



SH 99 Grand Parkway, Segment B-1 Design-Build Project PROJECT DEVELOPMENT STATUS AND PROCUREMENT PROCESS SUMMARY

APRIL 4~~MARCH 20~~, 2024

PROJECT DEVELOPMENT STATUS

SH 99 Grand Parkway, Segment B-1 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 Project (Project). This alternative delivery method shares risks associated with the design, construction, and maintenance with the DB Contractor.
- Proposed improvements for Project include adding two tolled mainlanes in each direction, with discontinuous frontage roads between I-45 south and 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
 - New Street "F"
 - 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 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 (future – stub out).
 - Northbound (NB) off-ramp gantry to FM 1642.
 - 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 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 a tolling 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 Systems Integrator to install and implement the permanent ETCS and ETCS Elements.
- The Project will include up to a 15-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).

Project Estimate:

- A DB cost estimate was prepared in December 2023 based on the 60% schematic design and reflecting current economic conditions.
- The estimated design-build cost is \$1.62 billion, including \$111 million for the SH 35 Bypass portion of the Project.
- ~~A TxDOT is preparing a~~ capital maintenance cost estimate was prepared in March 2024 based on the 60% schematic and reflecting current economic conditions ~~anticipated to be complete end March 2024.~~
- ~~TxDOT will provide the 15-year estimated capital maintenance cost early April 2024~~ The estimated capital maintenance cost is \$26,440,000, including \$3,860,000 for the SH 35 Bypass portion of the Project.

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 Project is submitted to be fully funded with the 2025 Unified Transportation Program update to be approved August 2024.

Project Schedule:

- ~~TxDOT is preparing a~~ time determination schedule was prepared in March 2024 based on the 60% schematic ~~anticipated to be complete end March 2024~~.
- ~~TxDOT will provide the~~ Substantial Completion Deadline based on this time determination schedule is 1,640 days with 120 days to Final Acceptance early April 2024.

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.
- TxDOT is conducting a Categorical Exclusion for the SH 35 Bypass portion of the project anticipated to be approved October 2024.
- 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 May 2024.
- Final USACE 404 Standard permit is anticipated to be obtained December 2025.

Schematic Design:

- The 60% schematic was prepared October 27, 2023, and is provided in the reference information documents (RIDs).
- ~~TxDOT is preparing the~~ 75% schematic incorporating a minor alignment shift from Hobbs Road 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 anticipated to be complete March 2024.
- The 90% schematic is anticipated to be complete July 2024.
- The final schematic is anticipated to be complete October 2024.
- TxDOT performed topographic and right of way (ROW) survey supporting the schematic and was completed July 2023.

- TxDOT is preparing a draft Drainage Report, hydraulics and hydrology (H&H) models, and design files are anticipated to be complete June 2024.
- 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.

Interchange Access Justification Report (IAJR):

- TxDOT is preparing 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 with Appendices is anticipated to be complete June 2024.
- The final IAJR with Appendices is anticipated to be complete August 2024.

Right of Way:

- TxDOT will acquire all 71 schematic ROW parcels (count as of March 6, 2024).
- Six of these parcels will require relocation and demolition. Appraisals are under development for parcels 318, 320, and 321, near I-45 South. Survey maps have been submitted and are under review for parcels 107, 113, and 114, near SH 35 and Clifford Street.
- A ROW Status Report will be provided in the RIDs beginning June 2024 that will be updated during pre-procurement and procurement.
- Preliminary, initial, and final ROW Maps are anticipated to be complete April, May, and July 2024, respectively.
- ROW maps will be available to shortlisted proposers 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 is coordinating with BNSF and will provide a draft Exhibit A anticipated to be complete end-March 2024.
- ~~TxDOT will provide~~ the draft Exhibit A is provided in the RIDs ~~early-April~~.
- TxDOT will provide an approved Exhibit A anticipated to be complete October 2024.
- TxDOT will prepare and obtain BNSF concurrence on a draft Construction and Maintenance (C&M) Agreement based on the final schematic anticipated to be complete March 2025.
- DB Contractor will be responsible for obtaining the final C&M Agreement based on DB Contractor's release for construction plans.

Utility Information, Coordination, and Relocation:

- TxDOT is collecting utility information and performing utility conflict analyses.
- Level A and B subsurface utility engineering (SUE) information is anticipated to be complete June 2024.
- A draft Utility Conflict Matrix (UCM) and Conflict Exhibit to the Schematic Design is anticipated to be complete November 2024.
- A final UCM and Conflict Exhibit to the Schematic Design anticipated to be complete February 2025.
- TxDOT will coordinate, prepare Standard Utility Agreements, and relocate the following advance utilities:

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	6
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	37

- Advance utility relocation dates available for construction will be included in the draft Request for Proposals (RFP).

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 2024) and anticipated future borings is provided in the RIDs.
- The draft boring logs for borings completed through October 6, 2023 are provided in the RIDs.
- A Pavement Design Report is anticipated to be complete November 2024.
- A Geotechnical Investigation Report is anticipated to be complete November 2024.

Adjacent Projects:

- 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.



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 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 6-Jun-24	1st Pre-Procurement Partnering One-on-One Meetings
13 to 15-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/Issue RFQ
Jan-25	Issue RFQ
Mar-25	QS Due Date
Apr-25	Commission Action/Issue RFP
Apr-25	Issue Draft RFP
Jul-25	Issue Final RFP
Jan-26	Proposal Due Date
Mar-26	Commission Action/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 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).

- o 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)

- o 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.
 - o Must have recent experience managing the design and construction of projects with a similar level of complexity.
 - o 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.*

Status of Procurement RIDs:

- TxDOT will provide an update to the RIDs the first week of April 2024 incorporating RIDs anticipated to be completed in March 2024.
- Adjacent Projects
 - None as of March 20, 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 March 20, 2024.
- Drainage
 - None as of March 20, 2024.
- Environmental
 - SH 99 Grand Parkway FEIS approved on May 25, 2016.

- SH99 Grand Parkway ROD issued on November 30, 2016.
- General
 - None as of March 20, 2024.
- Geotechnical
 - A .KMZ showing the layout of borings completed (as of March 2024) and anticipated future borings.
 - The draft boring logs for borings completed through October 6, 2023.
- IAJR
 - Methodology & Assumptions memo approved October 4, 2023.
- ITS
 - None as of March 20, 2024.
- Pavement
 - None as of March 20, 2024.
- Railroad
 - ~~Draft Exhibit A issued on April 2, 2024~~ None as of March 20, 2024.
 - Draft Exhibit D (ROW Area Layout at BSNF Railroad) issued on March 13, 2024.
- Right of Way
 - None as of March 20, 2024.
- Schematic Design
 - 60% schematic [.PDFs, .DGNs, ~~.KMZs~~] prepared October 27, 2023.
 - 75% schematic [.PDFs, .DGNs] prepared March 28, 2024.
- Signals
 - None as of March 20, 2024.
- Structures
 - None as of March 20, 2024.
- Traffic
 - None as of March 20, 2024.
- Utilities
 - None as of March 20, 2024.