US 290 and SH 36 Design – Build (DB) Project
PROJECT DEVELOPMENT STATUS AND PROCUREMENT PROCESS SUMMARY
December 17, 2025

PROJECT DEVELOPMENT STATUS

US 290 and SH 36 Design - Build (US290 DB) Project Description:

- The Texas Department of Transportation (TxDOT) is considering using a Design-Build (DB) contract as the delivery method for the US290 DB Project (Project). This alternative delivery method shares risks associated with the design and construction with the DB Contractor.
- Proposed improvements for the Project include design and construction of the US 290 and SH 36 Interchange in Brenham, Texas. The proposed Project includes realigning and reconstructing four mainlanes and maintaining effectiveness of hurricane evacuation routes. It also includes construction of ramps, bridges, and intersections; improved existing frontage roads and conversion from two way to one way; and bicycle and pedestrian facilities.
- The project build alternative under consideration includes:
  - Constructing direct connector ramps associated with the reconstructed US 290 and SH 36 interchange,
  - Construction of US 290 from approximately 1.2 miles East of FM 2679 to approximately FM 389.
- TxDOT is in the planning phase for additional segments, US 290 West and US 290 South, which connect to the Project limits on either end of US 290 (both west and south). Improvements may consist of general-purpose lanes, ramps, connectors, frontage roads, and side street construction. To prevent any of TxDOT's Design-Bid-Build (DBB) Contractors and DB Contractor from working in the same footprint, TxDOT will define the limits of construction and proposed transition limits for the US 290 Interchange DB Contract (DBC).
- The Project will include a five-year Performance Warranty
  - Performance Warranty will begin at Final Acceptance
  - Project limits included in the Performance Warranty will be determined jointly by TxDOT and DB Contractor based upon DB Contractor's Final Design prior to Final Acceptance.

Project Estimate

- The DB cost estimate was updated in December 2025 based on the schematic design and reflecting current economic conditions.
- The estimated design-build cost is $387 million, including risk-based contingencies and inflation on the Project.

Project Funding:

- The Project is partially funded using Categories 3DB, 4, and 1 with Unified Transportation Program (UTP) updates approved in August 2024 and 2025.
- Additional funding is identified in the UTP update to be approved in August 2026.

Environmental Approvals:

- Project Finding of No Significant Impact (FONSI) was approved on March 4, 2024.
- TxDOT has prepared a Reevaluation # 1 which was approved June 14, 2025.
- TxDOT is preparing a Reevaluation # 2 anticipated to be complete February 2026.
- TxDOT has cleared the project with the U.S. Army Corps of Engineers (USACE) 404 Standard non reporting nationwide 14 permit.

Schematic Design:

- The environmentally approved schematic was completed in June 2023. Design refinements have been made to the environmentally approved schematic; these refinements are currently in the environmental re-evaluation process. The current schematic with design refinements is provided in the reference information documents (RIDs). The current schematic incorporates all the changes that require environmental re-evaluation.
- TxDOT performed topographic and right of way (ROW) survey supporting the schematic. Topographic survey information is included in the RIDs.
- TxDOT completed a Final Drainage Report, H&H models, and design files for the Project and are included in the RIDs.
- TxDOT will use the Visual and Aesthetics Treatments guidelines developed for the Project. These guidelines are provided in the RIDs.

Right of Way:

- TxDOT will acquire all 86 schematic ROW parcels.
- As of December 2025, 42 parcels are acquired out of the total 86 parcels to be acquired in fee. A general ROW acquisition status is provided below:

Parcel	**Status**
Total Number of Parcels (In Fee)	86
Total Parcels "Acquired"	42
Parcels "Acquired and Ready for Construction"	37
Parcels "Acquired and Pending Relocation"	5
Parcels "In Negotiations"	1
Parcels in "ED Proceedings"	33
Parcels in "ED Proceedings with a PUA"	10

- A ROW Status Report will be provided in the RIDs beginning February 2026 that will be updated during pre-procurement and procurement process.
- TxDOT completed a preliminary ROW map in September 2022. Final ROW maps will be available to shortlisted proposers once monumentation is complete.
- DB Contractor will be responsible for acquiring parcels outside the Schematic ROW, any necessary drainage or temporary construction easements, and needs for DB Contractor utility relocation.

