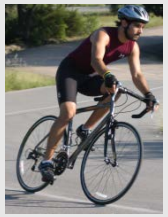
TEXAS DEPARTMENT OF TRANSPORTATION



# I-635 LBJ EAST PROJECT

Industry Workshop

June 15, 2018

Duane Milligan, P.E.

Director of Construction

TxDOT Dallas District

# Safety Minute

Safety: Mission

ZERO

***Safety Never Stops!***

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# Project Location

# Purpose and Need

- Improve safety and mobility
  - Address existing design deficiencies
- Relieve congestion
  - Increased capacity
- Provide reliable travel time
  - Maintain managed lane operations
- Accommodate projected growth through the region

# Proposed Project

- CSJ 2374-01-183:
- From US 75 to Royal Lane/Miller Road
  - 3.2 miles
  - Full reconstruction of the existing eight general purpose lanes to ten general purpose lanes, with auxiliary lane(s) between entrance and exit ramps
  - Full reconstruction of the existing one concurrent tolled managed lane
  - Full reconstruction of the discontinuous frontage roads and addition of new frontage roads
  - ★ Skillman/Audelia Interchange
    - Unique bridge design/construction

★ DART Railroad (Orange/Red Line) overpass (managed lane access)
- 1 new overpass
- 1 widening of existing overpass

★ DART (Blue line)
- 1 existing underpass maintained

# Proposed Project – Skillman/Audelia Bridge Aesthetic

# Proposed Project

- CSJ 2374-01-137:
- From Royal Lane/Miller Road to West of SH 78 (Garland Road)
  - 2.6 miles
  - Full reconstruction of the existing 8 general purpose lanes to 10 general purpose lanes, with auxiliary lanes at entrance and exit ramps
  - Full reconstruction of the existing 1 concurrent Tolled Managed lane
  - Full reconstruction of the discontinuous frontage roads and addition of new frontage roads

– KCS Railroad

★ Reconstruction of existing LBJ Overpass

● Reconstruction of Jupiter Rd. & Kingsley Rd existing at-grade crossings

# Proposed Project

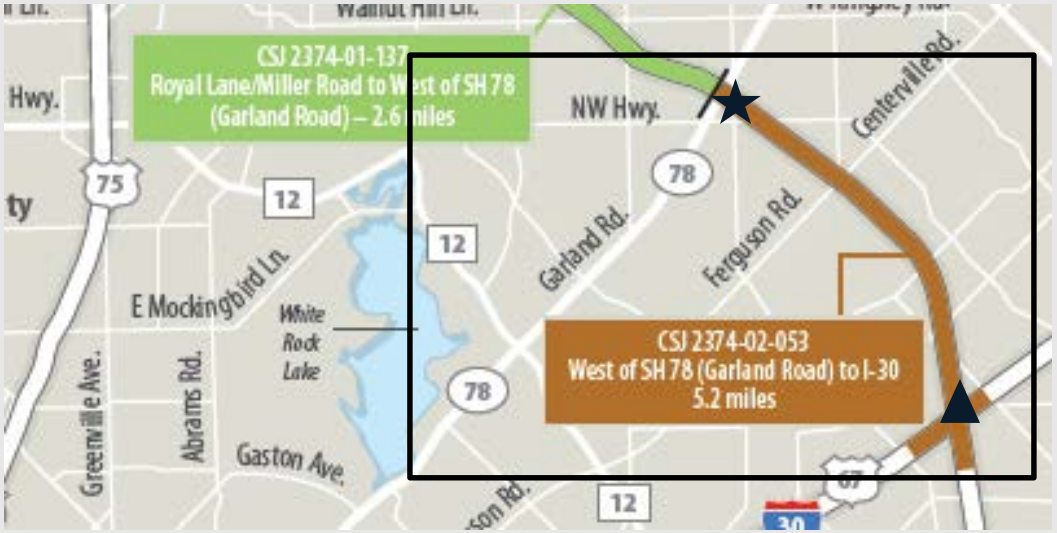
- CSJ 2374-02-053:
- From West of SH 78 (Garland Road) to I-30
  - 5.2 miles
  - Full reconstruction of the existing 8 general purpose lanes to 10 general purpose lanes, with auxiliary lanes at entrance and exit ramps
  - Full reconstruction of the existing 1 concurrent Tolled Managed lane
  - Full reconstruction of the discontinuous frontage roads and addition of new frontage roads

