

TEXAS DEPARTMENT OF TRANSPORTATION
GENERAL SERVICES DIVISION

PREPARED BY: CAROL GRIFFITH, CPPB
DOUG CHALMAN
FAX: (512) 416-2152
E-MAIL: cgriffit@dot.state.tx.us

SPECIFICATION NO.
TxDOT NO. 968-62-75*
REVISED: APRIL 2000

PAVEMENT SURFACE DISTRESS DATA COLLECTION
FOR PAVEMENT MANAGEMENT INFORMATION SYSTEM
PUBLICATION

This specification is a product of the Texas Department of Transportation (TxDOT). It is the practice of TxDOT to support other entities by making this specification available through the National Institute of Governmental Purchasing (NIGP). This specification may not be sold for profit or monetary gain. If this specification is altered in any way, the header, and any and all references to TxDOT must be removed. TxDOT does not assume any liability when this specification is used in the procurement process by any other entity.

PART I
SPECIFICATIONS AND REQUIREMENTS

1. **SCOPE:** This specification describes service for Pavement Surface Distress Data Collection (PSDDC) on state maintained roads located in TxDOT's 25 districts by regions listed on Attachment A. The districts are divided into five regions with each region consisting of five districts. Separate purchase orders may be issued for each region. The data collection shall be performed in accordance with the latest revision of the Pavement Management Information System (PMIS) Rater's Manual. The PSDDC shall be performed on the estimated number of roadbed miles shown on Attachment A. The data collection shall be performed on dry pavement during daylight hours (from one-half hour after sunrise to one-half hour before sunset) and on various types of terrain and levels of traffic congestion.
2. **BACKGROUND:** TxDOT has been performing PSDDC since 1983, to determine the condition of the state highway network. Each fiscal year (September 1 to August 31), TxDOT performs PSDDC on the state maintained highway network. This data is collected between September 1 and January 31 each fiscal year and used to update the PMIS database maintained by the TxDOT Design Division - Pavements Section.
3. **DESCRIPTION OF WORK:** The PSDDC shall be performed on a county by county basis. The vendor shall provide the number of certified data collection teams (two raters per team) necessary to complete the project within the specified time restrictions. The minimum number of raters shall be ten (five teams) per region. The maximum number of raters shall be twelve (six teams) per region plus two alternates. Alternates are not required to be team leaders, but shall be certified. Some highways in heavy traffic urban areas will require video data collection by TxDOT's Multi-Functional Vehicle (MFV). The vendor shall perform MFV PSDDC in a designated TxDOT office using the Mission Manager Work Station. The basic work plan for the PSDDC in each county shall be as follows:
 - 3.1. **PREPARATION:** TxDOT will provide the most recent PMIS Standard Report that identifies every PMIS section to be rated (Attachment C). Reference Markers identify the PMIS sections. These section locations shall be entered exactly as they appear, to insure the collected data is stored properly. Most PMIS sections will be 0.5 miles (0.8 kilometers) in length; however, some sections may be longer or shorter. TxDOT will provide the vendor with one set of Reference Marker Maps (Attachment E) to be used as a guide for the data collection team.
 - 3.2. **INVENTORY:** Using the Reference Marker Maps (Attachment E) and TxDOT's PMIS Section List File (Attachment C), and Automated Rating Form (Attachment D), the PSDDC team shall collect surface distress data on the worst distressed lane of each roadbed. The PSDDC team shall record each rater's name, date, location, section length, comment code, detailed pavement type, pavement distresses, and any comments/notes. The comments/notes shall include reference marker discrepancies, roadbed configuration discrepancies, unusual pavement distresses, etc. The vendor shall complete the automated rating forms as required by the PMIS and key the required data into a computer.
 - 3.3. **DOCUMENTATION:** The data collected shall be compiled by the vendor in an ASCII format (described later in this document) and submitted to TxDOT on a 1.44 megabyte diskette that is DOS compatible and/or submitted via e-mail, and/or on Automated Rating Forms, at TxDOT's discretion. This diskette shall be scanned for viruses, the data shall be uploaded to the mainframe, checked for accuracy, and stored in the PMIS database by TxDOT.
 - 3.4. **PROBLEMS:** Situations concerning the location or construction of a roadway shall be submitted to TxDOT's designated District Pavement Management personnel. TxDOT will forward answers to the vendor on how to complete the data collection in the county. Other problems that delay or disrupt the data collection will be addressed in Part II - General Conditions of this specification.

* Supersedes Specification No. TxDOT 968-62-75, Revised: July 1999

4. TxDOT REQUIREMENTS: To allow the vendor to complete the PSDDC according to TxDOT specifications, TxDOT will take the following actions:
 - 4.1. PMIS RATER CERTIFICATION TRAINING: TxDOT Design Division - Pavements Section will provide training on the visual data collection procedure before the scheduled PSDDC. This training will consist of three days of classroom and field time for flexible pavement and three days for concrete pavement (if required) for first time raters. Training for experienced raters will consist of one day of classroom and field time for flexible pavement and concrete pavement (if required). The vendor shall contact TxDOT Design Division – Pavements Section to schedule training within ten days after notice of purchase order award.
 - 4.1.1. Vendors that are awarded regions with PSDDC performed by the MFV shall also attend Mission Manager workstation training. (Ref. Part II, paragraph 3).
 - 4.2. ATTACHMENTS: Following is a description of Attachments A – G.
 - 4.2.1. Attachment A - Bid Schedule: Provides breakdown of counties in each of TxDOT's 25 districts into five regions. Vendor shall insert price per roadbed mile.
 - 4.2.2. Attachment B – Work Plan/Data Collection Schedule: Provides the work plan/data collection schedule for each region. Page 1 is the actual schedule for the West Region. Page 2 provides General Information. This schedule will be provided to the vendor for the other regions at the work planning meeting.
 - 4.2.3. Attachment C – Section List File: Sample of a region section list file for informational purposes. The vendor will receive this attachment at the work planning meeting after award of the purchase order.
 - 4.2.4. Attachment D – Automated Rating Form: Sample of Automated Rating Form used for PSDDC.
 - 4.2.5. Attachment E – Reference Marker Map: Sample of a region Reference Marker Map by county. The vendor will receive this attachment at the work planning meeting after award of the purchase order.
 - 4.2.6. Attachment F – Audit Criteria: Provides the audit criteria used for PSDDC.
 - 4.2.7. Attachment G – Pavement Types: Provides the pavement types to be rated.
 - 4.2.8. Attachment H – Map of PSDDC Regions (shows breakdown of counties in each region).
 - 4.3. CERTIFICATION: TxDOT reserves the right to reject any vendor personnel that do not complete the training and pass the certification exam. No re-testing or re-training will be provided for this fiscal year.
 - 4.4. PMIS SECTION LIST FILE: TxDOT will provide an electronic file that lists the District's PMIS Sections to the vendor. This file, as shown in the sample in Attachment C, will show the county, responsible maintenance section, roadbed, beginning and ending reference marker limits, section length, and detailed pavement type.
 - 4.5. PMIS SECTION AUTOMATED RATING FORMS: TxDOT will provide a list of the District's PMIS Sections on automated rating forms to the vendor. The forms, as shown in the sample in Attachment D, will show the county, responsible maintenance section, roadbed, beginning and ending reference marker limits, section length, and detailed pavement type.
 - 4.6. REFERENCE MARKER MAPS: TxDOT will provide the vendor one complete set of Reference Marker maps (Attachment E) of the counties within the district. The maps will show the roadway name, roadway limits, approximate reference markers locations, and concurrent routes.
 - 4.7. WORK PLAN/DATA COLLECTION SCHEDULE: TxDOT will provide the vendor a schedule (Attachment B) to complete the PSDDC. TxDOT reserves the right to revise the schedule due to unforeseen circumstances.
 - 4.8. AUDIT: TxDOT will audit PMIS sections for accuracy. At its discretion, TxDOT personnel will periodically accompany the PSDDC rating team during data collection to evaluate the vendor's equipment, procedures, and personnel. Additionally, a statistical sample of PMIS sections will be rated by TxDOT personnel and the results will be compared to the PSDDC team's data for accuracy and compatibility. Based on TxDOT's audit criteria (Attachment F), sections that do not meet the criteria shall be subject to re-collection at no additional cost to TxDOT.
 - 4.9. REVIEW: Upon receipt of the required submittal from the vendor at the end of the PSDDC for each county, TxDOT will review the reports for completeness, accuracy, and compatibility. Refer to Attachment B – Region Work Plan/ Data Collection Schedule.
 - 4.10. APPROVAL: TxDOT will approve the completion of the PSDDC for each county within a region in writing. TxDOT

approval of the submittal for each county will constitute approval of the PSDDC for that county; however, a written statement will constitute final approval for each PSDDC region.

- 4.11. MANUAL(S): TxDOT will provide each rater with a current PMIS Rater's Manual on PSDDC procedures. Additional copies of the manual may be reproduced by the vendor as required.
5. VENDOR REQUIREMENTS: The vendor shall provide all personnel required to perform, compile and submit PSDDC data, consult with TxDOT, and fulfill all other requirements established for the vendor. TxDOT reserves the right to approve all personnel used by the vendor based on the following conditions:
- 5.1. ORGANIZATION: The vendor shall have a minimum of one year of experience in PSDDC or similar types of data collection.
- 5.2. PROJECT MANAGER: The vendor shall designate, in writing, a Project Manager employed by the vendor for PSDDC services. The Project Manager shall be available to oversee the project, authorized to receive orders, act on behalf of the vendor, be responsible for the PSDDC teams and be available for consultation any time between the hours of 8:00 and 5:00 p.m. on normal business days. The Project Manager shall have experience in managing projects of this nature and work well with others in a "team type" work environment. In the event that the Project Manager is not performing the duties as outlined, TxDOT may suspend work until a replacement is designated. The Project Manager shall have a minimum of one year of experience managing this type or similar type of project.
- 5.3. PSDDC TEAMS: The vendor shall provide and equip PSDDC teams as required to complete the PSDDC in the allocated time. Each team shall consist of two raters (one shall be a TEAM LEADER) certified by TxDOT. The minimum number of raters shall be ten (five teams) per region. The maximum number of raters shall be twelve (six teams) per region plus two alternates. Alternates are not required to be team leaders, but shall be certified.
- 5.3.1. Team Leader: The team leader shall have a minimum of one year of experience in TxDOT PSDDC, and a minimum of one year of experience leading a PSDDC team. Experience is defined as completing a total of 15 days of actual field rating during the last two fiscal years of PSDDC cycles.
- 5.3.2. Team Members: All team members shall complete the certification classes for Flexible Pavement Rating and Rigid Pavement Rating (if required by TxDOT) and pass the certification exams, prior to beginning work.
- 5.4. COMMUNICATION: The vendor (Project Manager, when assigned) shall establish and maintain phone and/or e-mail communication with TxDOT for the duration of the PSDDC service. The vendor shall schedule a pre-work meeting as directed by TxDOT. Communication details shall be established at the pre-work meeting.
- 5.5. PSDDC VEHICLE: The vendor shall provide each PSDDC team with a vehicle equipped to perform the PSDDC and be responsible for its registration, insurance, fuel, maintenance, and repairs.
- 5.6. PSDDC EQUIPMENT: The vendor shall equip each PSDDC vehicle with a Distance Measuring Instrument (DMI), and any other hardware and software necessary to perform the PSDDC.
- 5.7. PSDDC PROCEDURES: Using the Reference Markers Maps (Attachment E), Section List File (Attachment C), and/or the Automated Rating Forms (Attachment D) provided as a guide by TxDOT, the PSDDC team shall follow the PSDDC procedures outlined in the PMIS Rater's Manual.
- 5.8. INVENTORY PRODUCTS: The vendor shall submit the PSDDC results of each county on individual diskettes or e-mail files. The data shall be stored in ASCII format as detailed in Part I, Paragraph 6 of this specification.
- 5.9. PSDDC PROBLEMS: If the PSDDC for any county cannot be completed because of confusion of the PSDDC team about the PMIS section location or its limits, the vendor shall complete all possible PSDDC and notify TxDOT. The vendor shall identify all areas in question by written statement and detail-map drawings if necessary. At TxDOT's discretion, the statement shall be mailed, faxed, hand delivered, or picked up by a TxDOT representative to resolve the problem.
- 5.10. SUBMISSION OF PRODUCTS: At the completion of the PSDDC **for each county**, the vendor shall submit forms diskettes and e-mail files containing the documentation of PSDDC Data to TxDOT for review and approval. This may be accomplished by an overnight carrier or hand delivered to the district office no later than the schedule deadline. If returned by TxDOT to correct vendor errors after review, the vendor shall make all necessary corrections within ten working days or as directed by TxDOT at no additional cost to TxDOT. This shall include the re-collection data for any roads with re-submittals to be approved by TxDOT.
6. PSDDC SUBMISSION FORMAT: The vendor shall produce an ASCII file format for each county, documenting PSDDC in that

county. The file format shall have the following characteristics:

