SH 99 Grand Parkway, Segment B-1 Design-Build Project

PROJECT DEVELOPMENT STATUS AND PROCUREMENT PROCESS SUMMARY

~~JULY 15~~NOVEMBER 12, 2024

PROJECT DEVELOPMENT STATUS

SH 99 Grand Parkway, Segment B-1 Design-Build Project Description:

- The Texas Department of Transportation is considering using a Design-Build (DB) contract as the delivery method for the SH 99 Grand Parkway, Segment B-1 Design-Build Project (Project). This alternative delivery method shares risks associated with the design, construction, and maintenance with the Design-Build (DB) Contractor.
- Proposed improvements for the Project include adding two tolled mainlanes in each direction, with discontinuous frontage roads between ~~I-45~~FM 646 and south ~~and~~of FM 2403. The proposed project includes mainlane and frontage road overpasses at the Burlington Northern Santa Fe (BNSF) railroad. It also includes reconstructing ramps, bridges, and intersections; improved existing frontage roads; and bicycle and pedestrian facilities. All project build alternatives under consideration include:
  - ~~Four direct connectors at I-45 south~~
  - Two direct connectors at SH 35
  - Pair of braided ramps between FM 517 and SH 6
  - Overpasses at:
    - Calder Drive
    - Magnolia Bayou
    - Hobbs Road
    - Landing Street
    - Bay Area Blvd.
    - Maple Leaf Drive
    - McFarland Road
    - Unnamed Road 1
    - West Road
    - Unnamed Road 2
    - Dickinson Bayou
    - Siphon Ditch
    - Clifford Street
    - FM 528
    - Wheeler Drive
    - FM 517
    - SH 6
    - BNSF & House Street
    - South Street & Fairway Drive/CR 369
    - Mustang Road
    - FM 1462/Childress Drive
    - Mainlane Station 6083+00
    - Mainlane Station 6064+00
- The Texas Department of Transportation is proposing improvements along SH 35 from Victory Lane to Steele Road (SH 35 Bypass). Improvements will consist of mainlane reconstruction, ramp construction, an overpass at FM 528, and Wheeler Lane. To prevent TxDOT's Design-Bid-Build (DBB) Contractor and DB Contractor from working in the same footprint, TxDOT is incorporating the SH 35 Bypass improvements to the SH 99 DB Contract (DBC).
- The Project is a toll facility with four two-lane mainlane gantries, 19 ramp gantries, and one future ramp gantry (stub out).
  - Southbound (SB) on-ramp gantry from ~~FM1462~~FM 1462 (future stub out).
  - Northbound (NB) off-ramp gantry to FM 1462.
  - SB and NB mainlane gantries south of Jephson Lane.
  - SB off-ramp gantry to and NB on-ramp gantry from Jephson Lane.

- SB off-ramp gantry to and NB on-ramp gantry from South Street.
- SB off-ramp gantry to and NB on-ramp gantry from SH 6.
- SB off-ramp gantry to and NB on-ramp gantry from Dickinson Rd.
- Westbound (WB) on-ramp gantry from Eastbound (EB) off-ramp gantry to "un-named".
- WB on-ramp gantry from and EB off-ramp gantry to W. West Boulevard.
- WB and WB mainlane gantries west of proposed Bay Area Boulevard.
- WB off-ramp gantry to and EB on-ramp gantry from proposed Bay Area Boulevard.
- WB off-ramp gantry to and EB on-ramp gantry from proposed Landing Street.
- WB off-ramp gantry to and EB on-ramp gantry from Calder Road.

- DB Contractor will perform all civil-oriented Toll Zone Work at the mainline and ramp toll zone locations including:
  - Toll Gantry and Overhead Support for Toll Equipment
  - Toll Signing
  - Toll Zone Pavement
  - Tolling Conduit for Communications and Electric
  - Tolling Communications
  - Tolling Electrical Service
- TxDOT will enter into a separate contract with atolling Systems Integrator to provide the Electronic Toll Collection System (ETCS) and ETCS Elements for the Project. DB Contractor will coordinate all design and construction activities ~~for~~to allow the Systems Integrator to install and implement the permanent ETCS and ETCS Elements, including coordination efforts with the adjacent project at the I-45S interchange to tie into the ITS hub at FM 646 and I-45S.
- The Project will include up to a15-year Capital Maintenance Contract (CMC) consisting of three five-year terms as solicited on recent TxDOT DB projects.
  - The five-year Initial Maintenance Term will begin at Final Acceptance.
  - TxDOT will have the option to implement two subsequent five-year Maintenance Terms.
  - The limits of the CMC will be well defined to exclude transition zones between applicable scope components.
  - The SH 35 Bypass portion of the Project will be included in the Capital Maintenance ~~Agreement (CMA~~Contract (CMC).

Project Estimate:

- A DB cost estimate was prepared in ~~December 2023~~October 2024 based on the ~~60~~project description above reflected in the 90% schematic design and reflecting current economic conditions.
- The estimated design-build cost based on the project description above reflected in the 90% schematic design is $1.~~62~~94 billion, including $~~111~~175 million for the SH 35 Bypass portion of the Project.

