

Q&A Matrix

North Houston Highway Improvement Project - Segment 3 Design-Build Project

RFQ Q&A Matrix No. 2

May 29, 2020

TxDOT Question Number	Version Issuance	Document	Reference	Sub Reference	Question	TxDOT Response
24	Addendum #1	RFQ	Section 3	Section 3.1, Procurement Process; DBC Term Sheet, Notice to Proceed	What discretion will the DBC have in scheduling the respective NTPs for Component B and C?	It is anticipated that the DB Contractor will have discretion to request the NTP2s for each Component at any time on or before an outside date that will be included in the RFP and set forth in the Design-Build Agreement, provided DB Contractor has satisfied the usual conditions to issuance of NTP2, such as TxDOT approval of the Project Management Plan, Quality Management Plan and Project Schedule. Further details will be provided in the RFP.
25	Addendum #1	RFQ	Section 3	Section 3.3, Procurement Schedule	Please extend the QS due date to July 23, 2020 to allow ample time to submit a responsive submittal.	The requested change will be made. The QS Due Date will be extended to July 23, 2020 in RFQ Addendum No. 2.
26	Addendum #1	RFQ	Exhibit A, Section 1	Table 1	Table 1 indicates that the maximum number of pages allowed for Form G-2 is 3 pages. The Form G-2 files in word and pdf are 4 pages. Please amend Table 1 to allow for a maximum of 4 pages to adequately document the key personnel relevant experience.	The requested change will be made.
27	Addendum #1	RFQ	Exhibit D	Section 7 (h), (j), (k)	What is the status of third party agreements? a. Utilities: What ILAs are under development? What will be status of utilities at RFP date? Will TxDOT be relocating the major water and sewer lines prior to contract award? b. Railroads: What is the status of RR C&M and ROE agreements? Will TxDOT be securing these agreements prior to the RFP stage? c. METRO: what is the status on agreements? Are agreements on design in place?	TxDOT has begun advancing agreements that TxDOT will enter into with certain utilities for the adjustment of particular facilities that require long-lead times for procurement, design and/or construction. Status of utility agreements and design advancement will be provided during the RFP phase. Relocation of any other utilities will be the responsibility of the DB Contractor. TxDOT is currently advancing railroad license agreements per the Preliminary Schematic Design. TxDOT currently anticipates these agreements will be secured prior to issuance of the DRFP. DB Contractor will be responsible for finalizing design at the rail crossings and finalizing the agreements with the applicable railroad companies. Additional information regarding status of railroad agreements and DB Contractor responsibilities will be provided during the RFP phase. TxDOT is currently advancing special specifications with METRO per the Preliminary Schematic Design. TxDOT currently anticipates these special specifications will be completed prior to issuance of the DRFP. DB Contractor will be responsible for finalizing design at METRO light rail crossings and where the Project impacts METRO's facilities, as well as coordinating with METRO. Additional information regarding status of METRO coordination and DB Contractor responsibilities will be provided during the RFP phase.
28	Addendum #1	RFQ	Exhibit D	Section 7 (j)	Is the DB Contractor constructing new and/or existing railroad structures to the new vertical clearance requirements to 23'-4"?	Yes, DB Contractor shall construct to the 23'-4" vertical clearance requirements at railroad structures.
29	Addendum #1	RFQ	Exhibit D	Section 1.2, Section 7 (k)	Please discuss traffic control and traffic management concepts and criteria upon which the final proposal will be evaluated. Will there be lane rentals? Will there be incentives? Notes (3) In order to include more wider maintenance references, we kindly request TxDOT to reduce the minimum relevant maintenance responsibility to 25%, for instances where the construction firms were in joint venture.	As set forth in the DBC Term Sheet, TxDOT anticipates that there will be requirements for Lane Rental Charges and Liquidated Damages for Lane Closures. Further information regarding traffic control requirements will be provided during the RFP phase.
30	Addendum #1	RFQ	Forms	Form D-4	Please review Form J-1, specifically the last column in the Reference Project Information section. The options presented no longer reflect the updated definition of Proposer Entity and creates some confusion.	The requested change will be made.
31	Addendum #1	RFQ	Forms	Form J-1	<input type="checkbox"/> Proposer <input type="checkbox"/> Equity Member <input type="checkbox"/> Lead Contractor <input type="checkbox"/> Lead Engineering Firm <input type="checkbox"/> Other entity providing experience on Form D-1, D-2, D-3 or D-4	Form J-1 will be revised in Addendum #2 to delete the references to Form D-3 and D-4.
32	Addendum #1	RFQ	DBA Term Sheet	Proposal, Performance, Payment, & Warranty Bonds	When are the reserved penal sums of \$80M and \$25M of preceding performance bonds to be released? At succeeding P&P Bond Issuance, NTP 2 issuance or another time?	The \$80M and \$25M amounts referenced in the DBC Term Sheet are not reserved sums, but rather they are limitations on the liability of the sureties under the Performance Bonds for specified defaults. Each Performance Bond will be released at Final Acceptance of the applicable Component provided a Warranty Bond has been provided and the DB Contractor is not in default. If all obligations under the Contract Documents secured by the Performance Bond have been duly and timely fulfilled by DB Contractor, including the timely request for NTP2 for the succeeding Component and provision of the required Payment and Performance Bonds for the succeeding Component, DB Contractor will not be in default and the Performance Bond will be replaced by the Warranty Bond at Final Acceptance of the applicable Component. For example, the sureties' potential liability of up to \$80M for DB Contractor's failure to timely request the NTP2 for Component B and to provide Payment and Performance Bonds for Component B will be released when the Component A Performance Bond is released.
33	Addendum #1	RID	Schematics/Design		Are there any FHWA design exceptions for the project? Have they been approved?	There are no known design exceptions for this project at this time.
34	Addendum #1	RID	Schematics/Design		Is the DB Contractor constructing new and/or existing structures to the new vertical clearance requirements of 18'-6"?	Yes, DB Contractor shall construct to the 18'-6" vertical clearance requirements on applicable portions of the project.
35	Addendum #1	RID	Drainage		Please explain the status of hydraulic studies and constraints in regards to large flood control initiatives being discussed in the region. Will this change the procurement schedule? Will this further define or change the approach to storage or the allowable Q and HW calculations? Will proposed HCFC work re-aligning parts of White Oak and Buffalo Bayous be included in the project?	Project drainage requirements will be included in the RFP. TxDOT does not anticipate any changes to the procurement schedule on account of local drainage initiatives.