Railroad:

- There is one Burlington North Santa Fe (BNSF) crossing, the Galveston Subdivision, approximately 200 feet south of the southern limits of the project. The type of crossing includes TxDOT bridge over track.

- The scope of work is anticipated to be temporary traffic control on the TxDOT bridge.
- TxDOT has coordinated with BNSF and has an approved notification for traffic control for the Project included in the RIDs.

Utility Information, Coordination, and Relocation:

- TxDOT has completed a draft utility inventory matrix and is provided in the RIDs. This inventory will be updated as the design progresses.
- Existing Subsurface Utility Engineering (SUE) Data, where available, is provided in RIDs.
- TxDOT will coordinate with City of Brenham (COB) for commitment on COB utilities.
- A final utility conflict matrix (UCM), utility exhibit, and Level A and B SUE information for limited locations is anticipated to be complete June 2026.
- TxDOT is coordinating with Energy Transfer to initiate the advanced relocation of the transmission line, if needed. Advance utility relocation dates available for construction will be included in the draft Request for Proposals (RFP), if needed.
- The utility and the utility owners that have been identified within the Project limits are listed below:

Utility Owners	**Utility Facility Type**
City of Brenham	Sanitary Sewer, Water, Gas, and Electric Distribution
Bluebonnet Electric	Electric Distribution
Central Washington County WSC	Water
Energy Transfer	Natural Gas Pipeline
AT&T Texas	Telecommunications
Altice/Suddenlink	Telecommunications
Lumen/CenturyLink	Telecommunications

Geotechnical Information:

- TxDOT completed an Initial, Final Geotechnical Investigation Report in April 2025 and is provided in the RIDs.
- TxDOT is performing additional geotechnical investigations, based on the TxDOT Geotechnical Manual - LRFD, anticipated completion date is Fall 2026. Once completed, TxDOT will provide a Final Geotechnical Investigation Report in the RIDs.
- A Final Pavement Design Report was completed October 2025 and is provided in the RIDs.

Adjacent Projects:

- Adjacent projects, US 290 West and US 290 South, are in an early planning and feasibility stage. These projects will be delivered as design-bid-build.

Agreements:

City of Brenham – A Standard Utility Agreement (SUA) TxDOT anticipates entering into a SUA for the Project. Once completed, TxDOT will provide the SUA in the RIDs.

PROCUREMENT PROCESS SUMMARY

The Texas Department of Transportation will conduct a pre-procurement partnering industry workshop and subsequent one-on-one meetings to familiarize potential offerors with the scope of the Project, status of project development activities, anticipated procurement process, and certain key elements of the DB procurement. The goal of the pre-procurement process is to solicit interest in the Project and to present this information to industry partners and receive feedback from industry partners on the Project and procurement.

Pre-Procurement Schedule:

Jan-2026	Pre-Procurement Industry Partnering Workshop
May-2026	1st Pre-Procurement Partnering One-on-One Meetings
Sep-2026	2nd Pre-Procurement Partnering One-on-One Meetings

The Texas Department of Transportation will conduct a two-phase DB procurement, consisting of issuing a Request for Qualifications (RFQ), evaluation of Qualifications Statements (QS), and determining a shortlist of qualified proposers followed by issuing a Request for Proposals (RFP), evaluation of proposals, and Conditional Award to a best value proposer.

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

Procurement Project Objectives:

The purpose of the US290 DB Project is to improve the US 290 interchange in the Brenham area. This project aims to enhance connectivity, improve traffic flow, and manage congestion within the existing cloverleaf system; therefore, the following objectives have been developed for the Project:

- Improve overall mobility, operational efficiency, safety, accessibility, and emergency response within the Project area by providing additional capacity to meet current and future travel demands;
- Implement and clearly communicate to the public a Project traffic control plan that minimizes travel delays during construction and maintenance;
- Construct a resilient highway system that functions during extreme weather events and to reduce flooding in the Project area;
- Maintain a safe environment for the public and Project personnel, including the provision of escape routes for hurricanes, flooding, etc.;
- Complete the Project on schedule, on budget, and to the highest degree of quality possible to optimize the operational life cycle performance of the Project;

- Ensure that the Project respects and preserves the local environment by minimizing any negative impacts, contributing to air quality attainment goals in the region, and fulfilling the commitments made in the environmental evaluations;
- Serve and preserve the neighborhoods and businesses along the corridor while enhancing connectivity;
- Ensure continuous communication and maintain commitments to the public and stakeholders throughout Project delivery; and
- Minimize the impacts to utilities within the Project right of way.

