



I-635 LBJ EAST PROJECT

Disadvantage Business Enterprise (DBE) Outreach

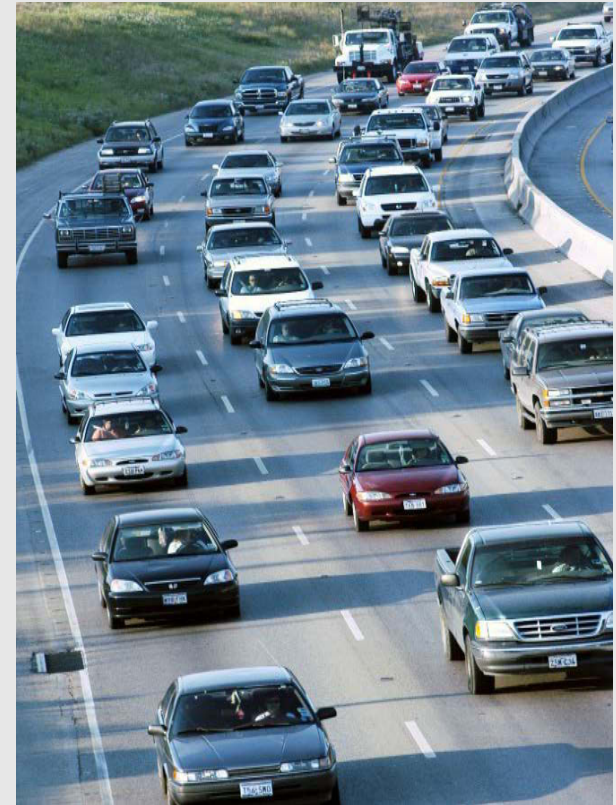


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Project Location



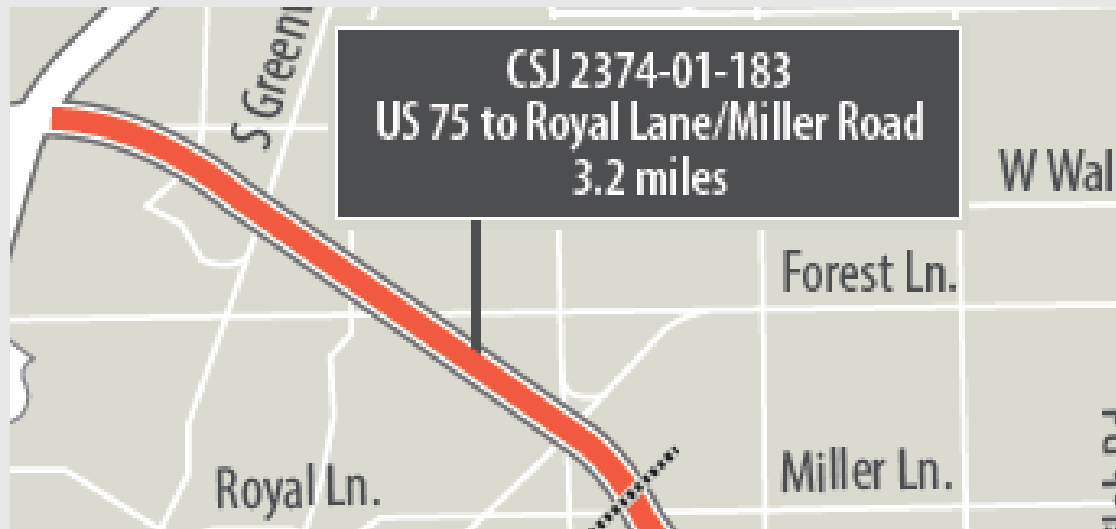
Purpose and Need

- Improve safety and mobility
 - Address existing design deficiencies
- Relieve congestion
 - Increased capacity
- Provide reliable travel time
 - Grandfather managed lane operations
- Accommodate projected growth through the region