Categories	Estimated Costs
Professional Services	$~~160~~218,000,000
ROW and Utilities	$~~75~~110,000,000
Construction	$1,~~385~~616,000,000

- A list of major construction work categories and their estimated costs noted below are based on the ~~60~~project description above reflected in the 90% schematic design:

Major Construction Work Categories	Estimated Costs
Roadway (removals, earthwork, subbase and base course, pavement, barriers, MBGF, and safety devices)	$~~260~~345,000,000
Structures (retaining walls, noise walls, bridges, riprap)	$~~460~~510,000,000
Drainage (culverts, pipes, detention ponds)	$~~125~~55,000,000

- The estimated costs of the "Major Construction Work Categories" noted above are intended to align with the Instructions to Proposer (ITP) Forms, Form P-2 DB Price Breakdown respective categories.
- Quantities for the ~~60~~project description above reflected in the 90% schematic design have been provided in the reference information documents (RIDs).
- A capital maintenance cost estimate was prepared in ~~March~~October 2024 based on the ~~60~~project description above reflected in the 90% schematic design and reflecting current economic conditions~~. The estimated capital maintenance cost is $26,440,000, including $3,860,000 for the SH 35 Bypass portion of the Project~~.

- The estimated capital maintenance cost based on the project description above reflected in the 90% schematic design is $28,200,000, including $3,800,000 for the SH 35 Bypass portion of the Project.

	SH 99 Grand Parkway, Seg. B-1	SH 35 Bypass
1st Term	$6,~~550~~600,000	$1,~~150~~100,000
2nd Term	$~~6,850~~7,200,000	$1,~~200~~100,000
3rd Term	$~~9,180~~10,600,000	$1,~~510~~600,000
Totals	$~~22,580~~24,400,000	$3,~~860~~800,000

- TxDOT continues to monitor the volatility of construction-related costs. Implementing price escalation provisions similar to those incorporated on the I-35 Northeast Expansion (NEX) South design-build project for proposers between the proposal due date and 120 days after the contract execution date will be considered under extraordinary inflationary market conditions.

Project Funding:

- The Project (excluding the SH 35 Bypass portion of the Project) will be the ultimate responsibility of the Grand Parkway Transportation Corporation (GPTC). The GPTC will make payments for the DBC and CMC either through reimbursement of TxDOT or through direct payment from GPTC after the assignment of the DBC and CMC to GPTC. The GPTC currently has an investment grade credit rating of A1/A+. It is anticipated that GPTC will fully fund the cost of the ~~$1.62 billion~~ DBC through a combination of the issuance of toll revenue debt and cash on hand. The CMC is anticipated to be funded with GPTC System revenues.
- The SH 35 Bypass portion of the Project will be funded using Category 2, 3, 4 and 11. ~~-~~The SH 35 Bypass portion of the Project is~~submitted to be fully~~ funded with the 2025 Unified Transportation Program update ~~to be~~ approved in August 2024. TxDOT will require for the SH 35 Bypass portion of the Project a separate proposal price and monthly draw request from the SH

99 portion to ensure appropriate funding allocations are utilized.

Project Schedule:

- A time determination schedule was prepared in ~~March~~October 2024 based on the ~~60~~project description above reflected in the 90% schematic design.
  - The Substantial Completion Deadline based on this time determination schedule is 1,~~640~~820 days from Notice to Proceed 1 (NTP1). Final Acceptance is assumed at 120 days after the Substantial Completion Deadline.

- General time determination schedule and phasing assumptions for the project based on the ~~60~~project description above reflected in the 90% schematic design are:
  - ~~Three~~6-day work weeks (with holiday periods and 5 weather days per month blocked out) for all construction activities;
  - Two main work areas - (i) SH 35 (including direct connectors), and (ii) SH 99 greenfield section~~, I-45S interchange~~;
  - SH 35 broken into five segments, including tolling zones 13 through 23;
  - A phased traffic control plan (TCP) for the SH 35 section with frontage roads being constructed in phases, as necessary, to maintain mobility and local access;
  - SH 99 broken into five segments, including tolling zones 1through 12;
  - Minor TCP phasing in the SH 99 greenfield section and at ~~I-45S~~FM 646 to facilitate tie-ins;
  - ~~6 day work weeks (with holiday periods and 3 weather days per month blocked out) for all construction activities except cure activities and landscaping;~~
  - ~~5 to 6~~3 drainage crews;
  - 4 earthwork crews;
  - 1 slip-paving crew with a 2nd at peak;
  - 3 ~~to 4~~drill rigs ~~at peak~~;
  - ~~2 continuously reinforced concrete paving (CRCP) spreads;~~
  - 3 column crews ~~and~~ ;
  - 3 cap crews;
  - ~~5 Mechanically Stabilized Earth (MSE)~~3 deck crews;
  - 4 wall crews;
  - ITS/CTMS and toll gantry construction supports System Integration starting no later than 180 days prior to Substantial Completion;
  - Early release design packages for Storm Water Pollution Prevention Plan (SW3P), drainage, ponds, roadway, walls, demolition and abandonment, and bridge substructure;
  - Prioritization of detention pond construction;
  - Right of Way (ROW) acquisitions and relocations to be completed prior to NTP2~~.~~;
  - NTP2 issued 3 months after NTP1; and
  - Construction starting 3 months after NTP2.

Environmental Approvals:

- The SH 99 Grand Parkway, Segment B Final Environmental Impact Statement (FEIS) was approved on May 25, 2016.
- The SH 99 Grand Parkway, Segment B Record of Decision (ROD) was issued on November 30, 2016.

- TxDOT is conducting a limited re-evaluation anticipated to be approved ~~October 2024~~March 2025.
- TxDOT is conducting a Categorical Exclusion for the SH 35 Bypass portion of the project anticipated to be approved ~~October 2024~~March 2025.
- TxDOT will prepare and obtain the U.S. Army Corps of Engineers (USACE) 404 Standard permit for the project.
- ~~TxDOT is preparing the draft USACE 404 Standard permit application anticipated to be complete July 2024.~~
- Final USACE 404 Standard permit isanticipated to be obtained ~~December 2025~~Spring 2026.