- 6.1. HEADER CARD ELEMENTS: This ASCII information is placed before data cards lines, for each day, pavement type change, and PSDDC team change.
 - 6.1.1. SYSTEM CARD-ID: Three-digit (VIS) indicating that the data is surface distress data. Columns 1-3.
 - 6.1.2. CARD-ID: Two-digit code indicating broad pavement type. Columns 4-5
 - 6.1.3. DISTRICT NUMBER: Two-digit code provided by TxDOT (Attachment A). Columns 6-7.
 - 6.1.4. RATER 1: Last name of the team leader of the PSDDC vehicle. Columns 8-29.
 - 6.1.5. RATER 2: Last name of the team member/driver of the PSDDC vehicle. Columns 30-51.
 - 6.1.6. MONTH: Two-digit code for month of data collection. Columns 52-53.
 - 6.1.7. DAY: Two-digit code for day of data collection. Columns 54-55.
 - 6.1.8. YEAR: Two-digit code for year of data collection. Columns 56-57.
- 6.2. DATA CARD ELEMENTS: The following ASCII information is placed after header card lines, for each day and gives detailed information about the data collection section.
 - 6.2.1. SYSTEM-ID: Three-digit (VIS) indicating that the data is visual surface distress data. Columns 1-3.
 - 6.2.2. CARD-ID: Two-digit code indicating broad pavement type and number 2 indicating that card is data card. Columns 4-5.
 - 6.2.3. COUNTY NUMBER: Three-digit code provided by TxDOT (Attachment A). Columns 6-8.
 - 6.2.4. HIGHWAY
 - 6.2.4.1. PREFIX: Two-digit code provided by TxDOT. Columns 9-10.
 - 6.2.4.2. NUMBER: Four-digit code provided by TxDOT. Columns 11-14.
 - 6.2.4.3. SUFFIX: One-digit code provided by TxDOT. Column 15.
 - 6.2.5. BEGINNING SECTION LOCATION
 - 6.2.5.1. REFERENCE MARKER: Four-digit code provided by TxDOT and marked on Highway. Columns 16-19.
 - 6.2.5.2. SUFFIX: One-digit code provided by TxDOT and marked on Highway (usually blank). Column 20.
 - 6.2.5.3. DISPLACEMENT: Plus or minus sign indicator and three-digit code displacement with one assumed decimal place. Columns 21-24.
 - 6.2.6. ENDING SECTION LOCATION
 - 6.2.6.1. REFERENCE MARKER: Four-digit code provided by TxDOT and marked on Highway. Columns 25-28.
 - 6.2.6.2. SUFFIX: One-digit code provided by TxDOT and marked on Highway (usually blank). Column 29.
 - 6.2.6.3. DISPLACEMENT: Plus or minus sign indicator and three-digit code displacement with one assumed decimal place. Columns 30-33.
 - 6.2.7. ROADBED LANE: Two-digit code indicating the roadbed and lane that was rated. Columns 34-35.
 - 6.2.8. SECTION LENGTH: Two-digit code with one assumed decimal place indicating the section length in miles and tenths of miles. Columns 36-37.
 - 6.2.9. COMMENT CODE: Two-digit code indicating a comment provided by TxDOT. Columns 38-39.

6.2.10. DETAILED PAVEMENT TYPE: Two-digit code indicating the pavement type of the road (see attachment G). Columns 40-41.

6.2.11. PAVEMENT DISTRESSES: Three different broad pavement types explained in the PMIS Rater's Manual.

6.2.11.1. FLEXIBLE PAVEMENT

6.2.11.1.1. SHALLOW RUTTING: Rutting will be measured by an automated rutbar and will not be a required distress to measure. Columns 42-44.

6.2.11.1.2. DEEP RUTTING: Rutting will be measured by an automated rutbar and will not be a required distress to measure. Columns 45-47.

6.2.11.1.3. PATCHING: Three-digit code indicating percentage of patching in the rated lane. Columns 48-50.

6.2.11.1.4. FAILURES: Two-digit code indicating number of failures in the rated lane. Columns 51-52.

6.2.11.1.5. BLOCK CRACKING: Three-digit code indicating percentage of block cracking in the rated lane. Columns 53-55.

6.2.11.1.6. ALLIGATOR CRACKING: Three-digit code indicating percentage of alligator cracking in the rated lane. Columns 56-58.

6.2.11.1.7. LONGITUDINAL CRACKING: Three-digit code indicating the average feet of longitudinal cracking found in a 100-foot station in the rated lane. Columns 59-61.

6.2.11.1.8. TRANSVERSE CRACKING: Two-digit code indicating the number of full lane width transverse cracks found in a 100-foot station in the rated lane. Columns 62-63.

6.2.11.1.9. RAVELING: One-digit code indicating the amount of raveling in the rated lane. Column 64.

6.2.11.1.10. FLUSHING: One-digit code indicating the amount of flushing in the rated lane. Column 65.

6.2.11.2. CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (CRCP)

6.2.11.2.1. SPALLED CRACKS: Three-digit code indicating number of spalled cracks in the rated lane. Columns 42-44.

6.2.11.2.2. PUNCHOUTS: Three-digit code indicating number of punchouts in the rated lane. Columns 45-47.

6.2.11.2.3. ASPHALT PATCHES: Three-digit code indicating number of asphalt patches in the rated lane. Columns 48-50.

6.2.11.2.4. CONCRETE PATCHES: Three-digit code indicating number of concrete patches in the rated lane. Columns 51-53.

6.2.11.2.5. AVERAGE CRACK SPACING: Two-digit code indicating the average spacing between transverse cracks. Columns 54-55.

6.2.11.3. JOINTED CONCRETE PAVEMENT (JCP)

6.2.11.3.1. FAILED JOINTS AND CRACKS: Three-digit code indicating the number of failed joints and cracks in the rated lane. Columns 42-44.

6.2.11.3.2. FAILURES: Three-digit code indicating the number of failures in the rated lane. Columns 45-47.

6.2.11.3.3. SHATTERED SLABS: Three-digit code indicating the number of shattered slabs in the rated lane. Columns 48-50.

- 6.2.11.3.4. SLABS WITH LONGITUDINAL CRACKS: Three-digit code indicating the number of slabs with longitudinal cracks in the rated lane. Columns 51-53.
- 6.2.11.3.5. CONCRETE PATCHES: Three-digit code indicating number of concrete patches in the rated lane. Columns 54-56.
- 6.2.11.3.6. APPARENT JOINT SPACING: Two-digit code indicating spacing between apparent joints in the rated lane. Columns 57-58.
- 6.2.12. COMMENTS: An alphanumeric field for entering notes or comments. For Flexible pavement, columns 66-80. For CRCP, columns 56-80. For JCP, columns 59-80. The comments/notes shall include reference marker discrepancies, roadbed configuration discrepancies, unusual pavement distresses, etc.
- 7. SAFETY PROCEDURES: Vendor shall follow guidelines in the Texas Manual on Uniform Traffic Control for Streets and Highways (MUTCD) including, but not limited to the following:
 - 7.1. All PSDDC personnel shall wear hard hats, reflective safety vests, and safety shoes at all times whenever they are outside the vehicle on the roadway. Other safety equipment such as eye protection, respirators, and inclement weather gear is recommended, but not required.
 - 7.1.1. Steel-toed footwear and white safety hard hats shall be American National Standards Institute (ANSI) approved.
 - 7.1.2. Safety vests shall meet or exceed the current specifications for quality and visibility factors as used by TxDOT
 - 7.2. The PSDDC vehicle shall be equipped with a flashing amber light (mounted on top or inside the vehicle) to be operating during the PSDDC.
 - 7.2.1. The blue and yellow flashing combination may be acceptable in some districts for use in PSDDC vehicles and is desirable for greater visibility in high traffic volume areas.
 - 7.3. A magnetic sign on the rear of the vehicle stating "Caution Test Vehicle" or a similar phrase is suggested to provide additional protection for the raters.

PART II
GENERAL CONDITIONS

- 1. WORK LOCATION: The PSDDC shall be performed in all counties for the districts shown on Attachment A. Any consultations, meetings, or cooperative work with TxDOT personnel shall be at the TxDOT district office or office designated by TxDOT.
- 2. WORK HOURS: The PSDDC shall be performed during the daylight hours from one half-hour after sunrise to one-half hour before sunset and when the pavement condition is dry. The PSDDC shall be performed according to the TxDOT agreement on scheduling in Attachment B. The vendor shall be responsible for overtime and holiday charges, and normal salary expenses for employees. Status meetings, data submittal, and any other meeting between the vendor and TxDOT shall be held during normal business hours (8:00 am to 5:00 pm, M-F) at the TxDOT district office or office designated by TxDOT.
- 3. PMIS RATER CERTIFICATION TRAINING LOCATION: The Flexible Pavement Rater Certification classes will be scheduled every year during July, August, or September at a location specified by TxDOT. The Rigid Pavement Rater Certification classes will be scheduled during July, August, or September at a location-specified by TxDOT. Vendors that are awarded regions with PSDDC performed by the MFV shall attend Mission Manager work station training. The vendor shall schedule this training with TxDOT Design Division – Pavements Section. The vendor shall be responsible for salaries, expenses, travel and per-diem costs for its employees during the training.
- 4. WORK CHANGES/DELAYS: Situations that prohibit the scheduled PSDDC for a county, such as severe weather, political unrest, or other acts beyond TxDOT control, shall be handled on a county by county basis. TxDOT may revise the PSDDC schedule to allow PSDDC for any county at a later date if ice, snow, torrential rain, tornado, etc. does not allow PSDDC at the scheduled time. TxDOT reserves the right to alter the schedule to maintain the PSDDC timetable required to complete the PSDDC on time.
- 5. QUANTITIES: Roadbed miles shown on Attachment A are estimated and may vary. TxDOT does not guarantee to purchase any minimum quantity. TxDOT reserves the right to increase the quantity(ies) of the purchase order at the same original price, terms and conditions. The vendor will be notified in writing by a purchase order change notice of any requirements for additional quantity(ies).
- 6. SUBCONTRACTORS: The vendor shall be responsible for the project completion as agreed with TxDOT. Subcontractors shall not manage more than 50 percent of the total PSDDC contract. However, subcontracting is allowed under the following

conditions.

- 6.1. **CONTACT:** The vendor shall be the only contact for TxDOT, except during an audit of PSDDC teams. The vendor shall be the point of contact for all subcontractors.
- 6.2. **CONDITIONS:** The same terms, conditions and requirements of the specifications that apply to the vendor shall apply to all subcontractors and their personnel. The vendor shall be fully responsible for subcontractor performance.
- 6.3. **LIABILITIES:** The vendor shall be liable for all work performed by all subcontractors, and shall be responsible for all charges and expenses related to their performance.
- 6.4. **APPROVAL:** No subcontract for services shall be executed without prior authorization and written approval by TxDOT. Subcontractors shall be noted on the Good Faith Effort Program document included with the IFB.
7. **OWNERSHIP:** All data, calculations, diskettes, or other documents created or collected under the purchase order shall be the property of TxDOT and shall be provided to TxDOT upon request.
8. **INSURANCE:** Upon award of the purchase order, the vendor shall provide a completed Certificate of Insurance (TxDOT Form 20.102 Rev 7/98) in accordance with the requirements stated on the IFB prior to beginning work. The vendor shall maintain insurance until all requirements of the purchase order are completed and accepted by TxDOT.
9. **INVOICE:** The vendor shall invoice TxDOT monthly for each county's PSDDC that TxDOT approved and accepted. The invoice shall include the following items:
 - 9.1. TxDOT purchase order number.
 - 9.2. The invoice shall list the completed counties, the total roadbed miles collected for each county, the per mile rate, and the amount for each county (product of PSDDC mileage and per mile PSDDC rate), also the total roadbed miles collected and total amount for the invoice.
10. **PAYMENT:** Payment will be in accordance with paragraphs 11.0 and 11.3, Special Terms and Conditions for the Purchase of Services and in accordance with the following:
 - 10.1. **COVERAGE:** The vendor shall submit an invoice for the completed TxDOT approved PSDDC.
 - 10.2. **CHARGES:** TxDOT will pay vendor for the actual roadbed miles of approved PSDDC data (to include mileage for sections under construction and bridges) in counties accepted by TxDOT. All costs incurred by the vendor in the collection, compilation, and the production of the data required for approval by TxDOT shall be included in the PSDDC rate charge bid. No other charges will be accepted by TxDOT.
 - 10.3. Payment will be for PSDDC in each county upon written approval and acceptance by TxDOT.
11. **PRICE ADJUSTMENTS:** TxDOT will allow a price increase/decrease prior to the beginning of each fiscal year during the term of service for the purchase order. Any change requested by vendor shall be based on the CPI-W (Consumer Price Index - for Urban Wage Earners and Clerical Workers), but in no case will any increase exceed the CPI-W for the period. Any exceptions to the above will disqualify the bid.
 - 11.1. The State of Texas will permit "unit price" adjustments upwardly or downwardly when correlated with the CPI-W. Unless otherwise indicated, the price index shall be the specified index as published by the Bureau of Labor Statistics, Washington, DC 20212. The baseline index shall be the index announced for the month in which the bids opened. Unit prices may be adjusted prior to the beginning of each fiscal year in accordance with changes in the index. The allowable percent change shall be calculated by subtracting the baseline index from the index announced for the month in which the renewal option is exercised and dividing the result by the baseline index. The allowable percent change shall be rounded to the nearest one-hundredth of one percent and shall be the maximum unit price adjustment permitted, except that the vendor may offer price decreases in excess of the allowable percent change.
12. **MINIMUM QUALIFICATIONS OF BID SUBMITTAL:** To be considered for evaluation, submittal shall include all necessary information pertinent to this specification for evaluation, be legible, concise and organized.
 - 12.1. Bidder shall meet the minimum qualifications for experience in Part 1, paragraphs 5.1, 5.2, 5.3, 5.3.1.
 - 12.2. Bidder shall submit six unbound copies of the bid and attachments (signed original and five copies).
 - 12.3. Submittals may be tab indexed and shall be in order of the requirements under Part II, paragraph 14, Evaluation Criteria.