★ KCS Railroad

- Reconstruction of LBJ GPs/ML Overpass
- Construction of two new frontage road underpasses

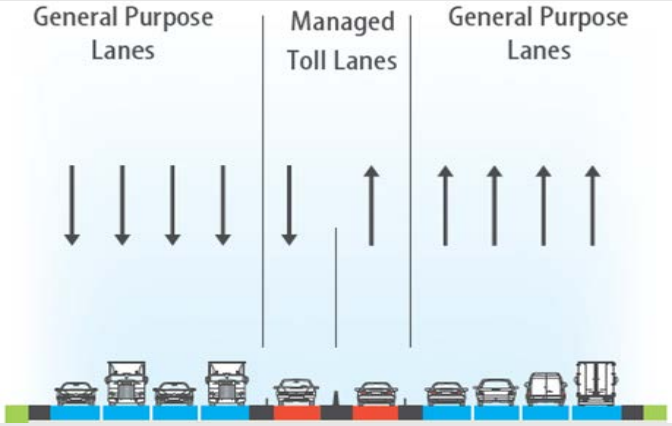
▲ I-30/I-635 Interchange Reconstruction

- Approx. 1.2 miles of transitional work on I-635 south of the interchange
- Approx. 1.5-mile of transitional work on I-30 from west of Gus Thomasson Road to east of N Galloway Avenue



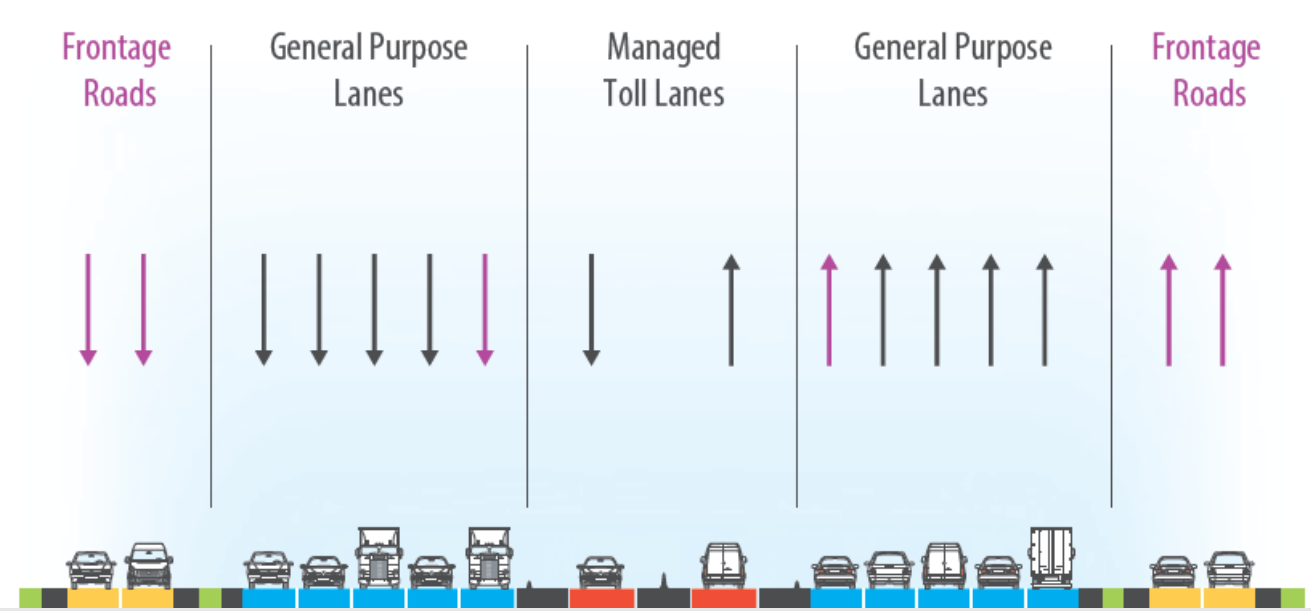
# Proposed Project

## EXISTING TYPICAL SECTION




## PROPOSED DESIGN-BUILD TYPICAL SECTION

Note: Additional capacity shown in purple.