Schematic Design:

- The 60% schematic design was prepared October 27, 2023, and is provided in the RIDs.
- The 75% schematic design prepared March 28, 2024, incorporating a minor alignment shift from FM 646 to Future West Road and rehabilitation of the SH 35 frontage road pavement from South of FM 1462 to Wheeler Road, is provided in the RIDs.
- The 90% schematic design was completed in September 2024 and is provided in the RIDs. A 90% signing schematic associated with the 90% schematic design was completed in September 2024 and is provided in the RIDs.
- The final schematic design and associated signing schematic is anticipated to be complete ~~July 2024~~in March 2025 following NEPA approval.
- ~~The final schematic is anticipated to be complete November 2024.~~
- The current posted 90% schematic design depicts the full SH 99 Segment B-1 project limits per the NEPA environmental document, however, the DB Project's limits will not include the I-45 south interchange. The proposed DB Project's scope limits near FM 646 are as follows:
  - The mainlane pavement limits will end at approx. Station 6763+00.
  - The frontage road pavement will tie into existing FM 646.
  - FM 646 minor cross street improvements will be included.
  - The drainage ponds west of FM 646 will be included.
  - ITS/tolling conduit will be constructed through the interchange to the hub at I-45 south.

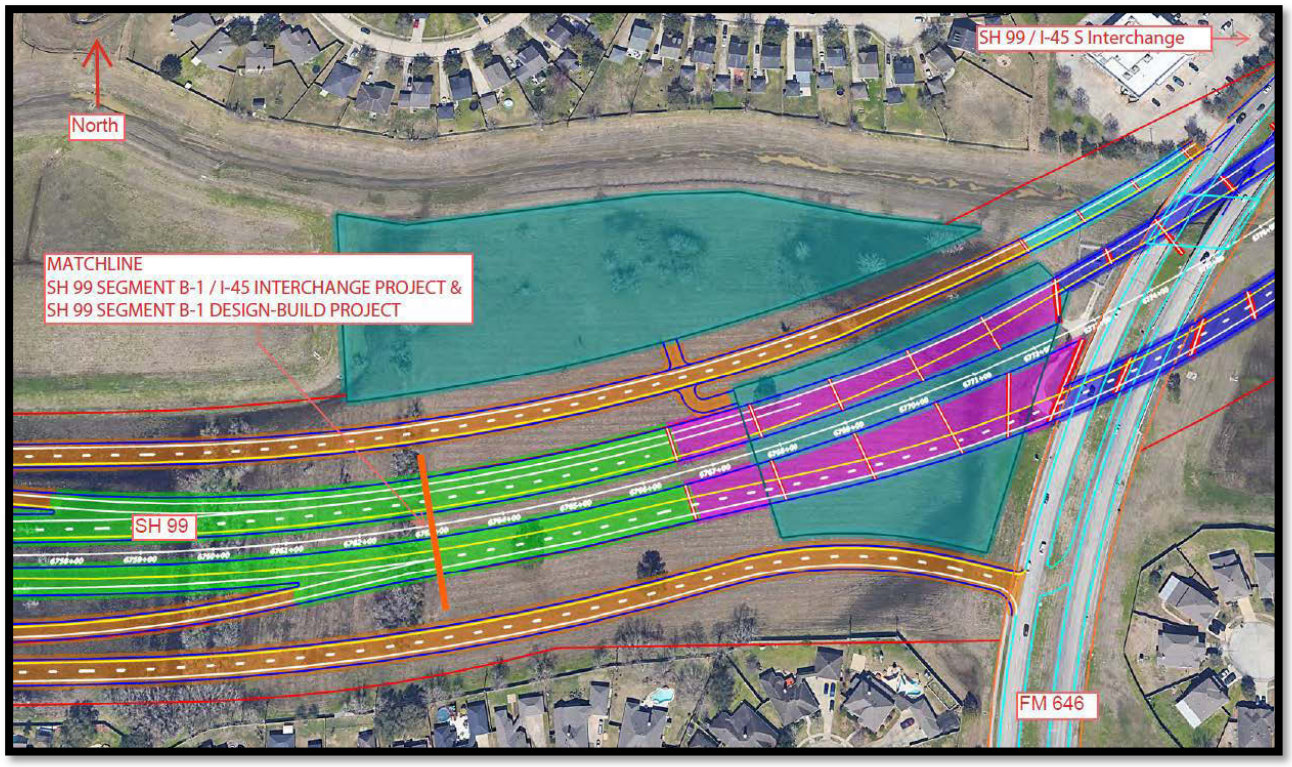

Figure – Proposed Eastern Limits of Project

- TxDOT performed topographic and ROW survey supporting the schematic and was completed July 2023.
- TxDOT is preparing a ~~draft Drainage~~Design Exceptions Report~~, hydraulics and hydrology (H&H) models, and design files are~~ anticipated to be complete ~~August 2024~~prior to the final RFP.
- ~~Final Drainage Report, H&H models, and design files are anticipated to be complete November 2024.~~
- ~~TxDOT is preparing a Design Exceptions Report anticipated to be complete July 2025.~~
- TxDOT will use the Green Ribbon Project: Houston District Design Guidelines for the Construction of Highways, Streets, & Bridges – Wave Scheme and corresponding Houston District standards for this project. These guidelines are provided in the RIDs.

Drainage

- TxDOT prepared a draft Drainage Report, hydraulics and hydrology (H&H) models, and design files in October 2024 and provided them in the RIDs.
- Final Drainage Report, H&H models, and design files are anticipated to be complete February 2025.
- DB Contractor will be responsible for any Conditional Letter of Map Revision (CLOMR) or Letter of Map Revision (LOMR) that may be required for the project, consistent with DB Contractor

responsibility for drainage design and allowing for opportunities to the DB Contractor for optimization to their design and modeling.