13. **EVALUATION:** TxDOT will evaluate each bid, if the minimum qualifications (Part I, paragraphs 5.1, 5.2, 5.3, 5.3.1) are met, based on vendor responses to experience, performance, schedule, and cost. Vendor selection will be based on 60 percent on the attached Evaluation Matrix and 40 percent on cost.
14. **EVALUATION CRITERIA:** The evaluation of all bids will use the following criteria and procedure. Evaluation points will be awarded based on the following and scored as shown on the Evaluation Matrix.
 - 14.1. **EXPERIENCE:** Years of experience performing TxDOT PSDDC and similar PSDDC for other clients or states. Years of experience for each entity shall be separated and shall meet the minimum experience qualifications to be considered for evaluation. If more than one region is awarded to a single vendor, and the vendor is required to use raters to perform PSDDC in more than one region simultaneously, the vendor shall demonstrate in the submittal that the PSDDC can be completed in each awarded region within the scheduled time allocation.
 - 14.1.1. Organization's years of experience.
 - 14.1.2. Project Manager's years of experience.
 - 14.1.3. Team Leader's years of experience.
 - 14.1.4. Team Member's years of experience.
 - 14.2. **PERFORMANCE:** Based on a minimum of three samples of PSDDC products submitted for previous clients and TxDOT.
 - 14.2.1. Accuracy, conciseness, and detail of records.
 - 14.2.2. Ability to meet deadlines.
 - 14.2.3. Number of completed PSDDCs for other entities.
 - 14.2.4. Similarity of previous PSDDCs.
 - 14.2.5. Successful completion of previous PSDDC(s) for TxDOT.
 - 14.3. **SCHEDULE:** In order to meet the required completion dates, the vendor's work plan shall provide the following information in a legible, concise and organized presentation:
 - 14.3.1. Ability to begin and complete the PSDDC per TxDOT's Work Plan/ Data Collection Schedule.
 - 14.3.2. Ability to provide required equipment (Part I, paragraphs 5.5 and 5.6).
 - 14.3.3. Acknowledgement, understanding and personnel training of safety procedures (Part 1, paragraph 7).
 - 14.4. **COST:** The cost of the total PSDDC is based on the price per roadbed mile as shown on Attachment A. Cost will be taken to two decimal points to break a tie between bids.
15. **EVALUATION SCORING:** Evaluation of the submittal will be based on the following total score percentage: 60 percent for evaluation criteria and 40 percent for cost. Responses to the evaluation criteria for each bid will be judged as strong, moderate, weak or none, and scored as three, two, one or zero point(s) respectively. These scores will be multiplied by the following rate to produce the evaluation score.
 - 15.1. **EXPERIENCE:** Experience will be multiplied by three for a total of zero to nine points .
 - 15.2. **PERFORMANCE:** Performance will be multiplied by three for a total of zero to nine points.
 - 15.3. **SCHEDULE:** Schedule will be multiplied by one for a total of zero to three points.
16. **AWARD:** Bidders may bid on one or more regions. However, TxDOT reserves the option to split the award in the best interest of the state. TxDOT will award the Purchase Order for PSDDC services to the vendor(s) receiving the highest overall score based on the total score for each region. The awarded vendor(s) will be notified after the selection has been made.

ATTACHMENT A – BID SCHEDULE - EAST REGION

<u>DISTRICT NAME/NO.</u>	<u>COUNTY NAME & NUMBER</u>	<u>APPROXIMATE ROADBED MILES</u>	<u>COST-PER ROADBED MILE</u>	<u>EXTENSION</u>
Waco (WAC) 09	Bell (014)	662.8		
	Bosque (018)	348.9		
	Coryell (050)	332.7		
	Falls (074)	350.6		
	Hamilton (098)	287.9		
	Hill (110)	533.4		
	Lampasas (141)	0.5		
	Limestone (147)	379.4		
	McLennan (161)	755.0		
Lufkin (LFK) 11	Angelina (003)	409.2		
	Houston (114)	408.3		
	Nacogdoches (174)	416.4		
	Polk (187)	403.4		
	Rusk (201)	1.1		
	Sabine (202)	230.1		
	San Augustine (203)	261.5		
	San Jacinto (204)	245.6		
	Shelby (210)	381.4		
	Trinity (228)	214.8		
Houston (HOU) 12	Brazoria (020)	532.8		
	Fort Bend (080)	477.4		
	Galveston (085)	397.1		
	Harris (102)	1560.7		
	Montgomery (170)	538.3		
	Waller (237)	268.7		
Bryan (BRY) 17	Brazos (021)	356.7		
	Burleson (026)	245.5		
	Freestone (082)	410.0		
	Grimes (094)	305.6		
	Leon (145)	419.7		
	Madison (154)	283.7		
	Milam (166)	338.6		
	Robertson (198)	297.8		
	Walker (236)	381.1		
Washington (239)	302.7			
Beaumont (BMT) 20	Chambers (036)	349.9		
	Hardin (101)	265.9		
	Jasper (122)	333.0		
	Jefferson (124)	462.1		
	Liberty (146)	395.4		
	Newton (176)	273.4		
	Orange (181)	268.6		
	Tyler (229)	250.8		
	TOTAL MILES	16338.5	TOTAL COST	

ATTACHMENT A – BID SCHEDULE - NORTHEAST REGION

<u>DISTRICT NAME/NO.</u>	<u>COUNTY NAME & NUMBER</u>	<u>APPROXIMATE ROADBED MILES</u>	<u>COST-PER ROADBED MILE</u>	<u>EXTENSION</u>
Paris (PAR) 01	Delta (060)	172.1		
	Fannin (075)	473.1		
	Franklin (081)	167.8		
	Grayson (092)	580.5		
	Hopkins (113)	473.1		
	Hunt (117)	628.6		
	Lamar (139)	478.5		
	Rains (190)	134.7		
	Red River (194)	374.2		
Wichita Falls (WFS) 03	Archer (005)	259.1		
	Baylor (012)	217.2		
	Clay (039)	395.0		
	Cooke (049)	421.4		
	Montague (169)	410.8		
	Throckmorton (224)	170.7		
	Wichita (243)	497.4		
	Wilbarger (244)	362.8		
	Young (252)	345.3		
Tyler (TYL) 10	Anderson (001)	457.4		
	Cherokee (037)	538.3		
	Gregg (093)	297.5		
	Henderson (108)	438.7		
	Rusk (201)	551.7		
	Smith (212)	662.0		
	Van Zandt (234)	560.6		
	Wood (250)	435.7		
Dallas (DAL) 18	Collin (043)	629.1		
	Dallas (057)	1134.2		
	Denton (061)	621.3		
	Ellis (071)	703.3		
	Kaufman (130)	592.1		
	Navarro (175)	563.4		
Atlanta (ATL) 19	Rockwall (199)	157.4		
	Bowie (019)	541.9		
	Camp (032)	120.4		
	Cass (034)	452.1		
	Harrison (103)	551.1		
	Marion (155)	151.2		
	Morris (172)	148.3		
	Panola (183)	340.1		
	Titus (225)	248.4		
Upshur (230)	339.7			
	TOTAL MILES	17798.2	TOTAL COST	

ATTACHMENT A – BID SCHEDULE - NORTHWEST REGION

<u>DISTRICT NAME/NO.</u>	<u>COUNTY NAME & NUMBER</u>	<u>APPROXIMATE ROADBED MILES</u>	<u>COST-PER ROADBED MILE</u>	<u>EXTENSION</u>
Fort Worth (FTW) 02	Erath (073)	390.2		
	Hood (112)	181.0		
	Jack (120)	281.6		
	Johnson (127)	438.6		
	Palo Pinto (182)	410.8		
	Parker (184)	413.9		
	Potter (188)	1.7		
	Somervell (213)	93.0		
	Tarrant (220)	1143.5		
	Wise (249)	417.0		
Amarillo (AMA) 04	Armstrong (006)	182.6		
	Carson (033)	381.0		
	Dallam (056)	297.8		
	Deaf Smith (059)	293.2		
	Donley (065)	17.2		
	Gray (091)	368.1		
	Hansford (099)	261.1		
	Hartley (104)	253.6		
	Hempholl (107)	189.8		
	Hutchinson (118)	224.6		
	Lipscomb (148)	196.8		
	Moore (171)	226.4		
	Ochiltree (179)	211.9		
	Oldham (180)	228.0		
	Potter (188)	390.7		
	Randall (191)	429.6		
	Roberts (197)	119.9		
Sherman (211)	213.9			
Abilene (ABL) 08	Borden (017)	171.9		
	Callahan (030)	373.4		
	Fisher (077)	274.2		
	Haskell (105)	315.4		
	Howard (115)	409.5		
	Jones (128)	484.8		
	Kent (132)	162.9		
	Mitchell (168)	331.3		
	Nolan (177)	336.2		
	Scurry (208)	327.8		
	Shackelford (209)	175.2		
	Stonewall (217)	163.6		
Taylor (221)	545.0			
Brownwood (BWD) 23	Brown (025)	346.8		
	Coleman (042)	335.3		
	Comanche (047)	363.4		
	Eastland (068)	502.0		
	Lampasas (141)	208.2		
	McCulloch (160)	302.3		
	Mills (167)	210.7		
	San Saba (206)	218.6		
	Stephens (215)	267.1		
Childress (CHS) 25	Briscoe (023)	163.2		
	Childress (038)	235.4		
	Collingsworth (044)	224.6		

	Cottle (051)	195.6		
	Dickens (063)	228.3		
	Donley (065)	208.6		
	Foard (079)	148.8		
<u>ATTACHMENT A – BID SCHEDULE - NORTHWEST REGION (CONT.)</u>				
	Hall (097)	226.5		
	Hardeman (100)	228.0		
	King (135)	93.3		
	Knox (138)	216.7		
	Motley (173)	164.9		
	Wheeler (242)	329.2		
	TOTAL MILES	17746.2	TOTAL COST	

