CAPITAL EXPRESS PROJECT

PRE-PROPOSAL MEETING

APRIL 18, 2019
Thanks for coming!

- Be sure to provide your information on the sign-in sheet
- Exits
- Bathrooms and drinking fountain
- Please turn off or silence your cell phones
If you have questions:

- You will be given the opportunity to ask questions after this presentation.
- You may also e-mail questions to PEPS.
- All relevant questions and responses, as well as the presentation slides & sign in sheet, will be posted online.
- Consultant “Meet and Greet” after presentation Networking and teaming opportunity, TxDOT will not be present.
<table>
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Introduction / Ground Rules

CST members for the North and South SD contract procurements are:

- Amanda McKittrick – P.E., NTAO
- Renee Valdez – P.E., STAO
- Jesse Bullard – P.E., Austin District Design
- Eddie Garcia – P.E., Austin District Design

CST members for the Central SD contract procurement are:

- Karen Lorenzini – P.E., Austin District TPD
- Rachel Larcom – P.E., NTAO
- Seyed Miri – P.E., STAO
- Troy Olney - Environmental Specialist, Austin District TPD

PLEASE - DO NOT CONTACT the CST Members
Introduction / Ground Rules

- PEPS Austin Service Center Procurement Engineer
  - Harry Pan, P.E. – TxDOT PEPS Austin Service Center,

- PEPS Austin Service Center Procurement Support:
  - Charles K. Davidson, P.E., CTCM – TxDOT PEPS Austin Service Center Manager
  - Lisa Beilke – TxDOT PEPS Austin Service Center
  - Justin Costanzo – TxDOT PEPS Austin Service Center

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Solicitation Process

Three (3) Specific Deliverable Contracts with Work Authorizations

FEDERAL FUNDS

DBE GOAL
- 12.6%
(Final goal TBD)

FEDERAL PROCESS WITH INTERVIEWS

- Solicitation – The request for proposal (RFP)
- Response – A written proposal
- Short List – Based on the proposal scores
- Interviews
- Selection – Based on the interview scores
Other Key Items

- **RFP Screening**
  - Make sure to follow the RFP and submit all applicable documents required

- **Proposal Evaluation**
  - Short list based on proposal scores

- **Interview Contract Guide**
  - Shortlisted firms will receive the Interview Contract Guide that will outline the process, presentation topics, and scoring criteria

- **Negotiations**
  - Hourly Labor Rates, Unit Cost, ODE
  - Level of Effort
NLC-1 Tunnel Schematic-level Design

Description: This category includes vehicular tunnel schematic-level design for interstate highway mainlanes, auxiliary lanes, ramps, non-tolled managed lanes, or other lane types, provisions for maintenance and emergency access, tunnel studies, reports, calculations, estimates, and schematic-level plans.

This category includes the schematic-level design for building structures required for the tunnel support systems and activities necessary to identify possible building support locations for the purpose of environmental clearance. These activities include, but are not limited to, site and building structure schematic-level design including structure dimensions, site selection, site configuration, site access, utility needs, noise and air quality impacts, and compatibility with surrounding land use and aesthetic features. The building structures will likely accommodate tunnel support systems including, but not limited to, communications, security, electrical, emergency power generation, drainage, pumps, fire detection, fire suppression, emergency access, maintenance, ventilation, utility lines, and lighting.
This category includes coordination with local stakeholders including, but not limited to, the City of Austin, Fire Department personnel, utilities, land owners, and the public.

This category also includes supporting the State to prepare tunnel specifications for use on the potential design-build procurement.

**Minimum Requirements:** The team must include one Professional Engineer, registered or licensed in Texas, as a Task Leader, with a minimum of five years of direct experience in designing roadway tunnels and support systems. This person must demonstrate experience in construction methodologies, geology and groundwater considerations, and construction phasing for tunnel projects. This person must also demonstrate experience in tunnel commissioning, system testing, and producing designs meeting the National Fire Protection Association (NFPA) 502 Standard for Road Tunnels, Bridges, and Other Limited Access Highways 2017.
REMINDERS:

- NLCs requirements change from Procurement to Procurement
- NLCs are Pass or Fail (Demonstrate how you meet the minimum requirements)
- Make sure you show the months/years of experience for each project worked.
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Non-Listed Work Categories
- None
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<tr>
<th><strong>RFP</strong></th>
<th><strong>What we are looking for in your proposal</strong></th>
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<tbody>
<tr>
<td>Provide all completed documents in the Cover Page List of Attachments</td>
<td><strong>We are interested in selecting the most qualified consultant for the contract</strong></td>
</tr>
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</table>
| Proposal Topics were developed to guide your proposal to focus on the needs for this contract | Target your Proposal to each topic  
Provide detailed examples and include challenges/lessons learned and innovation if utilized |  
| Proposal Template must use the pre-formatted template.  
Always refer to the RFP for additional information to be posted at the time of RFP posting | Quality over Quantity  
No key-word search; this is about your capabilities, experience, knowledge, and thought process |  
| Past-performance will be captured at the RFP                           |                                                                                                              |
### Interview and Contract Guide (ICG)

TxDOT will provide the following:

- A clear, detailed description of the scope of work with technical requirements and qualifications required to provide the services of this contract
- Presentation Topics
- Identify evaluation criteria
- Interview format
- Interview schedule

### Typical Interview process

**TxDOT Introductions / Instructions**

- Consultants begin with presentation based on topics provided in ICG
- CST Break
- Questions and Answer Session
- Consultants Concluding Remarks

- The CST member individually scores the interviews.
- The individual scores will be consolidated to determine the selected provider.
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<td>14-6SDP5029</td>
<td>AECOM Technical Services, Inc.</td>
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<td></td>
<td></td>
<td>Binkley &amp; Barfield, Inc</td>
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<td></td>
<td></td>
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<td></td>
<td>Walter P. Moore and Associates, Inc.</td>
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<td>14-6SDP5028</td>
<td>Johnson, Mirmiran &amp; Thompson, Inc., and Jacobs Engineering</td>
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<td>Group, Inc., a joint venture</td>
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### Preclusions / Restrictions

**IH35 Capital Express North**

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<td>14-5IDP5004</td>
<td>CP&amp;Y, Inc.</td>
<td>Rodriguez Transportation Group</td>
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<td>HDR Engineering, Inc.</td>
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<td>SWCA, Inc.</td>
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<td>AECOM Technical Services, Inc.</td>
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- **CORE TEAM RESTRICTIONS:**
  None anticipated
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<td>Pre-Solicitation meeting</td>
<td>Thursday, 04/18/2019</td>
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<tr>
<td>RFP posts on website</td>
<td>Weeks of 5/20, 5/27, 6/3, 2019</td>
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<td>Proposal due</td>
<td>Weeks of 6/10, 6/17, 6/24, 2019</td>
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<td>Shortlist/Interview Guide</td>
<td>Weeks of 6/17, 6/24, 7/1, 2019</td>
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<td>Interviews</td>
<td>Weeks of 7/8, 7/15, 7/22, 2019</td>
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<td>Provider Selection</td>
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<td>Contract Execution</td>
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(* All dates subject to change)
## Agenda

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Capital Express Snapshot

- Project public information:
  - RM 1431 to SH 45SE (study limits)
  - Non-tolled managed lanes (added capacity)
  - Capital Express Central concept lowers I-35 mainlanes below existing east-west cross-streets (MLK to Cesar Chavez)
  - Capital Express Central may potentially include removing the upper decks from MLK Blvd. (north of downtown) to Airport Blvd.
  - Extensive operational/safety improvements
Capital Express Snapshot

- Information to be made available during procurement:
  - Project limits
  - Services required

- Information to be made available to those signing a non-disclosure agreement to be provided with above information:
  - Concept schematics
  - Geotechnical reports
  - Existing ROW and survey files
  - SUE
Project Information

- Concept is the addition of two non-tolled managed lanes in each direction from US 290W/SH 71/Ben White Blvd. to SH 45SE
- Project will tie into existing roadway at both the northern and southern termini
- Bridge replacement and widening to be expected
  - Mainlanes over Slaughter Lane
  - Mainlanes and frontage road over Slaughter Creek
  - Mainlanes and frontage road over Onion Creek
- Ramp and access changes anticipated
- ROW acquisition and utility design have not started
- Potentially address substandard grade south of Onion Creek
- Frontage road improvements including shared-use path
Project Status

- **Schematic development is underway**
  - Drainage analysis being revised for Atlas 14 data
  - Environmental Document in progress (active)
- State is obtaining design-level survey
- Coordination with FHWA has started
- Existing and proposed VISSIM models being developed under a separate contract
- Utility conflict matrix in progress
Services to be Provided

