



US 290 and SH 36 Design – Build (DB) Project
ONE-ON-ONE OPENING REMARKS*
MAY 4 – 7, 2026

PROJECT DEVELOPMENT STATUS

Project Estimate:

- The Texas Department of Transportation (TxDOT) updated its cost estimate for the Project based upon the current schematic design and economic conditions as of March 2026.
- The estimated design-build cost is \$360 million, including risk-based contingencies and inflation. TxDOT is contemplating including the price escalation provision outlined in Section 4.4 of the programmatic Design-Build Agreement (DBA).
- TxDOT will continue to monitor and update, as needed, the DB cost estimate throughout pre-procurement and procurement of the Project.
- TxDOT encourages Offeror discussion on their opinion on the cost to design and construct the Project.

Utilities:

- Utility relocations are part of the DB Contractor's scope of work for the Project.
- A preliminary utility matrix and existing SUE data have been provided in the RIDs
- TxDOT will provide additional utility information. An RFI requesting potential Offerors to identify utilities for TxDOT-provided Level A and Level B SUE is forthcoming.
- One advanced utility relocation is anticipated. The utility will be in place prior to the issuance of the Proposal Due Date. As-built and SUE information will be provided to the shortlisted proposers.
- TxDOT anticipates entering into a Standard Utility Agreement for City of Brenham utilities on the Project. Once completed, TxDOT will provide the agreement.
- TxDOT will provide a final utility conflict matrix (UCM) and all TxDOT-provided Level A and B SUE information by the issuance of the Final RFP.
- TxDOT encourages Offeror discussion regarding utilities and utility-related project risks.

Hazardous Materials:

- TxDOT has identified five potential parcels that require investigation. TxDOT will provide the location of these parcels in the RIDs.
- TxDOT is considering performing additional Hazardous Materials investigations on the identified parcels.
- Any potential hazardous material remediation will be outlined prior to the issuance of the Final RFP. DB Contractor will be entitled to compensation as outlined in Section 6.3 of the DBA for hazardous material remediation.

Right of Way:

- TxDOT will acquire all 85 Schematic ROW parcels.
- All Schematic ROW will be acquired prior to issuance of Notice to Proceed (NTP) 1 in June 2028. Should TxDOT fail to acquire the Schematic ROW impacting the Project's critical path, the DB Contractor will be entitled to relief.

* The information provided herein is as of the date of the one-on-one meeting.

- TxDOT will be responsible for any building demolition within the Schematic ROW.
- TxDOT will continue to update the project status sheet on the progression of ROW activities. Final ROW maps will be provided to all shortlisted proposers once monumentation is complete.
- DB Contractor will be responsible for acquiring all parcels outside of the Schematic ROW. This includes, but is not limited to, necessary drainage or construction easements, utility relocations, or additional staging.
- Schematic ROW may be used for construction staging/laydown areas. All work necessary to prepare and restore the ROW will be the responsibility of the DB Contractor.

Schedule:

- TxDOT completed an initial time determination schedule based upon the current Schematic Design.
- TxDOT anticipates a project duration of 1,421 calendar days from NTP1 to Substantial Completion. Refer to Section 5 of the programmatic Design-Build General Conditions for the DB Contractor's responsibilities and requirements regarding Substantial Completion.
- In completing the time determination schedule, TxDOT followed its contract time determination guidance available at <https://ftp.dot.state.tx.us/pub/txdot-info/tpd/project-portfolio/contract-time-determination-guidance.pdf>. Current statewide production rates and weather were factored into the schedule duration.
- The schedule does not currently consider key milestones, or any potential incentives/disincentives.
- TxDOT will provide the liquidated damage amounts for failure to achieve Substantial Completion and Final Completion in a future update to the Project Development Status and Procurement Process Summary.
- TxDOT encourages Offeror discussion on their opinion on the time needed to design and construct the Project.

Maintenance of Traffic:

- DB Contractor will be required to maintain the current number of lanes during assigned times. The minimum number of lanes will be outlined in Exhibit 15 of the DBA.
- DB Contractor will be required to provide a written plan for reopening impacted roadways within the Project during hurricane evacuation events. Liquidated damages will be assessed if the DB Contractor fails to open designated contraflow lanes by the designated time.
- Hurricane evacuation details will be provided to all shortlisted proposers.
- General information related to MOT can be found in Item 26 of the programmatic Design-Build Specifications.

Lane Rental Bank:

- TxDOT anticipates allowing lane closures sufficient to construct the Project.
- The lane rental bank is utilized to encourage the DB Contractor to minimize impacts to the traveling public. An overall dollar amount (bank) is generated in which all lane closures will be assessed lane rental fees and drawn against the bank. Lane rental fees are determined based upon roadway hourly volumes.

- TxDOT is evaluating the use of a lane rental bank or lane rental fees on the Project.
- TxDOT encourages Offeror feedback on the benefits/concerns with using either a lane rental bank or lane rental fees on this Project.

Adjacent Project Coordination:

- TxDOT does not anticipate any additional project to be active within the vicinity of the Project during the duration of the proposed design-build project.