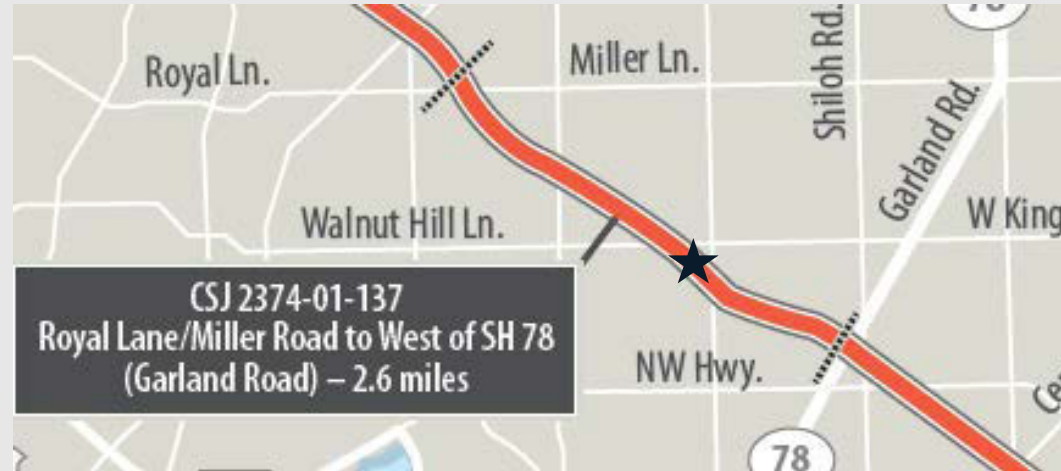
Proposed Project

- CSJ 2374-01-183:
- From US 75 to Royal Lane/Miller Road
 - 3.2 miles
 - Full reconstruction of the existing eight general purpose lanes to ten general purpose lanes, with auxiliary lane(s) between entrance and exit ramps
 - Full reconstruction of the existing one concurrent grandfathered tolled managed lane
 - Full reconstruction of the discontinuous frontage roads and addition of new frontage roads



Proposed Project

- CSJ 2374-01-137:
- From Royal Lane/Miller Road to West of SH 78 (Garland Road)
 - 2.6 miles
 - Full reconstruction of the existing 8 general purpose lanes to 10 general purpose lanes, with auxiliary lanes at entrance and exit ramps
 - Full reconstruction of the existing 1 concurrent grandfathered tolled managed lane
 - Full reconstruction of the discontinuous frontage roads and addition of new frontage roads



- KCS Railroad
- ★ Reconstruction of existing LBJ Overpass

Proposed Project

■ CSJ 2374-02-053:

■ From West of SH 78 (Garland Road) to I-30

- 5.2 miles
- Full reconstruction of the existing 8 general purpose lanes to 10 general purpose lanes, with auxiliary lanes at entrance and exit ramps
- Full reconstruction of the existing 1 concurrent grandfathered tolled managed lane
- Full reconstruction of the discontinuous frontage roads and addition of new frontage roads

★ New KCS Railroad frontage road underpass

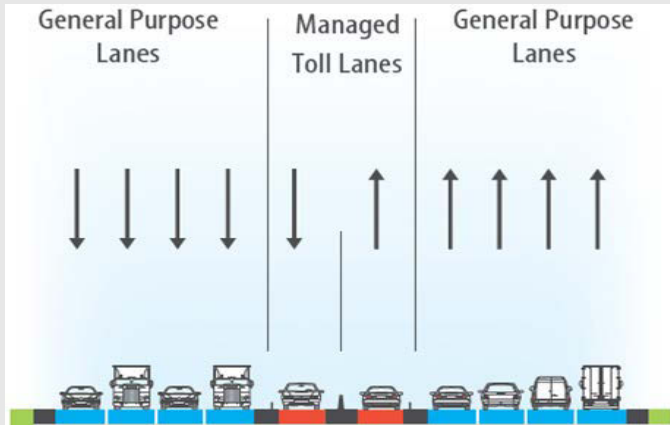
▲ I-30/I-635 Interchange Reconstruction

- Approx. 1.2 miles of transitional work on I-635 south of the interchange
- Approx. 1.5-mile of transitional work on I-30 from west of Gus Thomasson Road to east of N Galloway Avenue