ATTACHMENT A – BID SCHEDULE – SOUTH REGION

<u>DISTRICT NAME/NO.</u>	<u>COUNTY NAME & NUMBER</u>	<u>APPROXIMATE ROADBED MILES</u>	<u>COST-PER ROADBED MILE</u>	<u>EXTENSION</u>	
Yoakum (YKM) 13	Austin (008)	299.4			
	Calhoun (029)	182.1			
	Colorado (045)	373.2			
	DeWitt (062)	314.1			
	Fayette (076)	498.8			
	Gonzales (090)	434.2			
	Jackson (121)	316.3			
	Lavaca (143)	316.6			
	Matagorda (158)	326.9			
	Victoria (235)	336.9			
	Wharton (241)	435.3			
San Antonio (SAT) 15	Atascosa (007)	489.1			
	Bandera (010)	196.5			
	Bexar (015)	1295.5			
	Comal (046)	298.2			
	Frio (083)	373.6			
	Guadalupe (095)	436.6			
	Kendall (131)	208.0			
	Kerr (133)	330.8			
	McMullen (162)	155.3			
	Medina (163)	354.3			
	Uvalde (232)	339.8			
		Wilson (247)	350.9		
Corpus Christi (CRP) 16	Aransas (004)	85.2			
	Bee (013)	310.7			
	DeWitt (062)	1.2			
	Goliad (089)	248.8			
	Jim Wells (126)	319.3			
	Karnes (129)	342.9			
	Kleberg (137)	169.5			
	Live Oak (149)	490.7			
	McMullen (162)	3.6			
	Nueces (178)	617.6			
	Rufugio (196)	229.0			
		San Patricio (205)	440.2		
Pharr (PHR) 21	Brooks (024)	147.8			
	Cameron (031)	703.5			
	Kenedy (066)	94.2			
	Duval (067)	102.6			
	Hidalgo (109)	903.7			
	Jim Hogg (125)	143.1			
	Starr (214)	235.2			
	Webb (240)	40.5			
	Willacy (245)	239.5			
		Zapata (253)	120.5		
Laredo (LRD) 22	Dimmit (064)	251.0			
	Duval (067)	312.0			
	Kinney (136)	203.3			
	LaSalle (142)	322.8			
	Maverick (159)	217.9			
	Val Verde (233)	319.6			
		Webb (240)	468.0		
	Zavala (254)	266.0			

SPECIFICATION NO.
TXDOT 968-62-75
REVISED: APRIL 2000

	TOTAL MILES	17012.3	TOTAL COST	
--	-------------	---------	------------	--

ATTACHMENT A – BID SCHEDULE - WEST REGION

<u>DISTRICT NAME/NO.</u>	<u>COUNTY NAME & NUMBER</u>	<u>APPROXIMATE ROADBED MILES</u>	<u>COST-PER ROADBED MILE</u>	<u>EXTENSION</u>
Lubbock (LBB) 05	Bailey (009)	233.3		
	Castro (035)	262.5		
	Cochran (040)	232.5		
	Crosby (054)	278.8		
	Dawson (058)	346.3		
	Floyd (078)	333.7		
	Gaines (084)	325.2		
	Garza (086)	225.7		
	Hale (096)	510.8		
	Hockley (111)	366.7		
	Lamb (140)	395.9		
	Lubbock (152)	749.4		
	Lynn (153)	352.9		
	Parmer (185)	273.8		
	Swisher (219)	399.3		
	Terry (223)	310.7		
	Yoakum (251)	208.4		
Odessa (ODA) 06	Andrews (002)	266.7		
	Crane (052)	156.8		
	Crockett (053)	18.6		
	Culberson (055)	6.2		
	Ector (069)	425.5		
	Howard (115)	0.4		
	Jeff Davis (123)	4.7		
	Loving (151)	33.7		
	Martin (156)	283.4		
	Midland (165)	447.4		
	Pecos (186)	816.3		
	Reeves (195)	583.8		
	Terrell (222)	176.4		
	Upton (231)	190.5		
	Ward (238)	325.0		
Winkler (248)	141.0			
San Angelo (SJT) 07	Coke (041)	175.5		
	Concho (048)	213.3		
	Crockett (053)	368.3		
	Edwards (070)	239.6		
	Glasscock (088)	136.0		
	Irion (119)	122.9		
	Kimble (134)	340.6		
	Menard (164)	170.1		
	Reagan (192)	159.0		
	Real (193)	149.0		
	Runnels (200)	365.8		
	Schleicher (207)	178.7		
	Sterling (216)	128.1		
	Sutton (218)	296.0		
Tom Green (226)	446.9			
Waller (237)	1.9			
Austin (AUS) 14	Bastrop (011)	352.9		
	Blanco (016)	189.7		
	Burnett (027)	289.1		
	Caldwell (028)	262.1		
	Gillespie (087)	278.5		

	Hays (106)	289.9		
	Kendall (131)	8.7		
	Lee (144)	194.5		
	Llano (150)	228.7		
ATTACHMENT A – BID SCHEDULE - WEST REGION (CONT.)				
	Mason (157)	196.7		
	Travis (227)	624.8		
	Williamson (246)	567.6		
El Paso (ELP) 24	Brewster (022)	292.3		
	Culberson (055)	363.2		
	El Paso (072)	624.4		
	Hartley (104)	0.1		
	Hudspeth (116)	411.3		
	Jeff Davis (123)	229.2		
	Presidio (189)	272.7		
	TOTAL MILES	18,850.4	TOTAL COST	

ATTACHMENT B - WORK PLAN/ DATA COLLECTION SCHEDULE
East Region (Waco, Lufkin, Houston, Bryan, and Beaumont Districts)

TxDOT AUTHORITIES

TxDOT Design Division – Pavements Section representative:

- Will be the contract administrator.
- Can terminate contract.

TxDOT District representative will have authority to:

- Stop work if the vendor is not following safety procedures.
- Stop work if the vendor is not following PSDDC guidelines.
- Stop work if the audit data shows discrepancies.
- Require the vendor to re-rate sections (if needed) as described in ATTACHMENT F – AUDIT CRITERIA

COMMUNICATION: Communication is of utmost importance. The vendor's project manager or designee shall maintain communication during the entire contract period and shall be available Monday through Friday, 8:00 a.m. – 5:00 p.m. for consultation. Each rating team shall have a mobile phone and provide the number to TxDOT.

PRE-WORK MEETING: Before the vendor performs any PSDDC described herein, a pre-work meeting will be held with the vendor's Project Manager, vendor PSDDC personnel and TxDOT's representatives. TxDOT will schedule the pre-work meeting with the vendor after the purchase order is awarded and prior to the rating period (September 1, 2000 to January 31, 2001 and September 1, 2001 to January 31, 2002). The pre-work meeting will be held at a designated TxDOT office. This meeting is intended to familiarize the vendor's Project Manager and PSDDC Teams with TxDOT's representatives, to review the service requirements and to explain the work plan and data collection process to be followed.

GENERAL SCHEDULE: The PSDDC shall begin September 1, 2000, or soon after, and be completed by January 31, 2001 for the first year and begin September 1, 2001, or soon after, and be completed by January 31, 2002 of the second year. TxDOT reserves the right to revise the schedule due to unforeseen circumstances. The vendor shall follow the SCHEDULE DATES to ensure timely completion of the PSDDC.

DATA SUBMISSION AND REVIEW: The vendor shall submit the collected data within two working days upon completion of each county. The vendor shall submit legible copies of the completed Automated Rating Forms, electronic ASCII (text) files (one file per county) on 3-1/2 inch diskette and via e-mail to TxDOT's District representative and the Design Division – Pavements Section representative. All submitted data shall be delivered to TxDOT no later than 5:00 p.m. on the SCHEDULE DATES listed below. TxDOT will review the data submission for approval within 20 working days of electronic file submittal. If the submitted data fails to meet the audit criteria, the vendor's team(s) in question shall stop all rating in other counties and re-rate the county(ies) that failed to meet audit criteria. Upon completion, review and approval of each district, the vendor shall submit a CD containing all county data files.

GENERAL NOTES

TxDOT may accompany the PSDDC team at any time during data collection.

The vendor shall complete daily logs as prescribed by the district.

The vendor's team may begin rating the next county (one county only) while awaiting approval of submitted data; however, a maximum of two counties may be rated until all the previously submitted data is approved.

TxDOT may revise the schedule due to unforeseen circumstances such as excessive rain days.

The vendor shall have no more than three different rating teams working in the Waco, Lufkin, and Houston Districts. The vendor shall have no more than two different rating teams working in the Bryan and Beaumont Districts.

The vendor shall not work on Sundays unless approved by the district.

The data should be reviewed for errors by the vendor prior to submittal to TxDOT.

The Houston and Beaumont Districts will require the vendor to perform PSDDC on data collected by TxDOT's Multi-Functional Vehicle (MFV). There will be approximately 397 roadbed miles in Houston and 95 roadbed miles in Beaumont. The average speed for PSDDC on MFV collected data is 2-3 miles per hour. MFV PSDDC will be performed in a designated TxDOT office.

SCHEDULE DATES

- PSDDC in the Houston and Bryan Districts shall be complete by November 30.
- PSDDC in the Waco and Lufkin Districts shall be complete by December 31.
- PSDDC in the Beaumont District shall be complete by January 10.

- All rating and re-rating shall be complete by January 31.

ATTACHMENT B East Region (cont.)

GENERAL DISTRICT INFORMATION

The **Waco District** has several rural counties such as Coryell, Hamilton, Bosque, Falls, and Limestone. Bosque, Coryell, and Hamilton Counties are hill country type terrain, with a lot of rural areas. There are small urban areas in these counties such as Meridian, Gatesville, and Hamilton. Falls and Limestone Counties are generally flat plains type of terrain with small urban communities such as Marlin, Mexia, and Grosebeck.

The higher traffic urban counties are Hill, McLennan, and Bell. Interstate 35 runs down the middle of these three counties. These urban areas include the cities of Hillsboro, Waco, Temple, Belton, and Killeen. Other than these areas the rest of these counties are mostly flat rural area.

The **Lufkin District** is primarily rural in nature with the cities of Lufkin, Nacogdoches, Crockett, Center, and Livingston as its primary urban areas. The terrain is predominately rolling and the District has a moderate climate.

The **Houston District** is primarily urban in nature with the cities of Houston and Galveston as its primary urban areas. The terrain is predominantly flat and the region has a wet climate. Approximately 50 percent of the total roadbed miles are urban sections and the remaining sections are rural sections. Freeway main-lanes inside Houston will be collected by the Multi-Functional Vehicle (MFV) and the videotapes will be rated by the vendor.

The **Bryan District** is primarily rural in nature with the cities of Bryan, Brenham and Huntsville as primary urban areas. The terrain is predominantly rolling hills with some river bottomland and the region has a humid climate.

The **Beaumont District** is primarily rural in nature with the cities of Beaumont, Port Arthur, and Orange as its primary urban areas. The terrain is predominately flat and the region has a wet climate. Freeway main-lanes within urban areas will be collected by the Multi-Functional Vehicle (MFV) and the videotapes will be rated by the vendor.

ATTACHMENT B - WORK PLAN/ DATA COLLECTION SCHEDULE
Northeast Region (Paris, Wichita Falls, Tyler, Dallas, and Atlanta Districts)

AUTHORITIES

TxDOT Design Division – Pavements Section representative:

- Will be the contract administrator.
- Can terminate contract.

TxDOT District representative shall have the authority to:

- Stop work if the vendor is not following safety procedures.
- Stop work if the vendor is not following PSDDC guidelines.
- Stop work if the audit data shows discrepancies.
- Require the vendor to re-rate sections (if needed) as described in ATTACHMENT F – AUDIT CRITERIA

COMMUNICATION: Communication is of utmost importance. The vendor's project manager or designee shall maintain communication during the entire contract period and shall be available Monday through Friday 8:00 a.m. – 5:00 p.m. for consultation. Each rating team shall have a mobile phone and provide the number to TxDOT.

PRE-WORK MEETING: Before the vendor performs any PSDDC described herein, a pre-work meeting shall be held with the vendor's Project Manager, vendor PSDDC personnel and TxDOT's representatives. TxDOT will schedule the pre-work meeting with the vendor after the contract is awarded and prior to the rating period (September 1, 2000 to January 31, 2001 and September 1, 2001 to January 31, 2002). The pre-work meeting will be held at a designated TxDOT office. This meeting is intended to familiarize the vendor's Project Manager and PSDDC Teams with TxDOT's representatives, to review the contract and to explain the work plan and data collection process to be followed.

GENERAL SCHEDULE: The PSDDC shall begin September 1, 2000, or soon after, and be completed by January 31, 2001 for the first year and begin September 1, 2001, or soon after, and be completed by January 31, 2002 of the second year. TxDOT reserves the right to revise the schedule due to unforeseen circumstances. The vendor shall follow the SCHEDULE DATES to ensure timely completion of the PSDDC.

DATA SUBMISSION AND REVIEW: The vendor shall submit the collected data within two working days upon completion of each county. The vendor shall submit legible copies of the completed Automated Rating Forms, electronic ASCII (text) files (one file per county) on 3-1/2 inch diskette and via e-mail to TxDOT's District representative and the Design Division – Pavements Section representative. All submitted data shall be delivered to TxDOT no later than 5:00 p.m. on the SCHEDULE DATES listed below. TxDOT will review the data submission for approval within 20 working days of electronic file submittal. If the submitted data fails to meet the audit criteria, the vendor's team(s) in question shall stop all rating in other counties and re-rate the county(ies) that failed to meet audit criteria. Upon completion, review and approval of each district, the vendor shall submit a CD containing all county data files.

