

SH 99 Grand Parkway Segment C-1 Design-Build (DB) Project

Pre-Procurement Industry Workshop

Texas Department of Transportation

October 27, 2026

Texas Department of Transportation

Connecting you with Texas.

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Table of Contents

4 | Project Overview

20 | Project Challenges and Risks

30 | Project Status

38 | Pre-Procurement Partnering Process

40 | Project Procurement

46 | Disadvantaged Business Enterprise Requirements

Project Overview

Project Overview – Corridor and Project Location

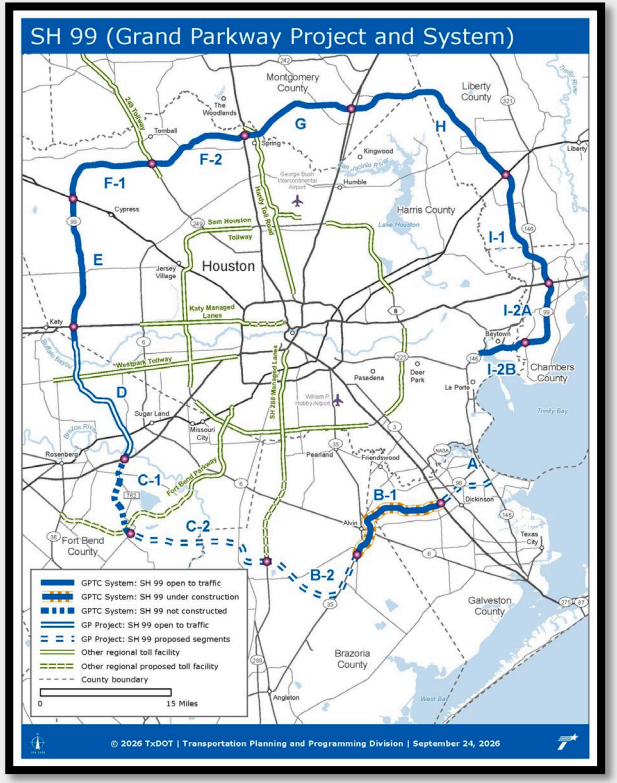


Figure 1 – Grand Parkway Corridor

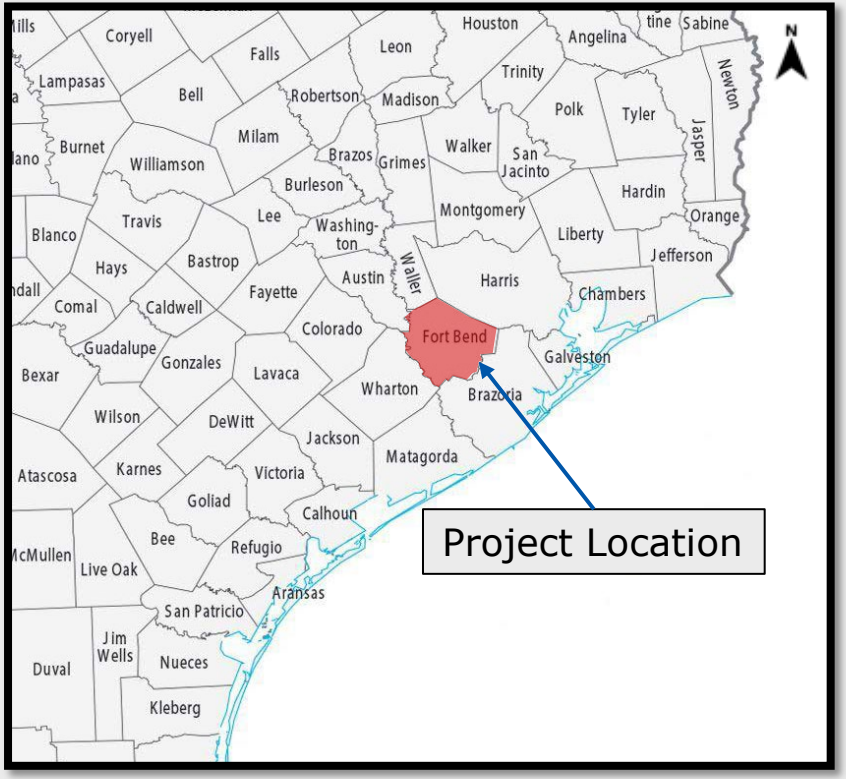


Figure 2 – Project Location

DB Project Overview – Limits, Length, Details, Cost

- **Limits:**
  - Interstate 69 (I-69) to Farm to Market (FM) 762
- **Length:**
  - Approximately 9.7 miles
- **Project Details:**
  - Construct four-lane tollway with discontinuous two-lane frontage roads and interchanges
  - Construct seven direct connectors (DCs) at I-69 and four direct connectors at Fort Bend Parkway
- **Estimated DB Cost:**
  - $1.6 Billion

