

June 17, 2005

Re: IH 635 Managed Lanes

To All Proposers:

The Texas Department of Transportation (TxDOT) offers the attached responses to Proposer questions regarding the Request for Qualifications (RFQ) to develop, design, construct, finance, operate and maintain the IH 635 Managed Lanes Project (the Project) through a Comprehensive Development Agreement pursuant to Chapter 223 of the Texas Transportation Code and Title 43, Texas Administrative Code, Sections 27.1-27.5. This first set of Proposer comments and responses includes questions received from one or more Proposers at the Preproposal Workshop held on June 9, 2005 that are of general applicability. Prior to the due date for Qualifications Submittals (QS), TxDOT will clarify by addendum the RFQ in accordance with the attached responses to Proposer comments.

Please be advised that a cut-off date for receiving any interim set of proposer comments for possible TxDOT responses is July 1, 2005. As set forth in the RFQ, the final deadline for all proposer questions and comments is July 22, 2005.

TxDOT looks forward to receiving and reviewing your QS.

Sincerely,

A handwritten signature in black ink, appearing to read "Phillip E. Russell". The signature is written in a cursive, flowing style.

Phillip E. Russell, P.E.  
Director, Texas Turnpike Authority Division

Attachments

IH 635 Managed Lanes Project – QS Workshop – Questions / Answers

No.	Question	Answer
1.	What is the deadline for delivering the identified project segments?	Our expectation is to have Segments A, B & C completed within 6 years of Notice to Proceed. All remaining segments must be completed by 2025 as indicated in the Regional Mobility Plan.
2.	What significance does TxDOT give the conceptual cost estimate “Form D” in the evaluation of the QS?	Form D will be evaluated with reference to the criteria set forth in RFQ Section 5.3.3, including whether the Conceptual Project Financing Plan demonstrates a reasonable basis for projecting costs.
3.	What basis of information should be used in development of the conceptual cost estimate?	The information provided within Exhibit A can be considered as the initial basis for estimation purposes.
4.	Given that we only have 3 months to prepare a conceptual cost estimate, why do we need to provide Form D?	The information will help us evaluate your approach. We would like to receive the information in a consistent format.
5.	What is the status of the current right-of-way acquisition? How will updates to right-of-way acquisition status be provided during the procurement process?	Currently, we are proceeding to acquire all parcels identified by the approved environmental schematic. The acquisition process is at various stages. Status and updates will be forthcoming in the Draft RFDP, RFDP and addenda as necessary.
6.	What subsurface utility engineering (SUE) information is available?	The Drainage Design Report for the LBJ west section in Exhibit A contains various maps with some base utility data used for planning purposes. An official SUE investigation is ongoing and will be completed and provided later this summer.
7.	What and when will traffic and revenue study information be provided? Will this include any guidance on “Toll Collection Requirements”?	The Phase 3 Investment Grade Study is expected to be completed in August of 2005. Note that the basis of information supporting this effort is included in Exhibit A. This study will not provide requirements for toll collection.
8.	Will there be a limit to how many firms will be shortlisted?	No.

9.	Can you explain TxDOT's intention with regard to payment for work product developed in pursuit of proposal development?	TxDOT will pay unsuccessful proposers a stipulated amount that will be stated in the RFDP not to exceed the value of the work product, in accordance with applicable law. We encourage proposer feedback regarding this subject.
10.	Has tolling been included in the environmental documents for the managed lanes?	Yes.
11.	What is the status of the schematics and are there any plans to update them in the future?	Various schematics are provided within Exhibit A including those developed for the approved environmental document (in metric) and the LBJ West Section Reference Schematic (A, B & C) prepared by the Procurement Engineer (PcE). Although the reference schematic is titled "West Section Interim Schematic" on Exhibit A, we do not expect any further revisions to this schematic.
12.	The approved schematic and the EA are in metric units. What system of units will qualification statement and proposal information need to be in, English or Metric?	English.
13.	If the traffic and revenue study is at 99%, would it be possible to release partial submittals of the study information to proposing teams? Having this information sooner than later will assist proposers.	We will consider this request. See answer to Question 7.
14.	What level of involvement will NTTA have on this project?	The regional Transportation Council (RTC) has passed a resolution (R05-01) encouraging CDA developers to discuss with NTTA possible involvement. No mandatory requirement to involve NTTA exists.

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