-bid-build (DBB) projects presenting the status/schedules for design and construction of these projects. TxDOT is considering providing prescriptive requirements establishing an order of precedence in the DB contract/ specifications for project design and construction coordination with adjacent DBB projects. TxDOT encourages industry consideration and discussion on this during the upcoming 2nd round of pre-procurement one-on-one meetings.

Drainage and Pump Station

- TxDOT is considering including prescriptive drainage requirements in the DB contract/ specifications, providing inflows and outflows for Project drainage and the pump station, consistent with the Houston downtown regional drainage model(s), developed in coordination with the City of Houston (COH) and the Harris County Flood Control District (HCFCD). TxDOT encourages industry consideration and discussion on this during the upcoming 2nd round of pre-procurement one-on-one meetings.

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 instead of a Capital Maintenance Contract to better align with Project realities and industry feedback.

Lane Rentals

- TxDOT is considering implementing a lane rental bank, limiting the lane fees accrued to the lane rental bank to short-term closures (such as nightly closures and day closures), and including a list of allowable lane closures for longer term closures needed to construct the ~~p~~Project. TxDOT encourages industry consideration and discussion on this during the upcoming 2nd round of pre-procurement one-on-one meetings.

PROJECT DEVELOPMENT STATUS

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

- ~~The Texas Department of Transportation (~~TxDOT~~)~~ will use 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~~,~~ and construction~~, and maintenance~~ 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 right of way (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 (if TxDOT does not include NHHIP Segment 3C-1 as a deferred work component), 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 ~~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 3C-2 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 Project scope components.~~

Project Estimate:

- The DB cost estimate was updated in June 2025 based on the final schematic design and reflect~~s~~~~ing~~ current economic conditions.
- The estimated design-build cost is $2.1 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 ~~noted~~ below and are based on the ~~p~~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~~Instructions to Proposer (ITP) Forms,~~ Form P-2 (DB Price Breakdown) of the Instructions to Proposers (ITP) ~~respective categories~~.
- 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.

Project Schedule:

- A time determination schedule was prepared in November 2025 based on the Project description above and reflected in the final schematic design.
  - Based on this time determination schedule, ~~T~~the Substantial Completion Deadline ~~based on this time determination schedule~~ is anticipated to be six and a half to seven years from issuance of Notice to Proceed 1 (NTP1).
  - Final Acceptance is assumed at 120 days after the Substantial Completion Deadline.
- The ~~G~~general time determination schedule and phasing assumptions for the ~~p~~Project, which were based on the Project description above and reflected in the final schematic design are:
  - Seven day work weeks (with holiday periods and five 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 some greenfield section where there is no existing roadway;
  - A phased traffic control plan (TCP) for construction of mainlanes in the greenfield section and frontage roads first to maintain mobility and local access;
  - 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 greenfield), 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.

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~~(s) will be~~ is scheduled ~~in January~~for February 3, 2026.
- Asbestos and lead investigations on all existing structures are currently in process. TxDOT is anticipating uploading the final reports with summary of findings in the RIDs by the Request for Qualifications (RFQ) issuance date.
- TxDOT anticipates completing environmental investigations for all the proposed pond areas including developing a soil management plan, before the final Request for Proposals (RFP) issuance date.
- TxDOT anticipates needing a U.S. Army Corps of Engineers (USACE) ~~404 permit.~~Nationwide Permit 14 (NWP-14) under clean water act section 404. TxDOT is coordinating with ~~Harris County Flood Control District (~~HCFCD~~)~~ and USACE and currently preparing the ~~permit applications~~NWP-14 application for the Project, anticipated to be submitted in ~~November 2025.~~February of 2026.
- TxDOT anticipates obtaining the USACE permit(s) for the Project ~~by~~before the ~~proposal due~~RFP issuance date.
- TxDOT will prepare the permit application for the U.S. Coast Guard (USCG) and is anticipated to obtain the permit for the Project by contract execution.

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~~the Eenvironmental re-evaluation process~~.~~ was completed and approved in October 2025. 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~~ which 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 April 2026.
- Final Drainage Report, H&H models, and design files are anticipated to be complete by December 2026.
- TxDOT is preparing a Design Exceptions Report anticipated to be complete in ~~January~~February 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 ~~Summer~~Fall 2026.

Right of Way:

- TxDOT will acquire all 75 schematic ROW parcels.
- As of ~~October~~December 2025, ~~44~~47 parcels are acquired out of the total ~~67~~75 parcels to be acquired ~~in fee~~. A general ROW acquisition status is provided below:

Parcel	Status
Total Number of Parcels ~~(In Fee)~~	~~67~~75
Total Parcels "Acquired"	~~44~~47
Parcels "Acquired and Ready for Construction"	~~38~~39
Parcels "Acquired but Pending Relocation"	~~6~~8
Parcels "In Negotiations"	~~26~~25
Parcels in "ED Proceedings"	~~5~~3
Parcels in "Survey"	0
Parcels "On Hold" until env re-eval is approved	0

- An updated ROW ~~Status Report is~~status summary, ~~and~~ pending parcel acquisition status report, and ROW status PDF, DGN and KMZ files are included in the RIDs. ~~This report~~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.
- 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. All the at-grade, underpass, and existing crossings can potentially be combined under one C&M Agreement.
- The pdf copies of the railroad inventory for the Project, draft 100% plans for the West Belt underpass structures, draft 25% plans for the West Belt track, and draft Houston Subdivision 2 track (25% plans, drainage memo, and geotechnical report) are included in the RIDs.
- TxDOT is preparing Exhibit A's based on the final schematic for all the crossings per the crossing

inventory, is coordinating with UPRR, and anticipates obtaining railroad approval of the Exhibit A's by December 2026.