RFQ Organization of QS:

- Section A – Executive Summary – 2 pages.
- Section D – Proposer Information/Team Experience/Management Structure – 5 pages total;
  2 org charts; org charts limited to 1 per page.
- Section F – Statement of Technical Approach – 5 pages.

RFQ Qualifications Evaluation Criteria and Weighting:

- Each responsive QS will be evaluated and scored according to the criteria set forth below:
  - Project Qualifications and Experience (40% Weighting)

    The background and experience of the Proposer, each team member, and Key Personnel with developing, designing, fabricating, constructing, and maintaining comparable projects will be evaluated in accordance with the following criteria:

    (a) The extent, depth, strength, and likelihood of success of the Proposer's and each team member's experience with designing comparable projects (4 points);

    (b) The extent, depth, strength, and likelihood of success of the Proposer's and each team member's experience with constructing comparable projects (4points);

    (c) The extent, depth, strength, and likelihood of success of the Proposer's and each team member's experience with performing quality assurance on comparable projects (4 points);

    (d) The stability, strength, and likelihood of success of the proposed management structure and team (4 points);

    (e) The strength and depth of experience of the following Key Personnel for the Project (24 points)

    i) Project Manager (7 points);

    ii) Construction Manager (5 points);

    iii) Design Manager (4 points);

    iv) Lead Maintenance of Traffic ("MOT") Design Engineer (4 points);

    v) IQF Manager (4 points);

  - Statement of Technical Approach (50% Weighting)

    The Statement of Technical Approach will be evaluated in accordance with the following criteria:

    (a) The extent to which the Statement of Technical Approach demonstrates a full understanding of the Project's scope and complexity (15 points);

    (b) The extent to which the Statement of Technical Approach demonstrates a complete understanding of Project risks and potential solutions, regardless of ownership of such risks, which may arise during all Project phases (20 points);

(c) The extent to which the Statement of Technical Approach demonstrates the ability to plan, organize and execute the independent quality assurance program to ensure the quality of the work meets or exceeds the Project requirements, including by having sufficient quality assurance personnel at all times (15 points); and

- Safety Qualifications (10% Weighting)

  The safety qualifications of the Proposer will be evaluated to assess the strength and consistency of the Proposer's safety records, as demonstrated by:

  (a) Fatal injury rate ("FIR") per 100,000 full-time workers (2.5 points);

  (b) Incidence rate ("IR") of injury and illness cases per 100 full-time workers (2.5 points);

  (c) National Council on Compensation Insurance ("NCCI") experience modifier (2.5 points); and

  (d) The extent to which the narrative demonstrates the Proposer's overall safety culture and experience implementing safety programs on comparable projects (2.5 points).

RFQ Key Personnel:

- *Project Manager* - Responsible for overall design, construction, maintenance, contract administration, safety, and environmental compliance on behalf of the DB Contractor for the Project.
  - Must have recent experience managing the design and construction of projects with a similar level of complexity, and experience in project management on design-build project(s).
  - Individual shall be assigned to the Project full-time and co-located/on-site until Final Acceptance.
- *Construction Manager* - Responsible for ensuring that the Project is constructed in accordance with the Project requirements. Responsible for managing the DB Contractor's construction personnel, scheduling of the construction quality acceptance personnel, and administering all construction requirements of the DBC.
  - Must have demonstrated construction management experience on projects of similar scope and level of complexity including experience in coordinating with relevant regulatory agencies.
  - Individual shall be assigned to the Project full-time from the start of design until Final Acceptance.
- *Design Manager* - Responsible for ensuring that the overall Project design is completed, and design criteria requirements are met. Responsible for managing the DB Contractor's design personnel and administering all design requirements of the DBC.
  - Must be a Professional Engineer* with demonstrated experience in managing the design of similar highway improvement projects, including experience leading multi-disciplinary teams. Must have experience on at least one project of similar size and complexity.
- *Lead Maintenance of Traffic (MOT) Design Engineer* - Responsible for ensuring the MOT plans are prepared in accordance with the DBC Documents. Will work with the Lead MOT Manager to coordinate with TxDOT, DB Contractor, and appropriate Governmental Entities.
  - Must be a Professional Engineer* with relevant experience overseeing the development of MOT plans during the design and construction phase of highway projects similar in size and scope as the Project.
- *Independent Quality Firm (IQF) Manager* - Responsible for managing the quality

assurance program for the construction work and performing independent quality assurance material testing and inspection in accordance with the DBC Documents and performing audits of the Construction Quality Management Plan (CQMP).