Interchange Access Justification Report (IAJR):

- ~~TxDOT is preparing an~~An IAJR ~~for review and approval by Federal Highway Administration (FHWA).~~
- ~~A Methodology & Assumptions Memo dated June 13, 2023, has been approved by FHWA on October 4, 2023, and is provided in the RIDs.~~
- ~~The draft IAJR~~is no longer applicable to this Project with ~~Appendices isanticipated to be submitted to FHWA August 2024.~~
- ~~The draft IAJR with Appendices~~the revised project limits, but will be ~~provided~~posted in the RIDs ~~after FHWA comments have been received and addressed which is anticipated September 2024.~~
- ~~The~~for information upon final ~~IAJR with Appendices is anticipated to be submitted to FHWA October 2024.~~
- ~~The final IAJR with Appendices will be provided in the RIDs after FHWA comments have been received and addressed which is anticipated December 2024~~FHWA approval.

Right of Way (ROW):

- TxDOT will acquire all schematic ROW parcels.
- The parcel counts below reflect the entire Segment B-1 corridor, including the SH 99 / I-45S interchange.
- Currently there are ~~56~~49 parcels (count as of ~~May~~October 23, 2024 ROW Acquisition Status Report), noting that some parcels have been combined with common ownership or eliminated based on current schematic.
  - ROW mapping is ongoing for all parcels.
  - Appraisals are underway for ~~six~~eight parcels and are complete for ~~two~~26 parcels.
  - Initial offers have been made for ~~three~~26 parcels.
    - ~~Six of these~~Three parcels have reached administrative settlement
    - One parcel has closed by deed.
    - One parcel will require no relocation but will require demolition.
      - Parcel 320 has reached administrative settlement/closed by deed with demolition to be complete early-November 2024.
    - Five parcels will require relocation and demolition. ~~Appraisals are under development for parcels~~
      - Initial offers have been made on these parcels, Parcels 100, 101, 102, 318~~, 320,~~ and 321~~, near I-45 South. Preliminary parcel maps for parcels 107, 113, and 114, near SH 35 and Clifford Street are anticipated be complete in June 2024~~.
      - Administrative settlement has been reached on one parcel, Parcel 100.
- A ROW Status Report ~~will be~~has been provided in the RIDs ~~beginning August~~as of October 23, 2024 that will be updated during pre-procurement and procurement.

- Preliminary ROW Maps were completed April 2024.
- Initial and final ROW Maps are anticipated to be complete ~~July and September~~by November 2024~~, respectively~~.
- ROW maps will be available to shortlisted proposers in April 2025.

- 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:

- TxDOT continues coordination with BNSF.

TxDOT submitted a draft Exhibit A to BNSF in April 2024, which is provided in the RIDs. The Preliminary

- ~~TxDOT continues coordination with BNSF and has submitted, and BNSF is reviewing, a revised~~ Exhibit A
- ~~TxDOT will provide an~~ approved ~~Exhibit A anticipated to be complete~~by BNSF for the Work on October 8, 2024, is also provided in the RIDs.
- An Exhibit B, *Environmental Compliance Plan for BNSF Railway Crossing*, approved by BNSF for the Work on October 8, 2024, is provided in the RIDs.
- TxDOT submitted a draft Exhibit D, *ROW Area Layout at BNSF Railroad*, to BNSF in April 2024, which is provided in the RIDs. The Exhibit D, approved by BNSF for the Work on October 8, 2024, is also provided in the RIDs.
- TxDOT submitted an *Application for Pipeline or Wire Line – Crossing and/or Longitudinal* for the proposed drainage structures to BNSF in October 2024, which is provided in the RIDs.
- TxDOT will prepare ~~and obtain BNSF concurrence on a draft~~ for BNSF review and coordinate with BNSF for approval of a final, but not executed, Construction and Maintenance (C&M) Agreement for the Work based on the final schematic ~~anticipated to be complete March 2025~~and supplemental engineering necessary to obtain BNSF's approval.
- The final, but not executed, C&M Agreement approved by BNSF for the Work is anticipated to be complete in Spring 2025 and will then be included in the RIDs, along with the Preliminary Exhibit A, Exhibit B, and Exhibit D, in a folder labeled "Railroad Documents."
- After Contract Execution/NTP1, DB Contractor will be responsible for preparing Release for Construction (RFC) submittal(s), acceptable to TxDOT and BNSF, and any other documents required by the railroad, for TxDOT to use in obtaining the ~~final~~executed C&M Agreement ~~based on~~
  .
- TxDOT will be responsible for continued coordination with BNSF and obtaining the executed C&M Agreement. Unless modifications are necessary due to ATCs or DB Contractor's ~~release for construction plans~~design, TxDOT will provide an executed C&M Agreement within 180 days after (RFC) submittal(s), acceptable to TxDOT and BNSF, for TxDOT to use in obtaining the executed C&M Agreement. DB Contractor will be responsible for cooperating and coordinating with TxDOT.
- DB Contractor will be entitled to schedule relief and its increased costs if the executed C&M Agreement changes the DB Contractor's obligations from those in the documents in the "Railroad Documents" folder in the RIDs, unless due to ATCs or DB Contractor's design.