GENERAL NOTES

TxDOT may accompany the PSDDC team at any time during data collection.

The vendor shall complete daily logs as prescribed by the district.

The vendor's team may begin rating the next county (one county only) while awaiting approval of submitted data; however, a maximum of two counties may be rated until all the previously submitted data is approved.

TxDOT may revise the schedule due to unforeseen circumstances such as excessive rain days.

The vendor shall not work on Sundays unless approved by the district.

The vendor shall have no more than two different rating teams working in a given district.

The data should be reviewed for errors by the vendor prior to submittal to TxDOT.

The Dallas District will require the vendor to perform PSDDC on data collected by TxDOT's Multi-Functional Vehicle (MFV). There will be approximately 240 roadbed miles. The average speed for PSDDC on MFV collected data is 2-3 miles per hour. MFV PSDDC will be performed in a designated TxDOT office.

SCHEDULE DATES:

- PSDDC in the Paris, Wichita Falls, and Atlanta Districts shall be complete by November 30.
- PSDDC in the Tyler and Dallas Districts shall be complete by December 31.
- All rating and re-rating shall be complete by January 31.

ATTACHMENT B – Northeast Region (Cont.)

GENERAL DISTRICT INFORMATION

The PSDDC shall be performed in all nine counties of the **Paris District**. The district counties are Delta, Fannin, Grayson, Hopkins, Hunt, Rains and Red River. The Paris District is primarily rural in nature with the cities of Sherman, Dennison, Greenville, Sulphur Springs and Paris as primary urban areas. The terrain is predominantly rolling hills with some river bottomland and the region has a humid climate.

The **Wichita Falls District** is a cross-section of terrain and weather. The extreme western part of the district is sandy soil, flat, and much like west Texas, whereas, the eastern part of the district has trees and rolling hills. Wichita Falls, population of 100,000 is the largest city in the district with several 3-10,000 population towns. Lodging is normally not an issue unless the smaller towns are harvesting wheat harvest or during the Dallas Cowboys training camp and Hotter than Hell Bike Race in Wichita Falls during July/Aug. Wichita Falls is somewhat centrally located, within a 1 1/2 hour drive to almost any location in the district. There are 12 maintenance sections in nine counties. Traffic is reasonably heavy on our two interstates, IH 44 in Wichita County and IH 35 in Cooke County, as well as US 287 through the district. Surfaces are predominately asphalt, with some concrete.

The **Tyler District** has no submittal and can provide general information during the pre-work meeting.

The **Dallas District** has seven counties. Most of Dallas, Denton, Collin and Rockwall counties are heavy traffic urban counties. Kaufman, Ellis and Navarro are primarily rural counties which have Interstate Highways running through them. There are eight major Interstate Highway Systems in the Dallas District. There are 1,100 Roadbed miles of concrete in the Dallas District with the terrain being typically flat. The region has been known to receive an annual winter ice storm.

The **Atlanta District** is predominantly rural in nature with rolling terrain and historically above average rainfall. The District is made up of nine counties. Approximately 90 percent of the total roadbed miles are rural with the remaining 10 percent of the roadbed miles in urban areas. Generally all the urban roadbed miles are located within Texarkana, Marshall and Mt. Pleasant. The District requires that 100 percent of its roadbed miles be visually evaluated annually.

ATTACHMENT B - WORK PLAN/ DATA COLLECTION SCHEDULE
Northwest Region (Fort Worth, Amarillo, Abilene, Brownwood, and Childress Districts)

AUTHORITIES

TxDOT Design Division – Pavements Section representative:

- Will be the contract administrator.
- Can terminate contract.

TxDOT District representative shall have the authority to:

- Stop work if the vendor is not following safety procedures.
- Stop work if the vendor is not following PSDDC guidelines.
- Stop work if the audit data shows discrepancies.
- Require the vendor to re-rate sections (if needed) as described in ATTACHMENT F – AUDIT CRITERIA

COMMUNICATION: Communication is of utmost importance. The vendor's project manager or designee shall maintain communication during the entire contract period and shall be available Monday through Friday 8:00 a.m. – 5:00 p.m. for consultation. Each rating team shall have a mobile phone and provide the number to TxDOT.

PRE-WORK MEETING: Before the vendor performs any PSDDC described herein, a pre-work meeting shall be held with the vendor's Project Manager, vendor PSDDC personnel and TxDOT's representatives. TxDOT will schedule the pre-work meeting with the vendor after the purchase order act is awarded and prior to the rating period (September 1, 2000 to January 31, 2001 and September 1, 2001 to January 31, 2002). The pre-work meeting will be held at a designated TxDOT office. This meeting is intended to familiarize the vendor's Project Manager and PSDDC Teams with TxDOT's representatives, to review the contract and to explain the work plan and data collection process to be followed.

GENERAL SCHEDULE: The PSDDC shall begin September 1, 2000, or soon after, and be completed by January 31, 2001 for the first year and begin September 1, 2001, or soon after, and be completed by January 31, 2002 of the second year. TxDOT reserves the right to revise the schedule due to unforeseen circumstances. The vendor shall follow the SCHEDULE DATES to ensure timely completion of the PSDDC.

DATA SUBMISSION AND REVIEW: The vendor shall submit the collected data within two working days upon completion of each county. The vendor shall submit legible copies of the completed Automated Rating Forms, electronic ASCII (text) files (one file per county) on 3-1/2 inch diskette and via e-mail to the District representative and the Design Division – Pavements Section representative. All submitted data shall be delivered to TxDOT no later than 5:00 p.m. on the SCHEDULE DATES listed below. TxDOT will review the data submission for approval within 20 working days of electronic file submittal. If the submitted data fails to meet the audit criteria, the vendor's team(s) in question shall stop all rating in other counties and re-rate the county(ies) that failed to meet audit criteria. Upon completion, review and approval of each district, the vendor shall submit a CD containing all county data files.

GENERAL NOTES

TxDOT may accompany the PSDDC team at any time during data collection.

The vendor shall complete daily logs as prescribed by the district.

The vendor's team may begin rating the next county (one county only) while awaiting approval of submitted data; however, a maximum of two counties may be rated until all the previously submitted data is approved.

TxDOT may revise the schedule due to unforeseen circumstances such as excessive rain days.

The vendor shall not work on Sundays unless approved by the district.

The vendor shall have no more than three different rating teams working in the Amarillo District. The vendor shall have no more than two different rating teams working in the Fort Worth, Abilene, Brownwood, and Childress Districts.

The data should be reviewed for errors by the vendor prior to submittal to TxDOT.

The Fort Worth District will require the vendor to perform PSDDC on data collected by TxDOT's Multi-Functional Vehicle (MFV). There will be approximately 250 roadbed miles. The average speed for PSDDC on MFV collected data is 2-3 miles per hour. MFV PSDDC will be performed in a designated TxDOT office.

SCHEDULE DATES

- PSDDC in the Abilene District shall be complete by October 31.
- PSDDC in the Brownwood District shall be complete by November 30.
- PSDDC in the Childress District shall be complete by December 31.

ATTACHMENT B - Northwest Region (cont.)

- PSDDC in the Amarillo and Fort Worth Districts shall be complete by January 15.
- All rating and re-rating shall be complete by January 31.

GENERAL DISTRICT INFORMATION:

The **Fort Worth District** consists of nine counties - Wise, Jack, Palo Pinto, Parker, Erath, Hood, Somervell, Johnson, and Tarrant. Approximately 1.7 million people live in and 1.6 million vehicles are registered in the nine county area. In Tarrant county alone, the population is 1.4 million people. Four interstate roadways go through the District. Aggregate pits in Wise and Jack counties supply concrete and asphalt plants for the North Texas construction industry that generates high truck traffic volumes in those counties. Population growth is high as well. As a result, traffic volumes on state highways are generally quite high throughout the District, especially in Tarrant, Wise, Parker, Hood, and Johnson Counties.

The **Amarillo District** consists of seventeen counties in the Northern Texas Panhandle. The terrain of the district consists of particularly flat areas north of the Canadian and areas of rolling landscapes associated with the Canadian River breaks. The Amarillo District also includes the Palo Duro Canyon, second in size to the Grand Canyon. The population of Amarillo is approaching 200,000 and provides varying types of accommodations. The surrounding area cities, Borger, Canyon, Dalhart, Dumas, Hereford, Pampa and Perryton, also provide many types accommodations.

The **Abilene District** has no submittal and can provide general information during the pre-work meeting.

The **Brownwood District** is a rural district with Brownwood being the largest city with a population of 20,000. There are 40 miles of IH 20 in Eastland County.

The **Childress District** is predominantly rural in nature with varying terrain. The only city with a population of over 5,000 is the city of Childress itself. The other communities in the district are typically small, rural towns. The terrain within the district varies from the High Plains type topography in the extreme northern districts to the Rolling Plains type topography throughout the southern part of the district. The terrain in the eastern counties becomes almost mountainous as one travels up the Caprock. Horizontal and vertical alignments and corresponding sight distances are gentle in most of the counties, graduating to fairly restrictive in the Caprock areas. Interstate 40 is the only Interstate Highway in the district. It runs in and out of northern Donley County and completely through Wheeler County exiting the district at the Oklahoma State Line. Accommodations are available in most of the larger towns in the district.

ATTACHMENT B - WORK PLAN/ DATA COLLECTION SCHEDULE
South Region (Yoakum, San Antonio, Corpus Christi, Pharr, and Laredo Districts)

AUTHORITIES

TxDOT Design Division – Pavements Section representative:

- Will be the contract administrator.
- Can terminate contract.

TxDOT District representative will have authority to:

- Stop work if the vendor is not following safety procedures.
- Stop work if the vendor is not following PSDDC guidelines.
- Stop work if the audit data shows discrepancies.
- Require the vendor to re-rate sections (if needed) as described in ATTACHMENT F – AUDIT CRITERIA

COMMUNICATION: Communication is of utmost importance. The vendor's project manager or designee shall maintain communication during the entire contract period and shall be available Monday through Friday, 8:00 a.m. – 5:00 p.m. for consultation. Each rating team shall have a mobile phone and provide the number to TxDOT.

PRE-WORK MEETING: Before the vendor performs any PSDDC described herein, a pre-work meeting will be held with the vendor's Project Manager, vendor PSDDC personnel and TxDOT's representatives. TxDOT will schedule the pre-work meeting with the vendor after the purchase order is awarded and prior to the rating period (September 1, 2000 to January 31, 2001 and September 1, 2001 to January 31, 2002). The pre-work meeting will be held at a designated TxDOT office. This meeting is intended to familiarize the vendor's Project Manager and PSDDC Teams with TxDOT's representatives, to review the contract and to explain the work plan and data collection process to be followed.

GENERAL SCHEDULE: The PSDDC shall begin September 1, 2000, or soon after, and be completed by January 31, 2001 for the first year and begin September 1, 2001, or soon after, and be completed by January 31, 2002 of the second year. TxDOT reserves the right to revise the schedule due to unforeseen circumstances. The vendor shall follow the SCHEDULE DATES to ensure timely completion of the PSDDC.

DATA SUBMISSION AND REVIEW: The vendor shall submit the collected data within two working days upon completion of each county. The vendor shall submit legible copies of the completed Automated Rating Forms, electronic ASCII (text) files (one file per county) on 3-1/2 inch diskette and via e-mail to the District representative and the Design Division – Pavements Section representative. All submitted data shall be delivered to TxDOT no later than 5:00 p.m. on the SCHEDULE DATES listed below. TxDOT will review the data submission for approval within 20 working days of electronic file submittal. If the submitted data fails to meet the audit criteria, the vendor's team(s) in question shall stop all rating in other counties and re-rate the county(ies) that failed to meet audit criteria. Upon completion, review and approval of each district, the vendor shall submit a CD containing all county data files.

GENERAL NOTES

TxDOT may accompany the PSDDC team at any time during data collection.

The vendor shall complete daily logs as prescribed by the district.

The vendor's team may begin rating the next county (one county only) while awaiting approval of submitted data; however, a maximum of two counties may be rated until all the previously submitted data is approved.

TxDOT may revise the schedule due to unforeseen circumstances such as excessive rain days.

The vendor shall have no more than three different rating teams working in the San Antonio, Corpus Christi, Pharr, and Laredo Districts. The vendor will be authorized to have a maximum of five different rating teams working in the Yoakum District (if required) to meet the established deadlines.