- **Project management and internal and external coordination**
- Plans, Specifications, and Estimate
  - Non-tolled managed lanes access and egress and operations
  - Bridge and retaining wall design
  - Sound wall design, if deemed necessary
  - Traditional to complex intersections
  - Operational improvements
  - **Bike and pedestrian improvements (Shared-Use Path-SUP)**
  - Traditional to complex drainage elements (Atlas 14)
  - Aesthetics (applying existing guidelines)
  - **Utility design (including joint-bid opportunities)**
  - Constructability, construction phasing and traffic control
- **Public outreach to affected property owners and stakeholders**
Project Schedule

- **Preliminary Engineering & Environmental Clearances**
  - Spring 2019 – Winter 2020

- **Plans, Specifications, & Estimate**
  - Fall 2019 – Winter 2021/2022

- **Anticipated Environmental Clearance**
  - Winter 2020/2021

- **Target Let**
  - January 2022

“Streamlined Project Development Process”
Project Funding

- Total construction cost = $300 Million
- Partially funded in the adopted UTP
Project Location

PEPS – Professional Engineering Procurement Services
Project Information

- Concept is the addition of one non-tolled managed lane in each direction from SH 45N to US 290E
- Project will tie into existing roadway at both the northern and southern termini
- Bridge replacement and widening to be expected
  - Mainlanes over Grand Avenue Parkway
  - Mainlanes over Wells Branch Parkway (and non-traditional intersection)
  - Mainlanes over Howard Lane
  - Mainlanes and frontage road over Walnut Creek
  - Braker Lane over mainlanes
  - Mainlanes over Rundberg Lane
- Ramp and access changes anticipated
- Frontage road improvements including shared-use path
- ROW acquisition and utility design have not started
Project Status

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  - **Constructability, construction phasing and traffic control**
- **Public outreach to affected property owners and stakeholders**
Project Schedule

Preliminary Engineering & Environmental
Spring 2019 – Winter 2020

Anticipated Environmental Clearance
Winter 2020/2021

Plans, Specifications, & Estimate
Fall 2019 – Spring 2022

“Streamlined Project Development Process”

Target Let
March 2022
Project Funding

- Total construction cost = $400 Million
- Partially funded in the adopted UTP
CAPITAL EXPRESS CENTRAL

Schematic/Environmental
Project Location

AUSTIN

PROJECT LOCATION

UT

STATE CAPITOL

TEXAS STATE CEMETARY

FESTIVAL BEACH

COLORADO RIVER
Project Need

- 7.8 miles with AADT (2017) of 208,000 vehicles, 10.6% heavy trucks

According to 2018 TTI 100 Most Congested Roadways in Texas, this segment is:

- #3 most congested roadway in the state overall
- #1 most congested roadway in the state for trucks
- Annual congestion cost of over $226 million per year

- 2016 to 2018 Texas Crash Record Information System (CRIS) data shows over 3,566 total crashes per year through these limits, which is above the state average crash rate

- 2013 to April 2018 crash data shows there were 86 bicycle/pedestrian related crashes, including 11 fatalities
Typical Sections – Through Existing Decks Section

- General Purpose Lanes
- Frontage Road (Lanes Vary)

CAPITAL EXPRESS CENTRAL
Typical Sections – Through Downtown

EXISTING I-35

PROPOSED I-35
THROUGH DOWNTOWN
Typical Sections – South of Lady Bird Lake

EXISTING I-35

PROPOSED I-35
SOUTH OF LADY BIRD LAKE
FULL BUILD 2X2
Project Information

- Addition of two non-tolled managed lanes in each direction, providing bus transit reliability
- Mainlanes lowered under east-west cross streets between MLK Blvd. and Cesar Chavez St.
- Non-traditional intersection at Airport Blvd.
- Addition of direct-connectors at US 290E
  - Northbound non-tolled managed lane to eastbound US 290E DC
  - Westbound US 290E to southbound non-tolled managed lane DC
- Tunnels may be required through the most constrained areas
- Bicycle and pedestrian accommodations and connectivity
- Signature bridge at Lady Bird Lake
- Frontage road improvements
Project Status

- Additional information to be made available during scoping:
  - Draft environmental technical reports in various stages of completion to be used for environmental document (anticipated to be an Environmental Assessment)
  - Tunnel concepts
  - Conceptual drainage design and analysis

- Items to be provided under separate contracts:
  - Existing and proposed VISSIM models
  - Pavement design
  - IAJR

- Coordination underway with:
  - FHWA regarding design exceptions and Interstate Access Justification Report (IAJR)
  - Regional partners
Services to be Provided 1 of 2