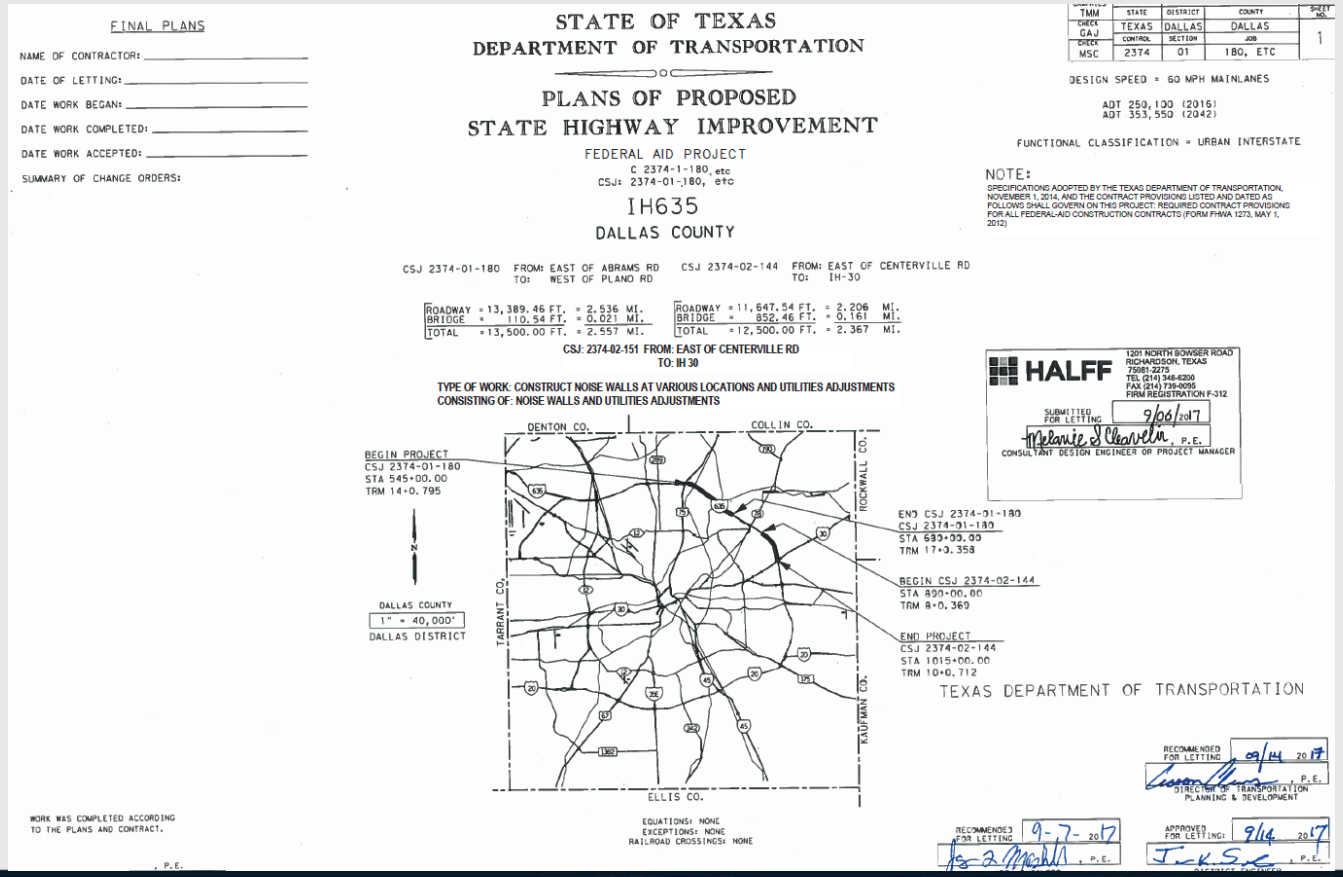


# Work Complete/Underway

- Design Schematic
  - IH 635 LBJ East Schematic was approved on July 21, 2017
  - Skillman/Audelia Interchange Schematic was approved on May 1, 2014
  - IH 635 LBJ East Schematic is currently being evaluated to remove the depressed ML design
- Environmental Clearance
  - IH 635 LBJ East Original FONSI was issued on January 30, 2003. A subsequent Environmental Assessment Re-evaluation for the revised schematic was completed and approved on April 24, 2017.
  - The Categorical Exclusion of the Skillman/Audelia Interchange was separately approved on June 23, 2015.
- ROW Acquisition
  - ROW acquisition for the project is ongoing. Any parcels not acquired by execution of the DB contract will become the responsibility of the DB contractor.
- SUE
  - up to Level B is complete. Level A at selective locations
- Utility Relocation
  - Coordination for the project's transmission line relocation is currently underway. It is anticipated that all transmission lines would be relocated before construction commences.
- Railroad Coordination
  - Coordination is underway. Anticipate to obtain a Preliminary Railroad Crossing License and Construction License Agreements based on approved Schematic's design with both DART and KCS by execution of DB Contract.

# Work Complete/Underway

- Noise Walls Construction (CSJ 2374-01-180 & 2374-02-144)
  - Various locations from East of Abrams Road to I-30
  - Let in November 2017
  - Anticipated completion in May 2019



FINAL PLANS

NAME OF CONTRACTOR: _____

DATE OF LETTING: _____

DATE WORK BEGAN: _____

DATE WORK COMPLETED: _____

DATE WORK ACCEPTED: _____

SUMMARY OF CHANGE ORDERS:

WORK WAS COMPLETED ACCORDING TO THE PLANS AND CONTRACT.

_____, P.E.

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT
C 2374-1-180, etc