Geotechnical:

- TxDOT is in the process of performing additional geotechnical investigations based on the new LRFD standards.
- TxDOT will provide additional geotechnical information. An RFI requesting potential offerors to identify additional boring locations is forthcoming.
- TxDOT will provide a final geotechnical report that will include the supplemental boring information and the new borings by issuance of the Final RFP.
- TxDOT provided a final pavement design report in the RIDs.
- As part of the design-build contract (DBC), DB Contractor will be responsible for the Final Geotechnical Report. TxDOT will not provide any structural recommendations.
- Refer to Items 16 and 18 of the programmatic Design-Build Specifications for additional information.

Alternative Technical Concepts (ATCs):

- The Schematic Design represents the Basic Configuration. TxDOT encourages Offerors to explore innovation through ATCs that reduce cost, improve safety, quality, operation or construction while providing an equal or better solution.
- TxDOT has not yet developed an ATC preclusion list, but some general parameters from which the list will be developed, and ATCs will be reviewed by, include:
 - ATCs must be equal to or better to the Basic Configuration (no reduction in scope, no increase in congestion or decrease in safety),
 - ATCs cannot negatively impact adjacent parcels or businesses, and
 - ATCs cannot violate any commitments listed in the Project's environmental documents.
- TxDOT will allow for draft ATCs during the draft RFP, and two rounds of ATCs during the Final RFP.
- TxDOT will not weigh in or discuss potential ATCs at this time.

Potential Cemetery Site

- TxDOT has performed preliminary investigations at the location outlined in the exhibit. The archeological survey report dated March 2025 can be found in the RIDs. TxDOT will not perform any additional survey or exploration.
- DB Contractor will be responsible for providing an archeologist to monitor the work in the area highlighted in the RIDs.
- If remains are found, DB Contractor will be responsible to disinter and relocate the remains to the identified site within the Project's ROW. DB Contractor will be entitled to relief if remains are found in the highlighted area.
- TxDOT will update the Project Development Status and Procurement Process Summary in the future to provide additional clarity on the requirements and relief.



PROCUREMENT PROCESS SUMMARY

Pre-Procurement Schedule:

- No changes have occurred in the pre-procurement schedule.
- TxDOT is considering a 2nd round of Pre-Procurement Partnering One-on-One meetings to be held in Fall 2026.

Procurement Schedule:

- No changes have occurred to the Procurement Schedule.

Jan-2027	Commission Action/Issue RFQ
Feb-2027	Issue RFQ
Mar-2027	QS Due Date
May-2027	Commission Action/Issue RFP
May-2027	Issue Draft RFP
Aug-2027	Issue Final RFP
Jan-2028	Proposal Due Date
Mar-2028	Commission Action/Conditional Award
Jun-2028	Contract Execution/Notice to Proceed 1

Disadvantaged Business Enterprise (DBE) Requirements:

- On March 30, 2026, TxDOT began the reevaluation process for all DBE firms listed in the DBE/ACDBE directory at that time to address the Interim Final Rule issued by USDOT on October 3, 2025.
- TxDOT will continue to coordinate with FHWA during this reevaluation process and will provide updates to offerors regarding any potential DBE requirements for the Project throughout the pre-procurement and procurement process.
- For further updates and information, please visit the TxDOT website at: <https://www.txdot.gov/business/disadvantaged-small-business-enterprise/additional-details-on-dbe-interim-final-ruling.html>
- TxDOT cannot provide any additional information related to DBE requirements.

RFQ Organizational Conflicts of Interest:

- TxDOT is currently in the process of notifying potentially conflicted firms.
- TxDOT will provide a list of conflicted firms in a future update to the Project Development Status and Procurement Process Summary.

RFQ Updates:

- TxDOT does not anticipate making changes to the RFQ evaluation criteria. Evaluation criteria are listed in the programmatic Request for Qualifications.
- TxDOT does not anticipate making any additional changes to the key personnel requirements currently listed in the Project Development Status and Procurement Process Summary.
- Projects of a similar level of complexity include large transportation infrastructure projects in an urban environment.
- TxDOT anticipates shortlisting a minimum of three (3) proposers.



RFP Updates:

- TxDOT does not anticipate making changes to the RFP evaluation criteria currently listed in the Project Development Status and Procurement Process Summary. Evaluation criteria are listed in the programmatic Instructions to Proposers.
- TxDOT anticipates eliminating the Professional Services Quality Assurance Manager.
- TxDOT does not anticipate changing the RFP scoring currently listed in the Project Development Status and Procurement Process Summary.
- TxDOT is currently considering holding interviews during the RFP phase.
- Responses to interview questions will be part of the evaluation and scoring of Proposers' technical proposal score.

GENERAL INFORMATION

- Offerors are encouraged to review all available material and resources on <https://www.txdot.gov/business/road-bridge-maintenance/alternative-delivery/resources.html>.
- No separate programmatic documents will be developed for the SDBI. Offerors are encouraged to review the current programmatic documents. Additionally, TxDOT will not provide redline versions of the programmatic documents highlighting the changes for the SDBI.
- Other design-build projects will be active in various phases in adjacent TxDOT districts. Offerors are encouraged to view the latest design-build cadence located on at <https://www.txdot.gov/content/dam/docs/division/ald/db-quarterly-report.pdf>.