The vendor shall not work on Sundays unless approved by the district.

The data should be reviewed for errors by the vendor prior to submittal to TxDOT.

The San Antonio District will require the vendor to perform PSDDC on data collected by TxDOT's Multi-Functional Vehicle (MFV). There will be approximately 466 roadbed miles. The average speed for PSDDC on MFV collected data is 2-3 miles per hour. MFV PSDDC will be performed in a designated TxDOT office. Performing PSDDC on videotapes in the office is slower than actual PSDDC out in the field. Therefore, the vendor shall use an alternate team to perform PSDDC on the MFV collected data for the San Antonio District. The completion date may be extended to Oct. 20, 2000 for PSDDC on data collected with the MFV.

The San Antonio and Corpus Christi Districts will require the vendor to estimate the percentage of sealed and unsealed longitudinal and transverse cracks for each road where longitudinal and transverse cracks are present. Example: If an estimated 25 percent of the longitudinal and/or transverse cracks are sealed for an entire length of road, then the remaining 75 percent are unsealed.

ATTACHMENT B – South Region (cont.)

SCHEDULE DATES

- PSDDC shall begin in the San Antonio and Laredo Districts and complete by October 12.
- PSDDC shall then be performed in the Corpus Christi and Pharr Districts and be complete by November 15.
- PSDDC shall then be performed in the Yoakum District and be complete by December 11.
- All rating and re-rating shall be complete by December 31.

GENERAL DISTRICT INFORMATION

The **Yoakum District** is predominantly rural in nature with varying terrain. The only urban area with a population of over 50,000 is the city of Victoria. The other communities in the district are typically small, rural towns. Interstate 10 is the only Interstate Highway in the District.

Listed below is a summary of roadbed miles by Highway System for the Yoakum District.

<u>Highway System</u>	<u>Roadbed Miles</u>
Business	36.10
Farm To Market Road	1,951.60
Interstate Highway	283.00
Park Road	5.50
State Highway	848.70
U.S Highway	708.90

The **San Antonio District** has a high percentage of rural areas with a few urban areas. The only urban area with a population of over 1,000,000 is the city of San Antonio. The urban area to the north, Kerrville (Kerr Co.), and the northeast side of the district, New Braunfels (Comal Co.), and Seguin (Guadalupe Co.), are moderate in size. The rest of the communities in the district are small rural towns. The terrain within the district varies from north to south. The northern counties, Bandera, Kendall, and part of Comal county are associated with the southern part of the hill country where sight distance may be restricted in some areas of the counties. Kerr Co. is more nestled in the hill country, where sight distance may be restricted on most rural roads.

The northern end of Bexar Co. is typical of rolling plains type terrain. The eastern part of the district, (Guadalupe Co.) and the southeast part of the district (Wilson Co.) exhibit more of a moderate rolling plain type terrain with plenty of sight distance. The southern parts of the district (Atascosa Co.), and (McMullen Co.), are slightly rolling with the majority of the area basically flat. The western part of the district (Medina Co.) and (Uvalde Co.) are predominantly flat with each exhibiting moderate rolling plain type terrain on the northern ends of each county. The southwestern part of the district (Frio Co.) is predominantly flat with good sight distance.

Many of the roads in the northern part of the district (Kerr, Bandera, and Kendall counties) are remote with minor traffic. Also included in this category are the South, Southwestern, and Western parts of the district. There are three major interstate systems in District 15 IH 0010, which runs from the northern part of Kerr Co. to Bexar Co., and from Bexar Co. to the eastern end of Guadalupe Co. IH 0037 runs from the center of Bexar Co. to the southern end of Atascosa Co. IH 0035 runs from the southern end of Frio Co. through parts of Medina and Atascosa, transverses Bexar and finally exits in the southeastern part of Comal Co.

The **Corpus Christi District** has ten counties with 3258.7 roadbed miles. Most of the terrain in the Corpus Christi District is relatively flat and do not have a sight distance problems. In the Northern portion of the District, in Karnes, Bee and Live Oak counties the terrain is rolling and sight distance can be a problem. Many of the rural roadways do not have paved shoulders and are narrow roadways with low traffic volumes. The Corpus Christi District should be very easy to rate. Of all the mileage in the Corpus Christi District only a few roads have visual rating time restrictions on them. These restrictions are imposed because of high-volume traffic, which makes it hard to work on these roads at certain times. The following roads can only be rated between the hours of 9:30 AM and 3:30 PM, Monday through Saturday. There are no visual rating restrictions on Sunday.

SH0286 from IH0037 to SH0286, approximately 4.6 miles; IH0037 from US0181 to Nueces County Line, 16.5 miles; SH0358 from IH0037 to Airline Rd., 10.5 miles; US0181 from FM3239 TO IH0037, 9.3 miles in Corpus Christi.

The **Laredo District** is semi-rural in nature, with three urban areas. These urban areas are:

Laredo	Pop.	=	123,000
Eagle Pass	Pop.	=	21,000
Del Rio	Pop.	=	31,000

The other communities in the District are typical small rural towns.

The terrain within the District varies from typical plains in Dimmit, Duval, La Salle, Maverick, Webb and Zavala (Central and South part of the District) to typical rolling plains in Kinney and Val Verde Counties (North part of the District). Horizontal and vertical alignments and the corresponding sight distances are gentle in the Central and South Counties, with some restrictive sight distance in the North part of the District.

Accommodations are available in several towns all over the District (Laredo, Eagle Pass, Del Rio, Carrizo Springs, Cotulla, Freer and Hebbronville). Many of the roads in the North section of the District are very remote. IH 35 is the only Interstate Highway in the District and runs across the La Salle and Webb Counties.

The **Pharr District** is a primarily rural area consisting of eight counties with consistent terrain. The terrain is typical with that of the coastal plains and Cameron County includes the barrier island, South Padre Island. There are only two primarily urbanized counties throughout the district. McAllen, located in Hidalgo County and Harlingen and Brownsville, located in Cameron County are the largest cities with populations approximately over 100,000. All three cities are connected via US 83 making it the busiest highway in the district. US 83 goes through the lower four counties (Cameron, Hidalgo, Starr, and Zapata). Accommodations are readily available throughout the district except in Kenedy County.

ATTACHMENT B - WORK PLAN/ DATA COLLECTION SCHEDULE
West Region (Lubbock, Odessa, San Angelo, Austin and El Paso Districts)

AUTHORITIES

TxDOT Design Division – Pavements Section representative:

- Will be the contract administrator.
- Can terminate contract.

TxDOT District representative shall have authority to:

- Stop work if the vendor is not following safety procedures.
- Stop work if the vendor is not following PSDDC guidelines.
- Stop work if the audit data shows discrepancies.
- Require the vendor to re-rate sections (if needed) as described in ATTACHMENT F – AUDIT CRITERIA

COMMUNICATION: Communication is of utmost importance. The vendor's project manager or designee shall maintain communication during the entire contract period and shall be available Monday through Friday, 8:00 a.m. – 5:00 p.m. for consultation. Each rating team shall have a mobile phone and provide the number to TxDOT.

PRE-WORK MEETING: Before the vendor performs any PSDDC described herein, a pre-work meeting shall be held with the vendor's Project Manager, vendor PSDDC personnel and TxDOT's representatives. TxDOT will schedule the pre-work meeting with the vendor after the contract is awarded and prior to the rating period (September 1, 2000 to January 31, 2001 and September 1, 2001 to January 31, 2002). The pre-work meeting will be held at a designated TxDOT office. This meeting is intended to familiarize the vendor's Project Manager and PSDDC Teams with TxDOT's representatives, to review the contract and to explain the work plan and data collection process to be followed.

GENERAL SCHEDULE: The PSDDC shall begin September 1, 2000, or soon after, and be completed by January 31, 2001 for the first year and begin September 1, 2001, or soon after, and be completed by January 31, 2002 of the second year. TxDOT reserves the right to revise the schedule due to unforeseen circumstances. The vendor shall follow the SCHEDULE DATES to ensure timely completion of the PSDDC.

DATA SUBMISSION AND REVIEW: The vendor shall submit the collected data within two working days upon completion of each county. The vendor shall submit legible copies of the completed Automated Rating Forms, electronic ASCII (text) files (one file per county) on 3-1/2 inch diskette and via e-mail to the District representative and the Design Division – Pavements Section representative. All submitted data shall be delivered to TxDOT no later than 5:00 p.m. on the SCHEDULE DATES listed below. TxDOT will review the data submission for approval within 20 working days of electronic file submittal. If the submitted data fails to meet the audit criteria, the vendor's team(s) in question shall stop all rating in other counties and re-rate the county(ies) that failed to meet audit criteria. Upon completion, review and approval of each district, the vendor shall submit a CD containing all county data files.

GENERAL NOTES:

TxDOT may accompany the PSDDC team at any time during data collection.

The vendor shall complete daily logs as prescribed by the district.

The vendor's team may begin rating the next county (one county only) while awaiting approval of submitted data; however, a maximum of two counties may be rated until all the previously submitted data is approved.

TxDOT may revise the schedule due to unforeseen circumstances such as excessive rain days.

The vendor shall not work on Sundays unless approved by the district.

The vendor shall have no more than three different rating teams working in a given district.

The data should be reviewed for errors by the vendor prior to submittal to TxDOT.

In the El Paso District approximately 70 miles of interstate shall be rated on the weekend using traffic control devices. TxDOT will provide traffic control. The vendor must supply 72 hours advance notification to enable traffic control scheduling.

SCHEDULE DATES:

- PSDDC in the Lubbock District shall be complete by November 15.
- PSDDC in the San Angelo and Odessa Districts shall be complete by December 15.
- PSDDC in the Austin and El Paso Districts shall be complete by December 31.

- All rating and re-rating shall be complete by January 31.

ATTACHMENT B – West Region (cont.)

GENERAL DISTRICT INFORMATION:

The **Lubbock District** is predominantly rural in nature except near the city of Lubbock, with predominantly flat terrain. Lubbock is the only major urban area in the district with a population of near 200,000 (city) or 234,000 (county). Some communities in the district have populations ranging from 7500 to 10,000 with the remaining communities being typical small, rural towns. The terrain within the district varies from typical flat High Plains type topography in the majority of the counties, to typical Rolling Plains type off the Caprock in the eastern counties of Garza, Crosby and Floyd and western Cochran County. The terrain at the Caprock itself could be considered

mountainous due to the severe slope. Horizontal and vertical alignments and the corresponding sight distances are gentle in the majority of the counties, graduating to fairly restrictive in the Caprock areas. The only remote roads in the district are in the southwestern counties and eastern counties off the Caprock. Interstate Highway 27 is the only Interstate Highway in the district from Lubbock north to Swisher/Randall county line. With the exception of various intersections throughout the district, the interstate is the only concrete pavement in the district. Accommodations are available in most of the larger towns, although they may be difficult to obtain in the Lubbock area during home sporting events (September-November), the West Texas Music Festival (early September), the National Cowboy Symposium (mid-September) and the South Plains Fair (end of September).

The **Odessa District** is primary rural in nature with the cities of Odessa and Midland as its primary urban areas. The terrain is predominantly flat and the region has an arid climate. Approximately 92 percent of the total roadbed miles are rural sections and the remaining sections are urban sections.

The **San Angelo District** is predominantly rural in nature, with widely varying terrain. The only urban area in the district with a population of over 50,000 is the city of San Angelo itself. The other communities in the district are typical small, rural towns. The terrain within the district varies from typical High Plains type topography in Sterling and Glasscock counties (in the north part of the district), through typical Rolling Plains type in the central and eastern part, to typical Edwards Plateau hill country in the southeastern part of the district (Edwards, Kimble, and Real Counties). Western Sutton, western Irion, and Crockett Counties graduate from a gentler Edwards Plateau type to a Trans-Pecos type of topography further west. Horizontal and vertical alignments and the corresponding sight distances are gentle in the northern counties, graduating to fairly restrictive further south. Accommodations are available in most of the larger towns, although they may be difficult to obtain in some areas during the deer hunting season. Many of the roads in the south and west portions of the district are very remote. Interstate Highway 10 is the only Interstate Highway in the district. It enters western Crockett County and traverses Crockett, Sutton, and Kimble Counties, exiting the district at the Kimble-Kerr county line.

Since PSDDC will be taking place in the fall, teams would be well advised to contact Texas Parks and Wildlife Game Wardens and/or county Sheriff's Departments and describe their activities and schedules to minimize false alarms on their part due to suspected poaching calls.