Utility Information, Coordination, and Relocation:

- Subsurface Utility Engineering (SUE) / Utility Conflict Matrix (UCM)
  - TxDOT is collecting utility information and performing utility conflict analyses.
  - Available Level A and B SUE information as of October 2024 is provided in the RIDs.
  - Remaining Level A and B subsurface utility engineering (SUE) information is anticipated to be complete ~~October~~December 2024.
  - A draft UCM and draft Utility Conflict ~~Matrix (UCM) and Conflict~~ Exhibit to the ~~Schematic Design is anticipated to be complete November 2024~~schematic design is provided in the RIDs.
  - ~~A final~~An updated UCM and Conflict Exhibit to the ~~Schematic Design~~schematic design are anticipated to be complete February 2025.
- Advance Utility Relocations (TxDOT Responsibility)
  - All Advance Utility Relocations owners have received notification letters and have been engaged in the Advance Utility Relocation agreement coordination process. Advance Utility Relocation owners are underway with their design efforts.
  - Advance utility relocation dates available for construction will be included in the draft Request for Proposals (RFP). ~~TxDOT will coordinate, prepare Standard Utility Agreements, and relocate the following advance utilities:~~ TxDOT is committed to completing all of these Advance Utility Relocations by the Adjustment Completion Dates that will be included in the RFP documents.
  - The following are the Advance Utility Relocations:

Utility Owners	Number of Utility Conflicts
Air Liquide Large Indust U.S. LP	1
Air Products	1
Buckeye Dev. & Logistics I LLC	1
CenterPoint Energy (Elec Transmission)	3
Chevron	2
Denbury Green Pipeline	1
DOW	3
Energy Transfer	7
Enterprise	2
Equistar	2
ExxonMobil (1 abandoned)	2
Kinder Morgan Tejas Pipeline	6
Phillips66 (1 abandoned)	4
Shell Pipeline	1
TNMP (Elec Transmission)	2
Total	**38**

- Utility Relocations (DB Contractor Responsibility)
  - TxDOT has not commenced coordination on any proposed conceptual utility designs other than for the Advance Utility Relocations. DB Contractor will be responsible for coordinating

those remaining required Utility Adjustments.

- TxDOT has held utility kick-off meetings with the City of Alvin and the City of League City. Both municipalities are aware of the project schedule, utility process, and reimbursement criteria.
- Files, information, and schedules related to adjacent projects and their associated utility adjustments will be uploaded to the RIDs during the RFP phase.

- DB Contractor will be required to maintain and/or restore access for Utility Owners to their respective utility easements/ROW where SH 99 bisects the easement/ROW of the Utility Owner.
- DB Contractor will be responsible for any utility easements needed outside the Schematic ROW subject to Section 4.5 of the Design Build Agreement (DBA) General Conditions and Section 14.2.4.2 of the DB Specifications.
- DB Contractor is responsible for relocating New Utilities that impact the Project, subject to the terms and conditions in Section 4.5 of the DBA General Conditions.
- Unidentified private utilities that are not included on the Utility Strip Map, including unidentified gathering lines, may be considered an Unidentified Utility and such DBA Contractor relief shall be subject to the terms and conditions in Section 4.5 of the DBA General Conditions.

Geotechnical Information:

- TxDOT is performing geotechnical investigations and preparing geotechnical and pavement design reports.
- A .KMZ showing the layout of borings completed (as of ~~March~~September 2024) and anticipated future borings is provided in the RIDs.
- The draft boring logs for borings completed through ~~October 6, 2023~~September 30, 2024, are provided in the RIDs.
- ~~A~~A draft Pavement Design Report was completed in October 2024 and is provided in the RIDs.
- A final Pavement Design Report is anticipated to be complete ~~November~~December 2024.
- A Geotechnical Investigation Report is anticipated to be complete ~~November~~December 2024.

Adjacent Projects:

- TxDOT is procuring a PS&E contract to design the remaining portion of SH 99 Grand Parkway Segment B-1 at the I-45S interchange in Galveston County. A pre-solicitation meeting was held on Monday, November 4, 2024. The anticipated letting is December 2028.
- FM 517 will be widened from two lanes to four lanes from SH 35 to the Brazoria/Galveston County Line (CSJ 1002-01-006) in Brazoria County and from the County Line to FM 646 (CSJ 1002-02-016) in Galveston County. The anticipated letting is December 2027. Plans are at 30% PS&E stage.
- TxDOT is developing the project schematic in coordination with several ongoing residential developments adjacent to the project ROW.

Agreements:

- TxDOT is facilitating an amendment to the Market Valuation Waiver Agreement updating the Project description and minimum project scope to be consistent with the scope of the

SH 99 Grand Parkway, Segment B-1 DB Project anticipated to be executed December 2024.

- TxDOT is pursuing an interlocal agreement with the Galveston County Consolidated Drainage District (GCCDD) to connect a portion of TxDOT's drainage system to the GCCDD system.
- TxDOT is pursuing an agreement with the Gulf Coast Water Authority (GCWA) to permit the crossing of the SH 99 Grand Parkway Segment B-1 corridor and to provide GCWA access to their facility through the corridor's right of way.
- TxDOT is pursuing an advance funding agreement with the City of Alvin to facilitate the inclusion of certain aesthetic logo requirements for the Project within its city limits.

PROCUREMENT PROCESS SUMMARY

The Texas Department of Transportation ~~will conduct~~has conducted 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~~was to solicit interest in the Project and to present this information to industry partners and receive feedback from on the Project and procurement.

