

DFW CONNECTOR PROJECT RFQ QUESTIONS AND ANSWERS MATRIX #1

The following Matrix includes TxDOT's response to questions and comments regarding the DFW Connector RFQ received by the March 13, 2007 deadline for questions and requests for clarification.

<u>No.</u>	<u>RFQ Section/ Page No.</u>	<u>Question/Comment</u>	<u>Response</u>
1.	General	Please explain what funding source and the amount that is currently dedicated to the Project.	The funding source is the State Highway Fund. Further information may be provided in the RFP.
2.	General	Is the Project fully funded?	Based on our preliminary analysis, funding will be adequate to cover the costs associated with the Project as defined in the RFQ.
3.	General	Please provide the engineer's estimate for the Project.	Preliminary cost estimates are available as identified in Addendum #2 to the RFQ. However, Proposers should do their own due diligence regarding pricing and any information supplied by TxDOT will be for reference purposes only.
4.	General	When is TxDOT required to have the Project complete in order to be in compliance with the air conformity plan?	The regional 2030 Conformity Plan indicates that TxDOT is required to have the Project completed by 2015.
5.	RFQ, <u>Part A, Section 2.8</u>	Please verify number of parcels that will have to be acquired. Please clarify roles and responsibilities of the Developer in acquisition of ROW. Please clarify the role of TxDOT for ROW through property owned by DFW Airport.	The number of parcels that will have to be acquired is still being evaluated as part of the environmental process. Additional information will be provided during industry review and set forth in the RFP. TxDOT currently anticipates that the Developer will play a significant role in connection with acquisition of ROW (other than ROW owned by DFW Airport). Please refer to <u>Part A,</u>

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6.	RFQ, Part A, Section 2.9.7, Part C, Exhibit A	RFQ, Part A, Section 2.9.7, states that "Future improvements are planned along SH-114 beginning at the east end of the Project. Although it is not currently anticipated that these improvements will be under construction during the construction of the Project improvements, the Developer will be required to coordinate its design with TxDOT." We have assumed that the schematic provided indicates the proposed limits of the Project and tie-in to the future improvement of SH-114 and SH-121 through the use of colors. If this is correct, there are movements such as Southbound SH-121 to Eastbound SH-114 that will not be available until the SH-114 improvements are completed by TxDOT. Proposers will need additional information regarding the schedule for construction of the proposed TxDOT improvements on SH-114 and SH-121 to provide an accurate development plan.	Section 2.8 of the RFQ for a general description of the types of services that may be required. Additional details will be provided during industry review and set forth in the RFP. TxDOT currently anticipates that TxDOT will take the primary role in connection with the acquisition of ROW owned by DFW Airport. Any ROW not acquired as of CDA award, the Developer would be required to cooperate and provide necessary assistance to TxDOT's acquisition activities. Additional information concerning these issues will be available during industry review and set forth in the RFP.
7.	RFQ,	Are the following included in the 60-page limitation for Volume 1: (a) Form A (transmittal	The 60-page limitation does apply to and includes: (a) Form

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8.	RFQ, Part A, Section 4.2; Part B, Volume 1, General	letter), (b) Executive Summary; and (c) Confidential Contents Index?	A (transmittal letter), (b) Executive Summary; and (c) Confidential Contents Index.
8.	RFQ, Part B, Volume 1, Section 2.2	Please confirm the role of the Developer for ROW acquisition. Is the cost of mitigation and ROW cost to be included in the ultimate "bid" price by the Developer?	See response to Question 6. It is anticipated the Developer will be responsible for the cost of mitigation. However, it is currently anticipated that the cost of mitigation sites (e.g., the purchase price for land) will be borne by TxDOT, with some exceptions. Details will be provided during industry review and set forth in the RFP. It is currently anticipated that the cost of Project ROW (e.g., the purchase price or condemnation price, but not the cost of providing acquisition services) will be generally borne by TxDOT, but there will be exceptions. Additional details will be provided during industry review and set forth in the RFP.
9.	RFQ, Part C, Exhibit A	Regarding the file named "Overall DFW Connector Plan.pdf" (Exhibit A), can you provide a key or legend as to what the different colors indicate in that file?	A key or legend for the file does not exist.
10.	RFQ, Part C, Exhibit A	Is the layout shown on the ROW drawings given in the RFQ attachments the same footprint used for the environmental assessments?	The layout shown on the ROW drawings provided in the RFQ attachments is not the same footprint used for the environmental assessment. The ROW drawings and related information are in the process of being updated. Additional information concerning the proposed ROW will be available to Proposers during industry review and will be set forth in the RFP.

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11.	RFQ, Part C, Exhibit A	The proposed schematic indicates that TxDOT plans to eliminate the SH-114 westbound to I-635 eastbound movement that currently exists. Please verify that elimination of this movement is allowed.	It is anticipated that SH-114 westbound to IH-635 eastbound movement that currently exists today will be eliminated. Additional details will be available during industry review and will be set forth in the RFP.