There are eleven counties in the **Austin District**. The cities of Austin and Round Rock are the major urban areas. Portions of the Texas Hill Country are in this district, if a vendor should require overnight accommodations deer hunting season should be taken into consideration.

The **El Paso District** is a very unique district when compared with all other districts within Texas. Even though it is predominantly rural throughout its six county jurisdiction, with varying terrain, it is beautiful in its own way. You will find open desert country within all six counties, but changes to mountain ranges in El Paso, Culberson, Brewster, and Presidio counties. Jeff Davis County will turn into rolling type hills to mountains with pine tree country and running springs. South Brewster County turns into rugged mountain wilderness with the mighty Rio Grande River cutting across majestic canyons, not to mention the river road running up and down mountain ranges and following the Rio Grande River through Brewster and Presidio counties. The city of El Paso in El Paso County is the biggest urban city within the district, with a population of approximately 700,000 and another 1.2 million across our sister city Ciudad Juarez Mexico. The other cities within the district are typical small rural towns. Accommodations are plentiful in El Paso, El Paso County, Van Horn in Culberson County, Alpine in Brewster County, but start to become scarce in Marfa and Presidio in Presidio County, Sierra Blanca in Hudspeth County to Neal in Del City and Fort Hancock in Hudspeth County. For a complete turnaround in Terlingua, Brewster County you can stay in an old western cowboy type town setting. During deer hunting season, accommodations can be harder to obtain in Alpine, Brewster County and Ft. Davis, Jeff Davis County. Only one Interstate exists in this district, being Interstate 10, all other roadways within the district are remote, with good sight distance.

ATTACHMENT C - SECTION LIST FILE SAMPLE

07	041	FM0384	K	0386	-001	0386	+000	01	10
07	041	FM0384	K	0386	+000	0386	+005	05	10
07	041	FM0384	K	0386	+005	0386	+010	05	10
07	041	FM0384	K	0386	+010	0386	+015	05	10
07	041	FM0384	K	0386	+015	0388	+000	04	10
07	041	FM0384	K	0388	+000	0388	+005	05	10
07	041	FM0384	K	0388	+005	0388	+010	05	10
07	041	FM0384	K	0388	+010	0390	+000	02	10
07	041	FM1904	K	0368	+000	0368	+005	05	10
07	041	FM1904	K	0368	+005	0368	+010	05	10
07	041	FM1904	K	0368	+010	0368	+015	05	10
07	041	FM1904	K	0368	+015	0370	+000	05	10
07	041	FM1904	K	0370	+000	0370	+005	05	10
07	041	FM1904	K	0370	+005	0370	+010	05	10
07	041	FM1904	K	0370	+010	0370	+015	05	10
07	041	FM1904	K	0370	+015	0372	+000	03	10
07	041	FM2034	K	0332	+000	0332	+005	05	10
07	041	FM2034	K	0332	+005	0332	+010	05	10
07	041	FM2034	K	0332	+010	0332	+015	05	10
07	041	FM2034	K	0332	+015	0334	+000	03	10
07	041	FM2034	K	0336	-001	0336	+000	01	10
07	041	FM2034	K	0336	+000	0336	+005	05	10
07	041	FM2034	K	0336	+005	0336	+010	05	10
07	041	FM2034	K	0336	+010	0338	+000	05	10
07	041	FM2034	K	0338	+000	0338	+005	05	10
07	041	FM2034	K	0338	+005	0338	+010	05	10
07	041	FM2034	K	0338	+010	0338	+015	05	10
07	041	FM2034	K	0338	+015	0340	+000	05	10
07	041	FM2034	K	0340	+000	0340	+005	05	10
07	041	FM2034	K	0340	+005	0340	+010	05	10
07	041	FM2034	K	0340	+010	0340	+015	05	10
07	041	FM2034	K	0340	+015	0342	+000	05	10
07	041	FM2034	K	0342	+000	0342	+005	05	10
07	041	FM2034	K	0342	+005	0342	+010	05	10
07	041	FM2034	K	0342	+010	0342	+015	05	10
07	041	FM2034	K	0342	+015	0344	+000	05	10
07	041	FM2034	K	0344	+000	0344	+005	05	10
07	041	FM2034	K	0344	+005	0344	+010	05	10
07	041	FM2034	K	0344	+010	0344	+015	05	10
07	041	FM2034	K	0344	+015	0346	+000	05	10
07	041	FM2034	K	0346	+000	0346	+005	05	10
07	041	FM2034	K	0346	+005	0346	+010	05	10
07	041	FM2034	K	0346	+010	0346	+015	05	10
07	041	FM2034	K	0346	+015	0348	+000	05	10
07	041	FM2034	K	0348	+000	0348	+005	05	10
07	041	FM2034	K	0348	+005	0348	+010	05	10
07	041	FM2034	K	0348	+010	0348	+015	05	10
07	041	FM2034	K	0348	+015	0350	+000	05	10
07	041	FM2034	K	0350	+000	0350	+005	05	10
07	041	FM2034	K	0350	+005	0350	+010	05	05
07	041	FM2034	K	0350	+010	0350	+015	05	05
07	041	FM2034	K	0350	+015	0352	+000	05	10
07	041	FM2034	K	0352	+000	0352	+005	05	10
07	041	FM2034	K	0352	+005	0352	+010	05	10
07	041	FM2034	K	0352	+010	0352	+015	05	10

07	041	FM2034	K	0352	+015	0354	+000	05	10
07	041	FM2034	K	0354	+000	0354	+005	05	10
07	041	FM2034	K	0354	+005	0354	+009	04	10
07	041	FM2333	K	0338	+000	0338	+005	05	10
07	041	FM2333	K	0338	+005	0338	+010	05	10
07	041	FM2333	K	0338	+010	0338	+015	05	10
07	041	FM2333	K	0338	+015	0340	+000	05	10
07	041	FM2333	K	0340	+000	0340	+005	05	10

ATTACHMENT D- AUTOMATED RATING FORM SAMPLE

PMIS.203D
 PMIS

TEXAS DEPARTMENT OF TRANSPORTATION
 PAVEMENT MANAGEMENT INFORMATION SYSTEM (PMIS)

SEPTEMBER 1, 2000 11:41

AUTOMATED RATING FORM

PAGE 1
 FLEXIBLE PAVEMENT EVALUATION

DISTRICT NO. RATER 1 RATER 2 MONTH DAY YEAR

14

COUNTY: 227

RUTTING

COUNTY NAME: TRAVIS
 RAV FLU

SHALLOW DEEP PTH FAL BLK ALG LNG TRN

LIN

0.5 - 1 >1 - 3 FT. NO.

SECT PVMNT INCHES INCHES PER PER

percent HIGHWAY	REFERENCE	MARKER	LENGTH 100' LANE	CMNT	TYPE	percent		percent			TOTAL
	FROM	100' TO				AREA	AREA	AREA	NO.	AREA	

IH0035	0222 +00.0	0222 +00.5 R	0.5		05												
--------	------------	--------------	-----	--	----	--	--	--	--	--	--	--	--	--	--	--	--

CMNT: _____

IH0035	0222 +00.5	0223 +00.0 R	0.5		05												
--------	------------	--------------	-----	--	----	--	--	--	--	--	--	--	--	--	--	--	--

—

CMNT: _____

IH0035 0223 +00.0 0223 +00.5 R _ 0.5 ___ _ 05 ___ ___ ___ ___ ___ ___ ___ ___ ___

—

CMNT: _____

IH0035 0223 +00.5 0224 +00.0 R _ 0.5 ___ _ 05 ___ ___ ___ ___ ___ ___ ___ ___ ___

—

CMNT: _____

IH0035 0224 +00.0 0224 +00.6 R _ 0.6 ___ _ 05 ___ ___ ___ ___ ___ ___ ___ ___ ___

—

CMNT: _____

IH0035 0224 +00.6 0224 +00.7 R _ 0.1 ___ _ 05 ___ ___ ___ ___ ___ ___ ___ ___ ___

—

CMNT: _____

IH0035 0224 +00.7 0225 +00.0 R _ 0.3 ___ _ 05 ___ ___ ___ ___ ___ ___ ___ ___ ___

—

CMNT: _____

IH0035 0225 +00.0 0225 +00.5 R _ 0.5 ___ _ 05 ___ ___ ___ ___ ___ ___ ___ ___ ___

—

CMNT: _____

IH0035 0225 +00.5 0225 +00.9 R _ 0.4 ___ _ 05 ___ ___ ___ ___ ___ ___ ___ ___ ___

—

CMNT: _____

IH0035 0225 +00.9 0226 +00.0 R _ 0.1 ___ _ 05 ___ ___ ___ ___ ___ ___ ___ ___

-

CMNT: _____

IH0035 0226 +00.0 0226 +00.5 R _ 0.5 ___ _ 05 ___ ___ ___ ___ ___ ___ ___ ___

-

CMNT: _____

CMNT: _____

IH0610 0002 +00.0 0002 +00.5 R _ 0.5 ___ ___ 01 01 ___ ___ ___ ___ ___

CMNT: _____

IH0610 0002 +00.5 0003 +00.0 R _ 0.5 ___ ___ 01 01 ___ ___ ___ ___ ___

CMNT: _____

IH0610 0003 +00.0 0003 +00.5 R _ 0.5 ___ ___ 01 01 ___ ___ ___ ___ ___

CMNT: _____

IH0610 0003 +00.5 0004 +00.0 R _ 0.5 ___ ___ 01 01 ___ ___ ___ ___ ___

CMNT: _____

IH0610 0004 +00.0 0004 +00.5 R _ 0.5 ___ ___ 01 01 ___ ___ ___ ___ ___

CMNT: _____

IH0610 0004 +00.5 0004 +00.9 R _ 0.4 ___ ___ 01 01 ___ ___ ___ ___ ___

CMNT: _____

IH0610 0006 +00.0 0006 +00.5 R _ 0.5 ___ ___ 01 01 ___ ___ ___ ___ ___

CMNT: _____

SPECIFICATION NO.
TxDOT 968-62-75
REVISED: APRIL 2000

IH0610 0006 +00.5 0007 +00.0 R _ 0.5 _ _ 01 01 _ _ _ _

CMNT: _____

PMIS.203E
 PMIS

TEXAS DEPARTMENT OF TRANSPORTATION
 PAVEMENT MANAGEMENT INFORMATION SYSTEM (PMIS)

SEPTEMBER 1, 2000 08:19

AUTOMATED RATING FORM

PAGE 20
 JOINTED CONCRETE PAVEMENT EVALUATION

DISTRICT NO.	RATER 1	RATER 2	MONTH	DAY	YEAR
-----	-----	-----	---	---	---
18	_____	_____	___	___	___

COUNTY: 071	FAILED	SLABS
COUNTY NAME: ELLIS	JOINT	WITH
	AND	SHATT LONG CONCR JOINT
	CRACK	FAILS SLABS CRACK PATCH SPACE

HIGHWAY	REFERENCE MARKER		LANE	SECT			PVMNT		TOTAL NO.	TOTAL NO.	TOTAL NO.	TOTAL NO.	TOTAL NO.	FEET
	FROM	TO		OLD	NEW	CODE	OLD	NEW						

IH0035E	0397 +00.3	0397 +00.8	R	0.5	___	___	02	___	___	___	___	___	___	___
---------	------------	------------	---	-----	-----	-----	----	-----	-----	-----	-----	-----	-----	-----

CMNT: _____

IH0035E	0397 +00.8	0398 +00.0	R	0.2	___	___	02	___	___	___	___	___	___	___
---------	------------	------------	---	-----	-----	-----	----	-----	-----	-----	-----	-----	-----	-----