Pre-Procurement Schedule:

20-Mar-24	Pre-Procurement Project Webpage
11-Apr-24	Pre-Procurement Industry Partnering Workshop
4 to 5-Jun-24	1st Pre-Procurement Partnering One-on-One Meetings
13 to 14-Aug-24	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 Statements of Qualifications (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:

Dec-24	Commission Action~~/~~ to Issue RFQ
Jan-25	Issue RFQ
Jan-25	Industry Workshop
Mar-25	QS Due Date
Apr-25	Commission Action~~/~~ to Issue RFP
~~Apr~~May-25	Issue Draft RFP
Jul-25	Issue Final RFP
Jan-26	Proposal Due Date
Mar-26	Commission Action~~/~~ to Conditional Award
Jun-26	Contract Execution/Notice to Proceed 1

Procurement Project Objectives:

The purpose of the proposed Project is to efficiently link suburban communities and major roadways, to enhance mobility, to respond to economic growth, and to provide an additional hurricane evacuation route; therefore, the following objectives have been developed for the Project:

- Complete the Project on schedule, on budget, and to the highest degree of quality possible in order to optimize the operational life cycle performance of the Project;
- Improve overall mobility and accessibility within the Project area by providing for additional transportation routes and increased capacity to meet current and future travel demands;
- Improve overall transportation system to provide alternative escape routes for hurricanes, flooding, and other natural disasters;
- Expand and sustain economic opportunities in the region by improving the mobility of persons and goods, thereby minimizing barriers between business, consumers and transportation infrastructure;
- Facilitate participation by disadvantaged business enterprises (DBEs), women-owned business enterprises, and minority business enterprises;

- Ensure that the Project respects and preserves the local environment by minimizing any negative impacts, contributing to air quality attainment goals in the region, fulfilling the commitments made in the environmental evaluations, and maximizing the use of recyclable materials, including those coming from Project resources;
- Implement and clearly communicate to the public a project traffic control plan that minimizes travel delays during construction and maintenance while maintaining a safe environment for the public and Project personnel, including the provision of escape routes for hurricanes, flooding, and other natural disasters;
- Ensure continuous communication and maintain commitments to the public and stakeholders throughout Project delivery;
- Closely coordinate with the adjacent FM 517 DBB project, considering construction schedules, to minimize travel delays; and
- Execute a proactive, cooperative strategy to minimize railway service disruption when working near the facility as well as when replacing the existing railroad structure with at-grade tracks.

DBE requirements:

- It is anticipated that separate DBE goal percentages will be required for professional services and construction.
- Requirements will be included in the RFQ.

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 (65% 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 (9 points);
    (b) The extent, depth, strength and likelihood of success of the Proposer's and each team member's experience with constructing comparable projects (9 points);
    (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 (8 points);
    (d) The stability, strength and likelihood of success of the proposed management structure and team (5 points);
    (e) The strength and depth of experience of the following Key Personnel for the Project (29 points)
        i) Project Manager (5 points)
        ii) Construction Manager 4 points)
        iii) Design Manager (3 points)
        iv) Lead Maintenance of Traffic ("MOT") Design Engineer (2 points)
        v) IQF Manager (3 points)
        vi) Professional Services Quality Assurance Manager (2 points)
        vii) Construction Quality Control Manager (3 points)

vii) Utility Manager (2 points)
ix) Environmental Compliance Manager (3 points)
x) Lead MOT Implementation Manager (2 points)

(f) The extent and depth of each Major Participant's experience with DBE outreach and involvement, including (i) any description of innovative approaches, unique outreach or marketing concepts used successfully by the Proposer or its team members to encourage DBE participation and (ii) assistance provided by the Major Participants to DBEs to successfully complete a project without compromising the independence of the DBE (5 points).

- Statement of Technical Approach (25% 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 (9 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, that may arise during all Project phases (7 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 (6 points); and
  (d) The extent to which the Statement of Technical Approach demonstrates the ability to secure and integrate DBEs, local and non-local, for a project of the size and complexity of this Project and potential solutions and approaches to addressing issues and challenges in securing and integrating DBEs for the Project. (3 points)

- 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.
  - 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 experience in managing the design of similar highway improvement projects including experience leading multi-disciplinary teams.
- *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 a minimum of five years of 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.
- *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 a minimum of ten years of experience on projects of similar complexity;
  - Must have relevant construction quality control management experience on projects of similar type and scope;
  - 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 at least seven years of experience managing utility coordination and adjustments for transportation projects of similar scope and level of complexity.
  - Assigned to the Project full time and co-located/on-site. 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, utility companies/contractors, and toll system integrator 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.
- *Environmental Compliance Manager (ECM)* - Responsible for ensuring compliance of all on-site activities with the requirements of all environmental permits and regulatory requirements. Reports directly to TxDOT and the DB Contractor's Project Manager and has the authority to stop work.
  - Must have experience successfully managing environmental compliance of highway construction, including:
    - Developing and managing a Storm Water Pollution Protection Plan (SW3P);
    - Developing and managing a hazardous substance and petroleum products management plan;
    - Implementing environmental mitigation plans;
    - Providing environmental and personal protection training; and
    - Monitoring compliance with Section 404 Permit conditions.

- The qualifying experience for the ECM must demonstrate the individual is familiar with:
  - The scope and terminology of ASTM E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process;
  - Provisions of the Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP) (TXR 150000); and
  - Requirements of Section 404 and permit provisions.

  In addition to the other entities identified in the RFQ that are permitted to employ Key Personnel, the ECM may be employed by a subcontractor (at any tier) to either the DB Contractor or the Lead Contractor.

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

RFQ Organizational Conflicts of Interest:

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

Firms that are prohibited from proposing or joining a Proposer team include, but are not limited to:

(a) Firms that are providing "preliminary engineering and architectural services" for the Project or have provided such services will be prohibited unless TxDOT has issued a written determination that all work product prepared by the firm and other information and data provided to the firm in the performance of the services has been or will be made available to all Proposers prior to the issuance of the final RFP:

- Cobb Fendley & Associates, Inc.
- ~~RAM RODS Aerial Mapping~~
- Solar Surveying, LLC
- Divisions or subsidiaries of any of the above.
- Subconsultants of any of the above.

