



RFP 22-12 Q&A Session

**I-40 between Arizona State Line and Atrisco Vista Boulevard Interchange
CN: 6101580- Federal Funding**

The New Mexico Department of Transportation held a Question-and-Answer Session for: **RFP 22-12: I-40 between Arizona State Line and Atrisco Vista Boulevard Interchange per the request of a consulting firm**. The questions and answers are summarized and published on the New Mexico Department of Transportation website. This documentation will become a part of the Departments procurement file.

A full description of procedures for the Q&A session can be found in the NMDOT Consultant Services Handbook.

https://www.dot.state.nm.us/content/dam/nmdot/Procurement/Consultant_Handbook_2021.pdf

Answers that were provided in the session are subject to change due to the final scope of work had not been finalized during the Q&A session. The final scope of work will be advertised with the RFP on October 1, 2021.

Technical Description of Project:

NMDOT has identified the need for a study of Interstate 40 (I-40) highway operations to develop an improvement plan which will accommodate existing and future traffic demands. The study will be used for planning purposes of future projects in later years. The emphasis of this project will be an evaluation of alternatives with consideration given to identifying a reliable system configuration, alignment and typical section, addressing corridor need such as safety, maintenance and constructability, and compatibility with emerging technology. Modifications to the existing infrastructure to accommodate the preferred Highway Operational Improvement Plan will be analyzed. Potential improvements to be considered will include the addition of a third lane in each direction along I-40 and implementation of a Frontage Road system. The Phase I-A and Phase I-B reports will determine the necessary improvements and provide a detailed analysis of impacts to I-40. ~~Preliminary design from milepost 42.50 to 44.29 under funding programmed in the STIP for CN 6101581 will begin as soon as the preferred alternative has been chosen. Upon completion of the preliminary design, the project will proceed to final design.~~

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Questions:

1. What are the primary problems the NMDOT wants to address by this project?
Identify I-40 corridor needs and develop an improvement plan accommodating existing and future traffic.
 - a. How much condition infrastructure improvement needs, safety component?
Can you shed any more light what has elevated?
Increase of traffic on I-40 has been observed and is reaching unacceptable failing delays during single lane closures for construction. There is a need to study highway operations and address safety. The Phase A/B study is intended to be done at planning level for the district to prioritize the corridor and plan projects in the future.

2. Does maintenance of traffic and accidents thru construction projects need to be considered?
Yes, MOT does need to be considered. DOT has committed to FHWA in D6, to maintain two lanes during construction and needs to be considered in the study.
 - a. Is there any intention that this will apply to D3?
It could roll over to D3, but specifically the commitment was in D6.

3. What improvements are being considered – additional travel lanes, frontage roads, and non-widening of the highway measures, etc.
DOT would like 3 lanes in both direction and continuous frontage road evaluated. The study will need to identify a reliable system configuration, alignment and typical section, address safety, maintenance and constructability, and consider compatibility with emerging technology.

4. Is the NMDOT interested in the potential application of ITS /Smart Technologies to address the traffic/safety problems?
Yes, we do want to evaluate technology and what can be leveraged in this planning study.

5. Is one of the objectives of the Phase A/B study to develop an overall improvement plan?
Yes, this is an objective of the project. This is not set up to be amended to include design.
 - a. Planning level study, what are the data needs? This will dictate what type of partners we need.
Adequate Survey will be needed to determine geometric improvements and impacts to existing infrastructure. There are several interchanges along the

corridor, and the study will need to determine how a potential third lane will be tied into ramps and other existing features.

Historically, drainage is an issue along I-40 and there will be requirements for collecting structure information to be utilized in the study.

The most recent bridge inspection report will be included in the RFP.

Specific level of detail for data to be collected will be specified in RFP.

- b. Planning level study, depending on funding and recommendations. DOT will be advancing other projects, does involvement, will it preclude consultants from being involved in any other parts of the project?

Completing the Phase A/B study will not preclude consultant from future projects. **Phase C/D or Phase 2 services will NOT be included in the RFP.**

- 6. If widening and/or frontage road solutions are recommended by the study, does the NMDOT anticipate the potential for this contract being amended to include Phase C and D and Phase 2 services, or program management?

No, the contract will not be amended to include Phase C/D or Phase 2 services.

- 7. What is the desired schedule?

Bond funds were released in the last two weeks. Preference would be 80% of the funds have to be spent down in three years.

Contract is anticipated to be awarded in March 2022. The sooner the better. The study should take 1 year and half. Overall a 2 year contract.

- 8. Will the NMDOT provide crash data for 2020 and prior years?

Yes, we will provide the necessary information to complete the project. NMDOT will provide crash data and look into accident reports collected by project offices in the area however crash data will not be a provided in the RFP. The crash data will be provided to the selected engineer after the contract has been awarded.

- 9. The project corridor is very long. What is the NMDOT expecting or looking for in regards to the topo / mapping / ROW for the project?

The scope of the project is to complete Phase A/B study along the corridor which will be used in project planning and assist in prioritizing projects. Adequate survey will be needed to determine geometric improvements and impacts to existing infrastructure / ROW at a conceptual level. There are several interchanges within the project limits and the study will need to determine how a potential third lane will be tied into ramps and other existing features. In addition, adequate survey will be necessary to determine if a parallel frontage road system could be implemented.

10. What is the NMDOT expecting or looking for in regards to the environmental review for the project?

In planning for future projects, the level of effort needed for implementation will need to be identified. The study should identify major environmental issues, such as tribal coordination. As part of a phased implementation plan, the consultant will determine and recommend to the NMDOT what level of environmental documentation should be done.

11. What is the NMDOT expecting or looking for in regards to the drainage review and analysis for the project?

Historically drainage has been an issue along I40. As a starting point, we will provide the most recent bridge inspection report in the RFP. Additional drainage data collection and analysis requirements will be specified in the RFP.

12. Is the NMDOT looking for a priority plan for the corridor and would it be based on safety?

Yes, this is a goal for the project. Additionally, there is a commitment to maintain a 2 lane during construction which should be considered.

13. Is any funding Identified for actual construction?

Bond funds, which were made available a few weeks ago. There is 35 million, hoping to get 1 project out of that funding. Working with procurement/legal if a single phase can go into design and draw down that bond fund.

Phase IA/B all the way to Phase II. Will we be able to amend the contract.

This will be a four year contract. Realistically we could amend one project in.