CMNT: _____

IH0035E 0398 +00.0 0398 +00.4 R _ 0.4 _ _ 02 _ _ _ _ _ _ _ _

CMNT: _____

IH0035E 0398 +00.4 0399 +00.0 R _ 0.6 _ _ 02 _ _ _ _ _ _ _ _

CMNT: _____

IH0035E 0399 +00.0 0399 +00.5 R _ 0.5 _ _ 02 _ _ _ _ _ _ _ _

CMNT: _____

IH0035E 0399 +00.5 0400 +00.0 R _ 0.5 _ _ 02 _ _ _ _ _ _ _ _

CMNT: _____

IH0035E 0400 +00.0 0400 +00.5 R _ 0.5 _ _ 02 _ _ _ _ _ _ _ _

CMNT: _____

IH0035E 0400 +00.5 0401 +00.0 R _ 0.5 _ _ 02 _ _ _ _ _ _ _ _

CMNT: _____

IH0035E 0401 +00.0 0401 +00.4 R _ 0.4 _ _ 02 _ _ _ _ _ _ _ _

CMNT: _____

IH0035E 0401 +00.4 0401 +00.6 R _ 0.2 _ _ 02 _ _ _ _ _ _ _ _

CMNT: _____

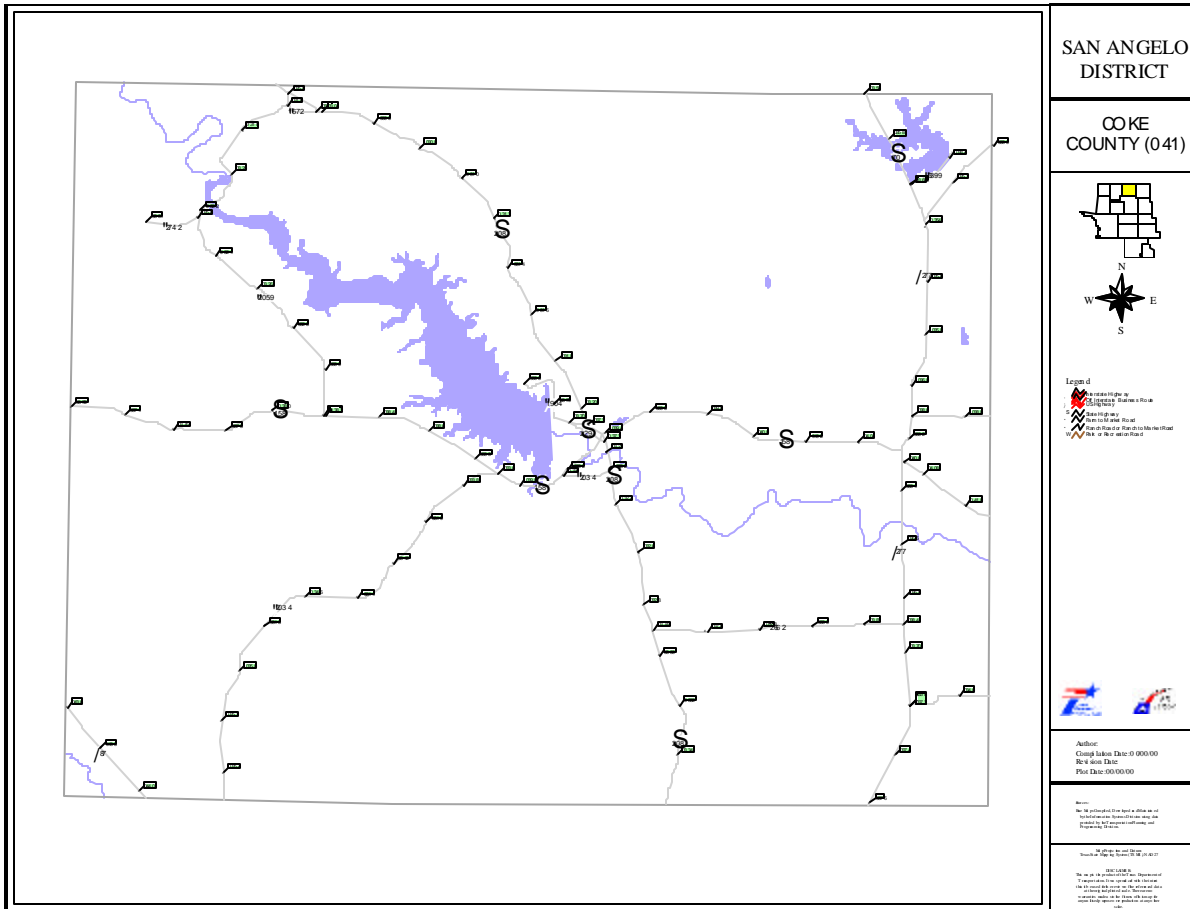
IH0035E 0401 +00.6 0401 +00.9 R _ 0.3 _ _ 02 _ _ _ _ _ _ _ _

CMNT: _____

IH0035E 0401 +00.9 0402 +00.0 R _ 0.1 _ _ 02 _ _ _ _ _ _ _ _

CMNT: _____

ATTACHMENT E - REFERENCE MARKERS MAP BY COUNTY SAMPLE



ATTACHMENT F – AUDIT CRITERIA

TxDOT will audit (perform PSDDC) a statistical sample of PMIS sections for accuracy in each county.

SELECTION OF AUDIT SECTIONS: The audit sections will be determined by TxDOT personnel. Sections on which work has been performed by Maintenance forces between the vendor's PSDDC and TxDOT's audit PSDDC are excluded from the audit.

AUDIT PROCEDURE: TxDOT district personnel and University personnel will audit (perform PSDDC on) a sample of each county's PMIS sections and the results will be compared to the vendor's data for accuracy and compatibility. **If more than 10.0 percent of the sections in any county audited by TxDOT have an absolute deviation of more than 15.0 points based on the modified distress score, the vendor shall be required to conduct new PSDDC for that county at no additional cost to TxDOT.** The modified distress scores assume zero percent shallow and deep rutting. **The audit results shall be final and binding.**

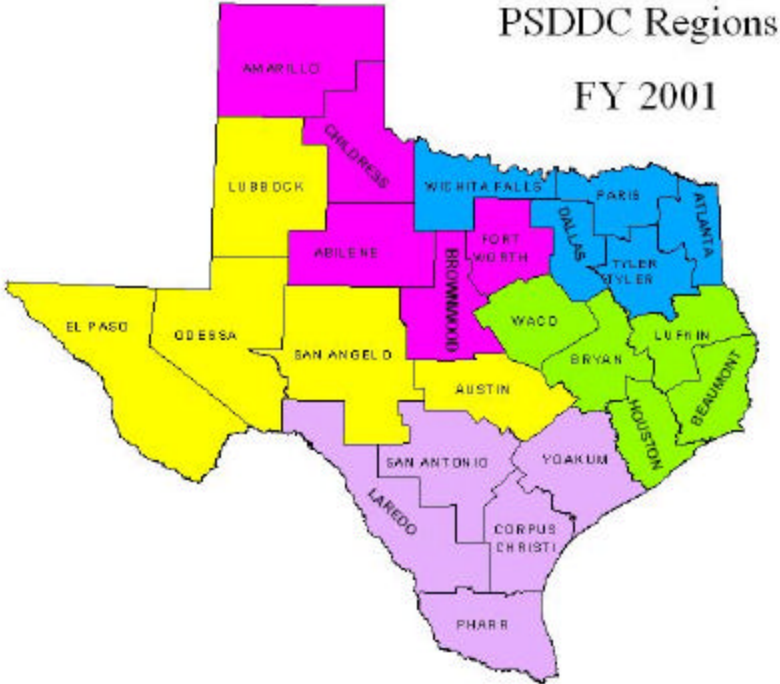
If the submitted data fails the audit criteria, the vendor's team(s) in question shall stop all rating in other counties and re-rate the county(ies) that failed to meet audit criteria until all previously submitted data meet audit requirements. All re-rating must be complete and submitted by January 31 of the current fiscal year.

ATTACHMENT G – PAVEMENT TYPES

Pavement Types Code	Description
1	Continuously Reinforced Concrete Pavement
2	Jointed Reinforced Concrete Pavement
3	Jointed Plain Concrete Pavement
4	Thick Asphaltic Concrete Pavement (greater than 5-1/2")
5	Intermediate Thickness Asphaltic Concrete Pavement (2-1/2" to 5-1/2")
6	Thin Surfaced Flexible Base Pavement (less than 2-1/2")
7	Asphalt Surfacing with Heavily Stabilized Base
8	Overlaid and/or Widened Old Concrete Pavement
9	Overlaid and/or Widened Old Flexible Pavement
10	Thin Surfaced Flexible Base Pavement (Surface Treatment-Seal Coat Combination)

Comment Codes Code	Description
00	No Comment
01	Concrete Pavement with Asphaltic Level-up
10	Encroachment
11	Automobile Encroachment
12	Agricultural Encroachment
13	Advertisement Encroachment
20	Signal
21	Improper Operating Signal
22	Improper Operating Flashing Signal
30	Geometrics
31	Improper Speed Signing of Curve
32	Improper Striping of No Passing Zone
40	Roadside Hazard
41	Dangerous Sign Support
42	Dangerous Tree
43	Dangerous Slope
50	Bridge
51	Narrow Bridge
52	Damaged Bridge Rail
53	Damaged Bridge Superstructure
60	Pest Control
70	Missing Reference Marker - Route Marker Sign in Place
71	Missing Reference Marker and Route Marker Sign
72	Divided Highway - Reference Markers Not Straight Across the Road From Each Other
73	DMI Distance Not Equal to Section Length
74	Frontage Rd. Exists in Field, Not in Database
75	Frontage Rd. Exists in Database, Not in Field
76	"K" Roadbed, Not "R" and "L"
77	"R" and "L" Roadbed, Not "K"
80	Rutting > 3" (No Exposed Base Material)
81	Rutting > 3" (Exposed Base Material)
82	Small (<12" X 12") Isolated Potholes
83	Isolated Short (1' – 20') Failed Areas
84	Isolated Long (20' – 40') Failed Areas
85	Continuous Long (>40') Failed Areas
86	Any Combination of Comment Codes 80 – 85

ATTACHMENT H – MAP OF PSDDC REGIONS



EVALUATION MATRIX
 (FOR INFORMATIONAL PURPOSES ONLY)

Award will be based on the evaluation factors below weighted as shown for a total of 60 percent of the total score.

1. Rate each vendor's information for each item as strong = 3, moderate = 2, weak = 1 and none = 0.
2. Total the scores of the items under each category (Experience, Performance and Schedule).
3. Multiply each **non-cost** factor by the following and place total points in appropriate box.
 - Experience – total score X 3
 - Performance – total score X 3
 - Schedule – total score X 1

FACTOR	SCORE	WEIGHT	POINTS
1. EXPERIENCE – Organization and personnel includes: (Ref. Part I, Paragraph 5.) <ul style="list-style-type: none"> • Organization's years of experience _____ • Project Manager's years of experience _____ • Team Leader's years of experience _____ • Team Members' years of experience _____ <p style="text-align: right;">Total _____</p>		X 3	_____
2. PERFORMANCE – Based on previous PSDDC work completed. <ul style="list-style-type: none"> • Accuracy, conciseness, and detail of records _____ • Ability to meet deadlines _____ • Number of completed PSDDC's for other entities _____ • Similarity of previous-PSDDC _____ • Successful completion of PSDDC for TxDOT _____ <p style="text-align: right;">Total _____</p>		X 3	_____
3. SCHEDULE – Vendors work plan includes: <ul style="list-style-type: none"> • Ability to begin and complete PSDDC per TxDOT's Work Plan/ Data Collection Schedule _____ • Ability to provide required equipment (Part I, paragraphs 5.4 & 5.5) _____ • Acknowledgement, understanding and personnel training of safety procedures (Part 1, paragraph 7) _____ <p style="text-align: right;">Total _____</p>		X 1	_____
TOTAL POINTS			_____

BID NUMBER: _____

EVALUATION FORMULA (SAMPLE - FOR INFORMATION PURPOSES ONLY)

EVALUATION SCORES: This portion of the worksheet is used to determine evaluation points based on the the evaluation of the bids received.		
Highest evaluation score receives maximum number of points.		
Points to be awarded:	60	("EVALPOINT")
	Raw	Points
Bidder	Evaluation	Received
A ABC COMPANY	135.00	54.000
B DEC COMPANY	140.00	56.000
C EFG COMPANY	123.00	49.200
D HIG COMPANY	150.00	60.000
Lowest Raw Evaluation	123.00	("\$LOWEVAL")
Highest Raw Evaluation	150.00	("\$HIGHEVAL")

BID PRICES: This portion of the worksheet is used to determine evaluation points based on the lowest and best responsive bid submitted. Lowest and best bid receives maximum points.		
Points to be awarded:	40	
Bidder	Bid	Points
A ABC COMPANY	\$350,000.00	35.556
B DEC COMPANY	\$450,000.00	26.667
C EFG COMPANY	\$300,000.00	40.000
D HIG COMPANY	\$300,000.00	40.000
Lowest Bid	\$300,000.00	[\$LOWBID]
Highest Bid	\$450,000.00	("\$HIGHBID")

FINAL SCORE: This portion of the worksheet is used to determine the award based on evaluation and cost points.				
Bidder	POINTS			RECOMMENDATION
	Evaluation	Bid	Total	
A ABC COMPANY	54.000	35.556	89.556	Recommend Award
B DEC COMPANY	56.000	26.667	82.667	
C EFG COMPANY	49.200	40.000	89.200	
D HIG COMPANY	60.000	40.000	100.000	