(b) Firms that are providing or have provided "environmental services" for the Project will be prohibited unless TxDOT has issued a written determination that the firm is not prohibited:

- Jacobs Engineering Group, Inc.
- LJA Program Management, LLC
- Raba Kistner, Inc.
- Divisions or affiliates or subsidiaries of any of the above.
- Subconsultants of any of the above.

(c) Firms that are providing or have provided "procurement services" or "financial services" for the Project will be prohibited:

- Ardurra, Inc.
- AtkinsRealis USA Inc.
- BGE, Inc.
- Ernst & Young Infrastructure Advisors, LLC
- HG Consult, Inc.

- HNTB Corporation
- HVJ Associates, Inc.
- Jacobs Engineering Group, Inc.
- Johnson, Mirmiran & Thompson, Inc.
- KPMG
- LJA Engineering, Inc.
- LJA Program Management, LLC
- Mayer Brown, LLP
- Nossaman, LLP
- Rifeline, LLC
- RODS SUE, Inc.
- RODS Surveying, Inc.
- RS&H, Inc.
- ~~Seiler Lankes Group, Inc.~~
- The Rios Group, Inc.
- WSB & Associates, Inc.
- Divisions or affiliates of any of the above.
- Subconsultants of any of the above.

If a firm listed in category (a) above wishes to be a Proposer, or an equity owner, team member, consultant or subconsultant of or to a Proposer for the Project, or to have a financial interest in any of the foregoing entities with respect to the Project, then the firm (including, as applicable, any of its subconsultants) should submit to TxDOT all work product prepared by the firm (including, as applicable, any of its subconsultants) for the Project and any other information and data provided to the firm (including, as applicable, any of its subconsultants) by TxDOT in the performance of its work on the Project. TxDOT will decide, in its sole discretion, whether to make those materials available to all Proposers prior to the issuance of the final RFP for the Project. If TxDOT decides to make the materials available, TxDOT will inform the firm of its eligibility to be on a Proposer team.

If a firm listed in category (b) above wishes to be a Proposer, or an equity owner, team member, consultant or subconsultant of or to a Proposer for the Project, or to have a financial interest in any of the foregoing entities with respect to the Project, then the firm should submit to the TxDOT Executive Director a request for a determination whether participation in the Project or the performance of particular services with respect to the Project would constitute a conflict of interest, or for approval of an exception to the applicability of the conflict of interest rules, as permitted by 43 T.A.C. § 9.155(c)(9).

Proposers are advised that other TxDOT consultants working on the Project may have an organizational conflict of interest. Proposers are encouraged to review the Rules and discuss potential conflicts of interest with prospective team members. By submitting its QS, each Proposer agrees that it has no organizational conflict of interest or potential organizational conflict of interest, and if an organizational conflict of interest or potential organizational conflict of interest is thereafter discovered, the Proposer must make an immediate and full written disclosure to TxDOT that includes a description of the action that the Proposer has taken, or proposes to take, to avoid or mitigate such conflicts. If an organizational conflict of interest that the Proposer knew, or should have known about, but did not disclose is determined to exist during the procurement process, TxDOT may, at its discretion, disqualify the Proposer or terminate the DBC and CMC. Proposers are also advised that

TxDOT's policy is in addition to applicable federal and state law. Such applicable law will also apply to Proposer teams and teaming and may preclude certain firms and their related entities from participating on a Proposer team.

RFP Total Proposal Score:

- The best value determination will be based on a 70-30-point scale.
- The Price Score will represent up to 70 points of the total score.
  - Price Score = (Lowest Price Value / Price Value) * [70]
    - Lowest Price Value = the lowest Price Value submitted by a Proposer
    - Price Value = Proposer's Price Value
- The Technical Score will represent up to 30 points of the total score.
    - Technical Score = [Project Management Score + Quality Management Score + Design, Construction and Maintenance (DCM) Plan Score] (maximum 100) * [0.30]
    - **Project Management** **15 Points**
    - **Quality Management** **15 Points**
    - **Design, Construction, and Maintenance (DCM) Plan** **70 Points**

Construction Staging, Sequencing, and Traffic Management	20 points
Bridges, Retaining Walls, and Geotechnical and Earthwork Plan	13 points
Roadway	7 points
Drainage	10 points
Preliminary Project Baseline Schedule	5 points
D&C Maintenance	5 points
CMC Maintenance	5 points
Project Feasibility	5 points

- 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. 70 points) + Technical Score (max. 30 points).

Key Personnel Change Fees / Key Personnel Unavailability Liquidated Damages (LDs):

- The following table represents the anticipated Key Personnel change fees for the project:

POSITION	KEY PERSONNEL CHANGE FEES FROM NTP1 TO 40% PROGRESS	KEY PERSONNEL CHANGE FEES FROM 40% TO 80% PROGRESS	KEY PERSONNEL CHANGE FEES FROM 80% TO 100% PROGRESS
Project Manager	$340,000	$340,000	$170,000
Construction Manager	$320,000	$320,000	$160,000
Design Manager	$190,000	$90,000	$40,000
Lead Maintenance of Traffic (MOT) Design Engineer	$160,000	$80,000	$40,000
Independent Quality Firm Manager	$290,000	$290,000	$140,000
Professional Services Quality Assurance Manager	$230,000	$110,000	$50,000
Construction Quality Control Manager	$230,000	$230,000	$110,000
Utility Manager	$150,000	$150,000	$30,000
Lead MOT Implementation Manager	$180,000	$180,000	$90,000
Environmental Compliance Manager	$110,000	$110,000	$50,000