CSJ: 2374-01-180, etc

IH635
DALLAS COUNTY

| TMM | STATE | DISTRICT | COUNTY | SHEET NO. |
|---|---|---|---|---|
| CHECK GAJ | TEXAS | DALLAS | DALLAS | 1 |
| CHECK MSC | CONTROL 2374 | SECTION 01 | JOB 180, ETC | |

DESIGN SPEED = 60 MPH MAINLANES

ADT 250,100 (2016)
ADT 353,550 (2042)

FUNCTIONAL CLASSIFICATION = URBAN INTERSTATE

NOTE:
SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, NOVEMBER 1, 2014, AND THE CONTRACT PROVISIONS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT: REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, MAY 1, 2012)

CSJ 2374-01-180 FROM: EAST OF ABRAMS RD TO: WEST OF PLANO RD

| | | |
|---|---|---|
| ROADWAY | = 13,389.46 FT. | = 2.536 MI. |
| BRIDGE | = 110.54 FT. | = 0.021 MI. |
| TOTAL | = 13,500.00 FT. | = 2.557 MI. |

CSJ 2374-02-144 FROM: EAST OF CENTERVILLE RD TO: IH-30

| | | |
|---|---|---|
| ROADWAY | = 11,647.54 FT. | = 2.206 MI. |
| BRIDGE | = 852.46 FT. | = 0.161 MI. |
| TOTAL | = 12,500.00 FT. | = 2.367 MI. |

CSJ: 2374-02-151 FROM: EAST OF CENTERVILLE RD TO: IH 30

TYPE OF WORK: CONSTRUCT NOISE WALLS AT VARIOUS LOCATIONS AND UTILITIES ADJUSTMENTS CONSISTING OF: NOISE WALLS AND UTILITIES ADJUSTMENTS

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS
75081-2275
TEL (214) 346-6200
FAX (214) 739-0095
FIRM REGISTRATION F-312

SUBMITTED FOR LETTING 9/06/2017
Melanie S. Clearwater, P.E.
CONSULTANT DESIGN ENGINEER OR PROJECT MANAGER

BEGIN PROJECT
CSJ 2374-01-180
STA 545+00.00
TRM 14+0.795

DALLAS COUNTY
1" = 40,000'
DALLAS DISTRICT

END CSJ 2374-01-180
CSJ 2374-01-180
STA 683+00.00
TRM 17+0.358

BEGIN CSJ 2374-02-144
STA 890+00.00
TRM 8+0.369

END PROJECT
CSJ 2374-02-144
STA 1015+00.00
TRM 10+0.712

TEXAS DEPARTMENT OF TRANSPORTATION

RECOMMENDED FOR LETTING 09/14 2017
_____, P.E.
DIRECTOR OF TRANSPORTATION PLANNING & DEVELOPMENT

RECOMMENDED FOR LETTING 9-7- 2017
_____, P.E.

