



NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT (NHHIP) SEGMENT 3

PROJECT STATUS SUMMARY

November 12, 2018

Overall Project Description:

- The Texas Department of Transportation (TxDOT) is currently contemplating use of a Base Scope and Deferred Work Components (DWCs) as defined in the Request for Information (RFI).
- Segment 3 of the North Houston Highway Improvement Project (the "Project") is fully funded based on TxDOT's cost estimates (approximately \$3 billion in construction costs, \$3.6 billion Design-Build (DB) contract cost).
- The Base Scope plus DWCs approach may be used to address Project phasing and bonding considerations
- Schematics for the Base Scope and DWCs, including preliminary design and operational considerations, will be included with the reference information documents (RIDs).
- *Base Scope: I-10 Corridor and I-10/I-45/I-69 interchanges*
 - Estimated Construction Value: Approximately \$1.5 billion
 - Anticipated Construction Duration: Four years
 - Scope Details:
 - The Base Scope will require temporary connections to the Downtown Connectors and to existing elevated I-69 south of Buffalo Bayou alongside Minute Maid Park
 - I-45 mainlanes will be constructed in this phase alongside I-10 and I-69, but will not be opened to traffic in the Base Scope condition.
 - I-45 traffic will remain operational on the Pierce Elevated
 - Additional Information:
 - TxDOT is contemplating the release of all right-of-way (ROW) support and utility adjustments for the entire Segment 3 DB limits with Base Scope notice to proceed (NTP) 2.
 - TxDOT is reviewing DB statute requirements concerning the timing of DWC design NTPs.
 - TxDOT anticipates a seven year construction schedule to complete the entire project, with the intent of overlapping the construction of the Base Scope and DWCs.
- *DWC #1: I-69 Corridor from Runnels Street south of Buffalo Bayou to Elgin*
 - Estimated Construction Value: Approximately \$1.1 billion
 - Anticipated Construction Duration: Three years
 - Scope Details:
 - I-45 is anticipated to be opened to traffic in stages during this phase, which will allow the removal of traffic from the Pierce Elevated and completion of the I-69/I-45 South interchange.
 - Coordination with the Convention Center and the cut and cover Tunnel Section are key elements of this DWC.

- Additional Information:
 - TxDOT is working closely with Houston First, operator of the Convention Center. There will be a Special Specification concerning requirements of working around the Convention Center and coordinating demolition of the existing I-69 elevated facilities adjacent to the Convention Center.
- *DWC #2: Downtown Connectors, decommission Pierce Elevated, and complete SH 288 Interchange*
 - Estimated Construction Value: Approximately \$400 million
 - Anticipated Construction Duration: Two years
 - Scope Details:
 - I-45 will be re-routed to its new alignment
 - Interface with TxDOT Design-Bid-Build (DBB) project along I-69 from Montrose to SH 288.
 - Interface with SH 288 Comprehensive Development Agreement project at the I-69/SH288 Interchange
- Up to 15-year Capital Maintenance Contract (CMC) consisting of three five-year terms as solicited on recent TxDOT DB projects.
 - The first five-year term will begin at Final Acceptance for each applicable scope component and will be independent of maintenance terms for other scope components.
 - The limits of the CMC will be well defined to exclude transition zones between applicable scope components.

Environmental Approvals:

- The Final Environmental Impact Statement (FEIS) is anticipated to be published in Spring 2019.
- The Record of Decision (ROD) is anticipated to be issued in Summer 2019.
- You can find information concerning environmental studies posted on the NHHIP website (<http://www.ih45northandmore.com/>).
 - Draft Environmental Impact Statement (DEIS) Technical Reports are being periodically posted to the NHHIP website.
- TxDOT has initiated coordination with the United States Army Corps of Engineers and United States Coast Guard regarding initial permit requirements.

Status of Union Pacific Railroad (UPRR) Coordination:

- TxDOT and UPRR are meeting monthly and having weekly calls to develop DB Special Specifications and DB Special Provisions related to all rail facilities and requirements, including detailed shoe-fly layouts and preliminary design.
- An Agreement between TxDOT and UPRR is anticipated to be provided in the RIDs at the issuance of the Request for Proposals (RFP). A draft of this Agreement is anticipated to be provided at the issuance of the Draft RFP.
- The operation and maintenance of all railroad tracks in the Segment 3 DB limits are the responsibility of UPRR.

Status of ongoing work on ROW:

- TxDOT is advancing the purchase of some select acquisitions with willing sellers.
- TxDOT is mapping all ROW within Segment 3 DB limits. These maps will be available in the RIDs with the Draft RFP.
- TxDOT will initiate ROW acquisitions when the ROD is obtained based on priority, Base Scope, and DWC considerations.
- All ROW acquisition will be turned over to DB Contractor at NTP2 of the Base Scope.

Status of RIDs:

- Preliminary Drainage Studies
 - Five NHHIP Segment 3 studies, inclusive of TxDOT's DBB project along I-69, have been prepared and published to TxDOT's NHHIP Segment 3 website at <https://www.txdot.gov/inside-txdot/division/debt/strategic-projects/alternative-delivery/nhhip-seg3.html>.
 - These studies have been prepared based on the DEIS schematics.
 - The study for the Downtown Connectors will be supplemented based on the FEIS change in profile to depress the roadway under West Dallas Street and Andrews Street. This supplement is anticipated to be available with the Draft RFP.
- SUE Investigations
 - TxDOT has conducted extensive subsurface utility engineering (SUE) throughout the project limits (Level D through Level A activities with approximately 500 test holes).
 - TxDOT is preparing a 3D GIS database model to be provided with the Draft RFP in addition to all SUE data obtained.
- Status of Surveys
 - TxDOT has conducted an aerial flight survey as well as on ground topographic surveys to prepare a preliminary digital terrain model. All of these items will be made available in the RIDs with the Draft RFP.
- Geotechnical Investigations
 - TxDOT has undertaken a significant field geotechnical effort for all of NHHIP Segment 3. These geotechnical reports will be published on TxDOT's NHHIP Segment 3 website.
 - To date, approximately 400 borings have been conducted with depths of up to 150 feet, as recorded in the four geotechnical reports already uploaded to TxDOT's NHHIP Segment 3 website.
 - Approximately 30 additional borings will be performed and made available prior to the Draft RFP.
- Aesthetic Standards
 - TxDOT is coordinating with Central Houston and the City of Houston concerning aesthetic treatments to be defined in the DB Standard Specifications. Additional information will be provided in the RIDs upon issuance of the Draft RFP.
 - The retaining wall and column treatment specifications are anticipated to be a variation of the Green Ribbon Guidelines.



- TxDOT is working with the City of Houston to define the requirements for cross streets, including the number of lanes, lane widths, bike lanes, and pedestrian accommodations. This information is anticipated to be made available with the Draft RFP.
- Hazardous Materials (HazMat) Studies
 - TxDOT is preparing to undertake additional HazMat studies at the beginning of the calendar year and provide available data with the RIDs at or before the issuance of the Final RFP.
- Disadvantaged Business Enterprise (DBE) requirements
 - It is anticipated that separate DBE goal percentages will be required for professional services and construction.