- The following table represents the anticipated Key Personnel Unavailability LDs for the project:

POSITION	KEY PERSONNEL UNAVAILABILITY LIQUIDATED DAMAGES (per day)
Project Manager	$31,000
Construction Manager	$29,000
Design Manager	$17,000
Lead Maintenance of Traffic (MOT) Design Engineer	$15,000
Independent Quality Firm Manager	$26,000
Professional Services Quality Assurance Manager	$21,000
Construction Quality Control Manager (CQCM)	$21,000
Utility Manager	$14,000
Lead MOT Implementation Manager	$16,000
Environmental Compliance Manager	$10,000
CMA Maintenance Manager (CMC Contract only)	$6,000

Liquidated Damages for Delays to Achieving the Substantial Completion Deadline:

- TxDOT continues to evaluate the liquidated damage amounts for DB Contractor delays to achieving the Toll Zone Work Completion and Substantial Completion Deadlines.

Status of Procurement RIDs:

- TxDOT provided an update to the RIDs the ~~first~~last week of ~~April~~October 2024 and in early November 2024.
- Adjacent Projects
  - None as of ~~July 15~~November 12, 2024.
- Aesthetics
  - Green Ribbon Project: Houston District Design Guidelines for the Construction of Highways, Streets, & Bridges –Wave Scheme dated December 2000 and corresponding Houston District Standards.
- Agreements
  - Market Value Waiver Agreement dated March 25, 2009.
  - Toll Primacy Agreement By and Between The Texas Department of Transportation and the County of Galveston Relating to the State Highway 99/Grand Parkway Tollway Project dated February 7, 2023.
  - Toll Primacy Agreement By and Between The Texas Department of Transportation and the County of Brazoria Relating to the State Highway 99/Grand Parkway Tollway Project dated February 7, 2023 and updated on February 26, 2024.
  - League City Municipal Maintenance Agreement dated May 10, 1993.
  - Alvin Municipal Maintenance Agreement dated January 8, 1993.
  - Friendswood Municipal Maintenance Agreement dated June 9, 2010.
  - Manvel Municipal Maintenance Agreement dated January 11, 1993.
  - Brazoria County Advance Funding Agreement for Landscape Development dated January 20, 2009.
- As-Builts
  - None as of ~~July 15~~October 31, 2024.
- Drainage
  - ~~None as of July 15, 2024.~~
  - Draft Drainage Report and supporting files prepared October 2024.
- Environmental
  - SH 99 Grand Parkway FEIS approved on May 25, 2016.~~–~~
  - SH 99 Grand Parkway ROD issued on November 30, 2016.
  - SH 99 Grand Parkway Segment B Hazardous Materials Initial Site Assessment (ISA) prepared June 2023.
- General
  - GPTC Organizational Overview prepared June 1, 2024.
  - SH 99 Grand Parkway Segment B-1, TxDOT Implementation Organizational Chart prepared June 1, 2024~~..~~.

- Geotechnical
  - A .KMZ and summary table showing the layout of borings completed (as of ~~March~~September 30, 2024) and anticipated future borings.
  - The draft boring logs for borings completed through ~~October 6, 2023~~September 30, 2024.

- IAJR
  - Methodology & Assumptions memo approved October 4, 2023.
- ITS
  - ~~None as~~As-built of ITS along SH 35 corridor prepared July ~~15~~1994.
-
  - Draft checklists for the DB Contractor's anticipated maintenance of the existing pump station along with various maintenance records.
  - Pump station records and information.
  - A draft exhibit showing the DB Contractor's anticipated limits of maintenance during construction prepared October 25, 2024.
- Pavement
  - ~~None as of July 15~~Draft Pavement Design Report prepared October 3, 2024.
  - Draft Project ESALs used to support the development of Draft Pavement Report prepared October 3, 2024.
- Railroad
  - Draft Exhibit A issued on April 2, 2024.
  - Draft Exhibit D (ROW Area Layout at BNSF Railroad) issued on March 13, 2024.
  - "Preliminary" Exhibit A, Exhibit B, and BNSF Application for Pipeline/Wireline Crossings approved by BNSF for the work, prepared October 7, 2024.
  - "Preliminary" BNSF Exhibit D (Utility Exhibit) prepared 10/5/2024.
- Right of Way
  - ~~None as of July 15~~October 23, 2024 Acquisition Status Summary.
- Schematic Design
  - 60% schematic [.PDFs, .DGNs, and quantities] prepared October 27, 2023.
  - 75% schematic [.PDFs, .DGNs] prepared March 28, 2024.
  - 90% schematic ~~(DRAFT) [.KMZ only~~[.PDFs, .DGNs, ORD models, quantities, and ITS/signing schematics] prepared ~~July 1,~~September/October 2024.
- Signals
  - None as of ~~July 15~~November 12, 2024.
- Structures
  - None as of ~~July 15~~November 12, 2024.
- Tolling

- Draft SH 99 Grand Parkway Segment B-1, Design-Build tolling specification and associated attachments.
- Draft Toll Site Availability Checklist prepared July 2024.

- Traffic
  - None as of ~~July 15~~November 12, 2024.
- Utilities
  - ~~None as of July 15, 2024.~~ A draft Utility Conflict Matrix and draft Utility Conflict Exhibit prepared October 2024.
  - Level A and Level B investigations [.KMZ, .DGN, .ORD] completed through October 2024.