APPROVED FOR LETTING: 9/14 2017
_____, P.E.

EQUATIONS: NONE
EXCEPTIONS: NONE
RAILROAD CROSSINGS: NONE

# Project Challenges

- Maintaining traffic during construction.
- Project ROW has been minimized.
- Several utilities in a tight border width.
- Various Railroad crossings.
- Continued public outreach.

# QS Evaluation

- Project Qualifications and Experience (60% Weighting)
- Statement of Technical Approach (30% Weighting)
- Safety Qualifications (10% Weighting)

# QS Evaluation

- <u>Project Qualifications and Experience (60% Weighting)</u>
  - Evaluation Criteria listed in order of importance:
    - Strength and depth of experience of the Key Personnel for the Project
    - Strength and depth of experience of the Proposer' and each team members with designing , constructing, and performing quality assurance on comparable projects
    - Stability and strength of the proposed management structure
    - Responsiveness toward the DBE involvement, objectives and goals

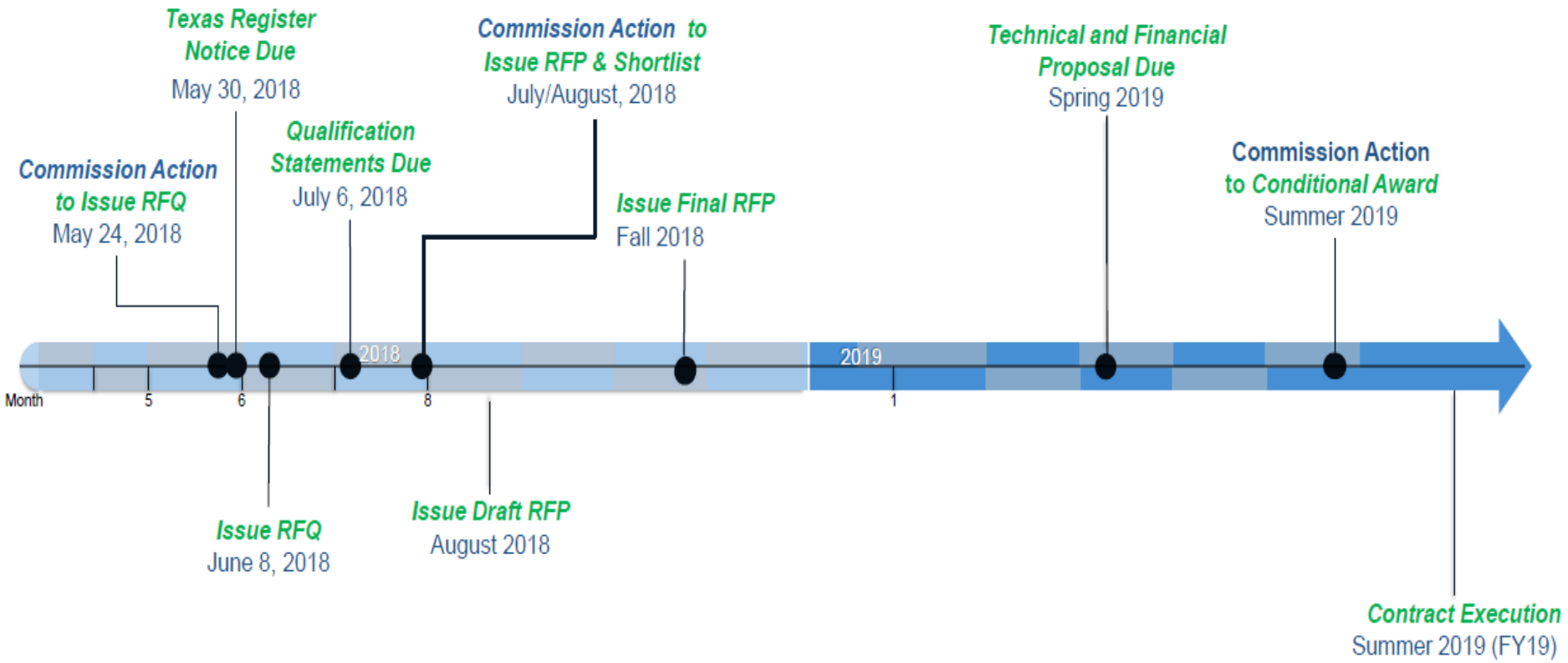
# QS Evaluation

- <u>Statement of Technical Approach (30% Weighting)</u>
  - Evaluation criteria listed in order of importance:
    - Demonstrate a full understanding of the Project's scope and complexity, including Project maintenance with respect to capital maintenance services.
    - Demonstrate a complete understanding of Project risks and potential solutions that may arise during all Project phases, including design, construction, and capital maintenance
    - Demonstrate the ability to plan, organize, execute and assure the quality of the Work, including having sufficient QA personnel at all times

# QS Evaluation

- <u>Safety Qualifications (10% Weighting)</u>
  - Evaluation criteria listed in order of importance:
    - Incidence rate of injury and illness cases per 100 full-time workers
    - Fatal injury rate per 100,000 full-time workers
    - National Council on Compensation Insurance (“NCCI”) experience modifier

# Procurement Timeline



# Delivering QS Submittals

Proposers are responsible for ensuring QSs are delivered by hand or courier to "TxDOT's Authorized Representative" at the following address:

Duane Milligan, P.E.
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 Friday July 6, 2018.

QSs not received prior to such time on the QS Due Date will not be considered by TxDOT for evaluation or shortlisting.

# Responsibilities

- Proposers are responsible for monitoring the Project Webpage for information concerning this procurement.