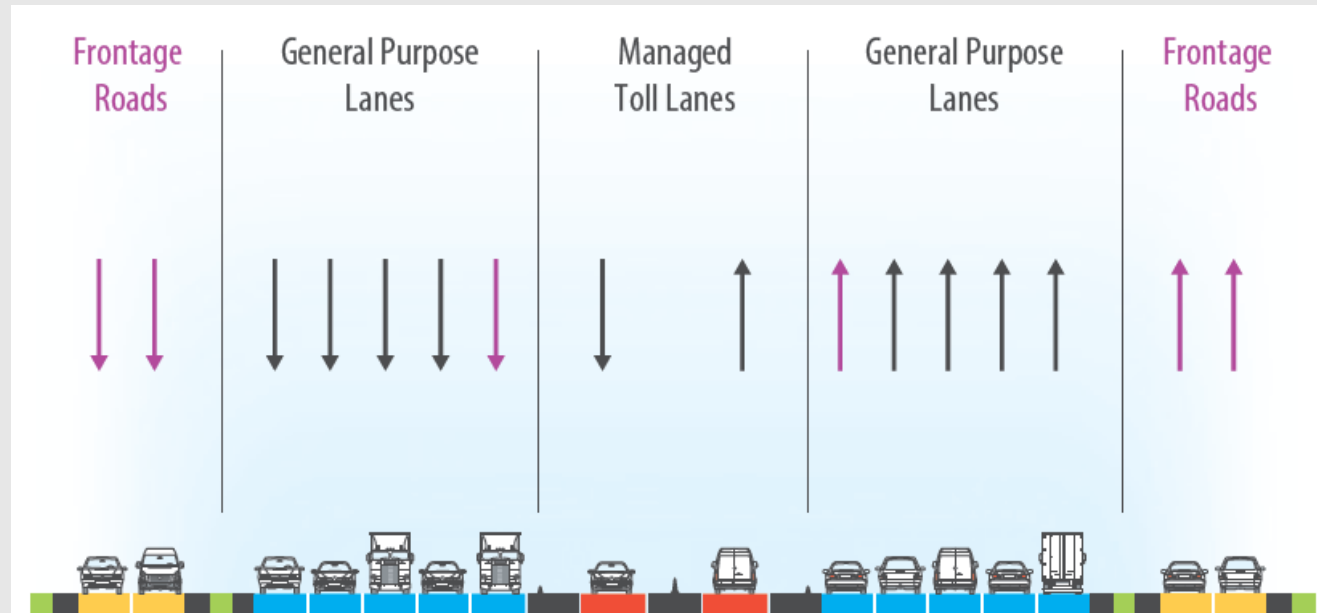
Proposed Project

EXISTING TYPICAL SECTION



PROPOSED DESIGN-BUILD TYPICAL SECTION

Note: Additional capacity shown in purple.



■ Design Schematic

- IH 635 LBJ East Schematic was approved on July 21, 2017 and was re-approved on August 1, 2018 for the removal of the depressed managed lanes
- Skillman/Audelia Interchange Schematic was approved on May 1, 2014

■ Environmental Clearance

- IH 635 LBJ East Original FONSI was issued on January 30, 2003. A subsequent Environmental Assessment Re-evaluation for the revised schematic was completed and approved on April 24, 2017.
- The Categorical Exclusion of the Skillman/Audelia Interchange was separately approved on June 23, 2015.

Estimated Project Quantities

- Bridges (Concrete & Steel) – 3,695,800 sf
- Retaining Walls – 1,851,900 sf
- Noise Walls – 139,100 sf
- Concrete Paving – 2,354,200 sy

Procurement Status

- Shortlisted Proposers on July 26, 2018
- Issuance of final RFP to shortlisted proposers on November 9, 2018
- Anticipated conditional award – May 30, 2019
- Anticipated DBC and CMA execution – August 2019

- Trinity East Construction
- Pegasus Link Constructors
- LBJ Constructors

Carlton Cooper
Business Development Specialist (DBE)
TxDOT Civil Rights Division

The Texas Department of Transportation (TxDOT), Civil Rights Division, is committed to assisting Disadvantage Business Enterprises and Small Business Enterprises in their efforts to work with TxDOT and other state agencies. Through our supportive services efforts we provide training and additional outreach to serve Texas communities.

Disadvantaged Business Enterprise (DBE) Compliance

The Disadvantaged Business Enterprise (DBE) Program is a U.S. Department of Transportation (USDOT) program that was established to ensure that firms owned by minorities, women, and other socially and economically disadvantaged persons have an equal opportunity to participate in federally assisted projects.

TxDOT has oversight responsibility to ensure that the prime contractor has effectively met this responsibility under its contract.

Department staff monitor the performance of work performed by DBEs on all federal aid projects, including those of sub-recipients.

Disadvantaged Business Enterprise (DBE)

Title 49: Transportation

Part 26: Participation By Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs

49 CFR Part 26

Objectives

- To ensure nondiscrimination
- To create a level playing field
- To ensure the DBE program is narrowly tailored
- To ensure only eligible firms are permitted to participate
- To help remove barriers to participation
- To promote the use of DBEs in all federally-assisted contracts and procurements
- To assist the development of firms that can compete successfully in the marketplace
- To promote appropriate flexibility to recipients

IH 635 LBJ East Project DBE Opportunity

- Proposers are required to utilize DBE firms and will be seeking DBE firm participation to ensure compliance with the requirements of the forthcoming RFP.
- TxDOT expects that the overall DBE goal for the project will be 8% of the design-build price for the Project.

Questions