- Must have experience in quality management, including preparation and implementation of quality plans and procedures in construction;
- Must have worked on a project of similar scope and level of complexity;
- Must be a Professional Engineer*;
- Must be an employee of the IQF and organizationally independent of direct scheduling and production activities;
- Reports directly and jointly to TxDOT and the DB Contractor's management team; does not report to any individual directly responsible for design or construction production;
- Must be co-located and on-site from the commencement of construction activities until Final Acceptance; and
- Has the authority to stop work.

RFP Required Personnel:

- *Professional Services Quality Assurance Manager* - Responsible for the management and implementation of the assurance and audit functions as described in the professional service quality management plan. Individual will report jointly to TxDOT's and the DB Contractor's executive management teams and have authority to stop Work.
  - Must be a Professional Engineer* with relevant professional services quality assurance management experience on projects of similar scope and level of complexity. Must be employed by the independent Professional Services Quality Assurance Firm.
- *Construction Quality Control Manager* - Responsible for managing the quality control program of the construction work in accordance with the DBC Documents and the CQMP.
  - Must have experience on projects of similar complexity;
  - Must have relevant construction quality control management experience on projects of similar type and scope;
  - Must be assigned to the Project full time;
  - Reports directly to the DB Contractor's management team and organizationally independent of scheduling or production activities;
  - Must ensure that the methods and procedures contained in the approved CQMP are implemented and followed by the DB Contractor and Subcontractors in the performance of the work; and
  - Has the authority to stop work.
- *Utility Manager* - Responsible for leading utility coordination efforts on behalf of the DB Contractor.
  - Must have experience managing utility coordination and adjustments for transportation projects of similar scope and level of complexity.
  - Assigned to the Project full time. TxDOT prefers that the Utility Manager be an employee of an Equity Member or Major Participant.
  - Must have decision making authority regarding utility issues that affect the Project schedule. Shall be authorized by the DB Contractor to approve all financial and technical modifications associated with utility adjustments and modifications to the utility agreements.
  - In addition to the other entities identified in the RFQ that are permitted to employ Key Personnel, the Utility Manager may be employed by a subcontractor (at any tier)

to either the DB Contractor or the Lead Contractor.

- *Lead MOT Implementation Manager* - Responsible for ensuring the MOT plans are adhered to during implementation; working with the Lead MOT Design Engineer, and utility companies/contractors to implement and manage the Project MOT, including identifying and coordinating design changes; and coordinating with TxDOT, DB Contractor, and appropriate Governmental Entities.
  - Must have relevant experience overseeing the implementation of MOT plans during the construction phase of highway projects similar in size and scope as the Project. Shall report jointly to the Construction Manager and TxDOT. Shall have the authority to stop Work.

** Professional Engineers must be licensed in the State of Texas, or become licensed in the State of Texas, prior to execution of the DBC.*

Note: Projects of similar size, scope or complexity are not required to have utilized an alternative delivery method for project delivery and implementation, unless specifically required.

RFQ Organizational Conflicts of Interests:

Section 9.155 *et seq.* of the Rules regarding organizational conflicts of interest and 23 C.F.R. § 636.116 apply to this Project. Proposers are advised that these Rules may preclude certain firms and their divisions and affiliates from participating on a Proposer team. Proposers should refer to the Rules for more detail.

Firms that are prohibited from proposing or joining a Proposer team will be notified by Spring 2026.

RFP Total Proposal Score:

- The best value determination will be based on an 80-20-point scale.
- The Price Score will represent up to 80 points of the total score.
  - Price Score = (Lowest Price Value / Price Value) * 80
    - Lowest Price Value = the lowest Price Value submitted by a Proposer
    - Price Value = Proposer's Price Value
- The Technical Score will represent up to 20 points of the total score.
    - Technical Score = [Project Management Score + Quality Management Score + Design, Construction and Maintenance (DCM) Plan Score] (maximum 100) * 0.20
- The determination of apparent best value shall be based on the highest Total Proposal Score computed based on the following formula:
  - Total Proposal Score (max. 100 points) = Price Score (max. 80 points) + Technical Score (max. 20 points).