  https://www.txdot.gov/inside-txdot/division/debt/strategic-projects/alternative-delivery/lbj-east/rfq.html

  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 remains as given in the RFQ via e-mail to TxDOT-DAL-ALTD-LBJEast@txdot.gov

  TxDOT will 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.

- TxDOT will post any addenda to the RFQ on the Project Webpage.

Carlton Cooper

Business Development Specialist (DBE)

TxDOT Civil Rights Division

# TxDOT Civil Rights Division - DBE Outreach

The Texas Department of Transportation (TxDOT), Civil Rights Division, Diversity and Economic Opportunity Section (DEOS) is committed to assisting Disadvantage Business Enterprises and Small Business Enterprises in their efforts to work with TxDOT and other state agencies. Through our supportive services efforts we provide training and additional outreach to serve Texas communities.

# Disadvantaged Business Enterprise (DBE) Compliance

The Disadvantaged Business Enterprise (DBE) Program is a U.S. Department of Transportation (USDOT) program that was established to ensure that firms owned by minorities, women, and other socially and economically disadvantaged persons have an equal opportunity to participate in federally assisted projects.

TxDOT has oversight responsibility to ensure that the prime contractor has effectively met this responsibility under its contract.

Department staff monitor the performance of work performed by DBEs on all federal aid projects, including those of sub-recipients.

# Disadvantaged Business Enterprise (DBE)

Title 49: Transportation

Part 26: Participation By Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs

49 CFR Part 26

## Objectives

- To ensure nondiscrimination
- To create a level playing field
- To ensure the DBE program is narrowly tailored
- To ensure only eligible firms are permitted to participate
- To help remove barriers to participation
- To promote the use of DBEs in all federally-assisted contracts and procurements
- To assist the development of firms that can compete successfully in the marketplace
- To promote appropriate flexibility to recipients

# IH 635 LBJ East Project DBE Opportunity

- Proposers are required to utilize DBE firms and will be seeking DBE firm participation to ensure compliance with the requirements of the forthcoming RFP.

- TxDOT expects that the overall DBE goal for the project will be 8% of the design-build price for the Project.

# Questions