- Project management and internal and external coordination
- Design schematic
  - Non-tolled managed lanes access and egress and operations
  - Traditional to complex intersections
  - Ramps and collector-distributor systems
  - Operational optimization
  - **Bike and pedestrian improvements (Shared-Use Path-SUP)**
  - **Traditional to complex drainage elements (Atlas 14)**
  - Aesthetics (applying existing guidelines)
  - **Technically feasible ROW needs**
  - Frontage roads
Services to be Provided 2 of 2

- Other supporting documents
  - Design exceptions identification and coordination through approval
  - **Tunnel design including support systems**
  - **Drainage analysis**
  - **Conceptual utility design to support concept constructability**
  - Supplemental survey (TxDOT will provide design survey)
  - Financial and Project Management Plans and Cost Estimate Review (CER) support
- Environmental documentation and permitting
- **Public outreach and design renderings and visualization**
- **Project-specific technical support for design-build procurement**
Project Schedule

**Target Environmental Clearance**
Winter 2021/2022

**Preliminary Engineering & Environmental**
Spring 2019 – Winter 2021/2022
## General Expectations

<table>
<thead>
<tr>
<th>Do...</th>
<th>Don’t...</th>
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<tbody>
<tr>
<td>• Own project as your own</td>
<td>• Let issues linger at TxDOT</td>
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<tr>
<td>• Integrate public and environmental input into design</td>
<td>• Neglect project history (read My35.org/Capital website)</td>
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<tr>
<td>• Manage big picture goals and milestones and risks</td>
<td>• Expect traditional, sequential design process</td>
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<td>• Expect high-level of communication and coordination with State</td>
<td>• Consider design specifications to be final</td>
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<td>• Bring recommendations or solutions</td>
<td>• Only identify problems</td>
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<td>• Proactively implement QA/QC process</td>
<td>• Let review comments linger</td>
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<tr>
<td>• Over-communicate</td>
<td>• Be shy to ask questions</td>
</tr>
<tr>
<td>Name</td>
<td>Website</td>
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<tr>
<td>My35 – Capital Region</td>
<td><a href="http://www.my35.org/capital">http://www.my35.org/capital</a></td>
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<tr>
<td>Mobility35 – Capital Area</td>
<td><a href="https://my35construction.org">https://my35construction.org</a></td>
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<td>Construction Information</td>
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<td>PEPS Website (Procurement</td>
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<td>1</td>
<td>Introductions/Ground Rules</td>
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<tr>
<td>2</td>
<td>Procurement Process</td>
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<tr>
<td>3</td>
<td>Preclusions / Restrictions</td>
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<tr>
<td>4</td>
<td>Solicitation Timeline (Tentative)</td>
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<tr>
<td>5</td>
<td>Project Overview</td>
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<tr>
<td>6</td>
<td>Next Steps / Q&amp;A</td>
</tr>
<tr>
<td>7</td>
<td>Meet &amp; Greet – Networking Teaming Opportunity</td>
</tr>
</tbody>
</table>

Meeting ends at 4:00 pm
Next Steps

- Questions regarding this Pre-Solicitation may be submitted to: Harry Pan, P.E. at harry.pan@TxDOT.gov by 5:00 PM on Monday, April 22, 2019.

- Sign in sheets and slides posted the next day, and Pertinent questions received and the answers will be posted no later than Thursday, April 25, 2019.
Thank you all for attending the Pre-Solicitation meeting
## Agenda

<table>
<thead>
<tr>
<th></th>
<th>Introductions/Ground Rules</th>
<th>PEPS</th>
<th>2:00 pm</th>
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<td>Procurement Process</td>
<td>PEPS</td>
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<td>3</td>
<td>Preclusions / Restrictions</td>
<td>PEPS</td>
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<td>Project Overview</td>
<td>Austin District</td>
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<td>6</td>
<td>Next Steps / Q&amp;A</td>
<td>Austin District and PEPS</td>
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<td>7</td>
<td>Meet &amp; Greet – Networking Teaming Opportunity</td>
<td></td>
<td>3:30 pm</td>
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</tbody>
</table>

Meeting ends at 4:00 pm
Consultant Meet and Greet

- Networking and teaming opportunity
- Enjoy this time to discuss the upcoming solicitation

Questions regarding this Pre-Solicitation may also be submitted to: Harry Pan, P.E. at harry.pan@TxDOT.gov 5:00 PM on Monday, April 22, 2019.