- Exhibit A's approved by the railroad will be provided in the RIDs as they are available.
- TxDOT will prepare C&M Agreements with approved Exhibit A's based on the Schematic Design, will coordinate with UPRR, and anticipates obtaining executed C&M Agreements by Summer 2027.
- DB Contractor will be responsible for obtaining railroad approval of the Release for Construction Plans in accordance with the executed C&M Agreements.
- DB Contractor will be responsible for obtaining Contractor Right of Entry in accordance with the executed C&M Agreements.
- If DB Contractor desires a temporary haul road across the railroad track(s), ~~the~~ DB Contractor shall be responsible for acquiring the railroad approval.
- TxDOT is utilizing a General Engineering Consultant (GEC) to develop the Exhibit A's and facilitate coordination with UPRR. This GEC will be made available to participate in the Project's Round 2 one-on-one meetings.

Utility Information, Coordination, and Relocation:

- TxDOT has provided a draft utility ~~inventory~~conflict matrix (UCM), along with a DGN and KMZ file, that includes the utility lines within the 3C-2 Project limits, in the RIDs. This ~~inventory~~UCM will be updated periodically and will be provided in the RIDs as the design progresses.
- TxDOT ~~will coordinate~~is coordinating with the ~~City of Houston (~~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 ~~validating the~~ scheduling meetings with utility ~~information and developing a~~owners to validate the utilities on the utility ~~conflict matrix (UCM).~~strip maps. Draft working copies~~y~~ 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 ~~is~~ are anticipated to be complete by Summer 2026.
- TxDOT ~~is validating~~has field surveyed the location of the ~~the~~ COH 120" sanitary sewer line from Maury/Lyons to Nance/Semmes~~,~~. The DGN and the KMZ file for the 120" sanitary sewer line is provided in the RIDs. Field investigation for the 132" sanitary sewer line from Nance/Semmes 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 ~~Request for Proposals (~~RFP~~).~~.
- The utilit~~iesy~~ and ~~the~~ 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
Gas	CenterPoint Energy – Natural Gas

Geotechnical Information:

- TxDOT completed a Preliminary Geotechnical Investigation Report in September 2018, which ~~and~~ is provided in the RIDs.
- TxDOT is performing geotechnical investigations, based on the TxDOT Geotechnical Manual ~~– LRFD, anticipated completion is~~ – Load and Resistance Factor Design (LRFD). With close to~~over 2~~50% field investigation complete as of December 2025, TxDOT is anticipating 100% completion by Summer 2026.
- A Pavement Design Report is anticipated to be complete by Fall 2026.
- A Geotechnical Investigation Report is anticipated to be complete by Fall 2026.

Adjacent Projects:

- The NHHIP Segment 3B-1 Project is currently under construction, with anticipated Substantial Completion by September 16, 2027. A portion of the proposed Segment 3C-2 "Pond A" detention ~~will be~~is being 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 soon. These projects will be delivered as design-bid-build. If TxDOT does not include NHHIP Segment 3C-1 as a deferred work component, ~~T~~the letting date for NHHIP Segment 3C-1 is March 2028, Segment 3C-3 is July 2027, and Segment 3C-4 is October 2028. Design plans (60% and subsequent %'s) 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.
- Harris County Toll Road Authority (HCTRA) – 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. The HCTRA~~'s facilities~~ 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~~9~~ submersible column pumps (2 – 12,000 GPM, 8~~7~~ – 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 ~~79~~ 76 feet by ~~166~~ 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 ~~a pump manufacturer~~Xylem stating ~~their~~ its ability to comply with the Buy America requirements, ~~and~~ 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 ~~p~~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
~~12 – 16~~13 – 14-Jan-2026	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),~~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:

Apr-2026	Commission Action/Issue RFQ
May-2026	Issue RFQ
Aug-2026	QS Due Date
Sep-2026	Commission Action/Issue RFP
Oct-2026	Issue Draft #1 RFP
Dec-2026	Draft #1 RFP and Round 1 Draft Alternative Technical Concept (ATC) One-on-One Meetings
Jan-2027	Issue Draft #2 RFP
Mar-2027	Draft #2 RFP and Round 2 Draft ATC One-on-One Meetings
Apr-2027	Issue RFP
May-2027	RFP and Round 1 ATC One-on-One Meetings
Sep-2027	Proposal Due Date
Dec-2027	Commission Action/Conditional Award
Mar-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.; and
- ~~Facilitate participation by disadvantaged business enterprises (DBEs), women-owned business enterprises, and minority business enterprises.~~

Disadvantaged Business Enterprise (DBE) Requirements:

- DBE requirements will be 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 ~~on this issue during~~the pre-procurement process, as well as the~~and~~ procurement ~~o~~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 (~~7~~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 (~~4~~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) 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 subcontractor (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~~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 (~~14~~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 (~~5~~6 points).

~~(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.*

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:

- ~~AGHA Engineering, LLC~~
- Alliance GeoTech
- Baseline Corporation
- ~~Beyond Engineering~~
- CIVILCORP, LLC
- Dallas Aerial Surveying
- Entech Civil Engineering
- E.S.P. & Associates
- GEOTERRA SURVEYING
- H&H Resources
- ~~KCI Technologies~~
- ~~Lamb Star~~
- Landtech
- ~~Lina T. Ramey & Associates~~
- Professional Services / PSI
- ~~Rods, Subsurface~~
- ~~Rods, Surveying~~
- 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	13 points
Roadway	4 points
Drainage	9 points
Preliminary Project Baseline Schedule	4 points
D&C Maintenance	3 points
CMC Maintenance	3 points
Project Feasibility	1 points
Connectivity/Interconnections	3 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 (max. 100 points) = Price Score (max. 70 points) + Technical Score (max. 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.