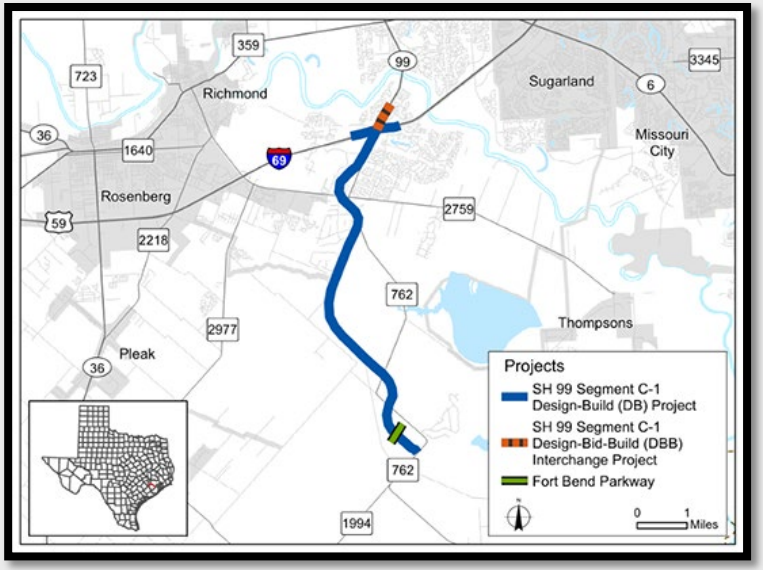


Figure 3 – State Highway (SH) 99 Segment C-1 Project Map

Design-Bid-Build (DBB) Project Overview

- **Limits:**
  - Interstate 69 (I-69) to South of W Riverpark Drive (Segment D)
- **Project Details:**
  - Construct four-lane tollway with entrance and exit ramps
  - Construct one full direct connector (Connector H) at I-69 and two partial direct connectors (Connectors E and F)

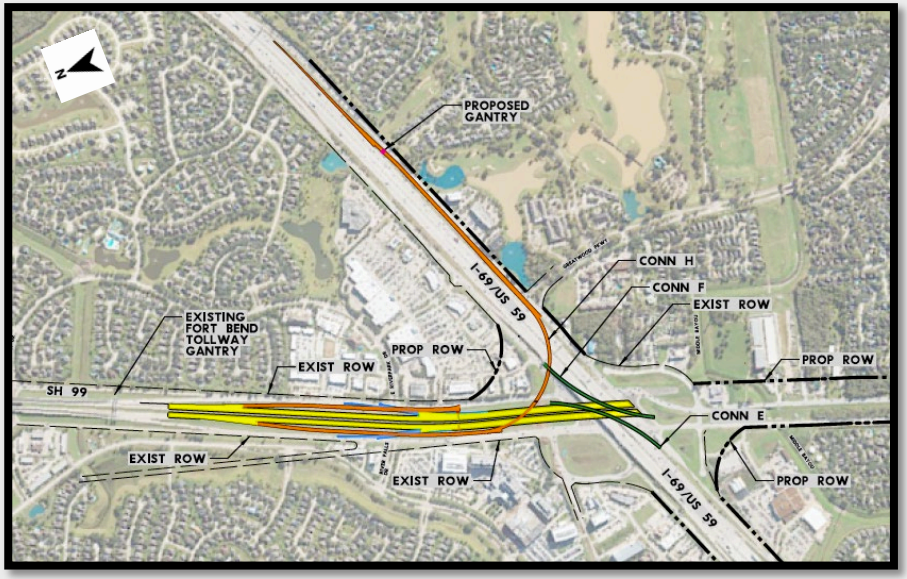


Figure 4 – SH 99 Segment C-1 DBB Interchange Project

Project Overview – Needs and Purpose

- **Project Needs**
  - System linkage: Improve connectivity within the existing local and regional transportation network
  - Expanding capacity: Address existing and future transportation demand and relieve congestion
  - Safety: Supplement existing roadways with an additional hurricane evacuation route
  - Economic development: Support anticipated population and economic growth through improved mobility
- **Project Purpose**
  - To efficiently link the suburban communities and major roadways, enhance mobility and safety, and respond to economic growth

Project Overview – Control-Section-Job (CSJ) Splits

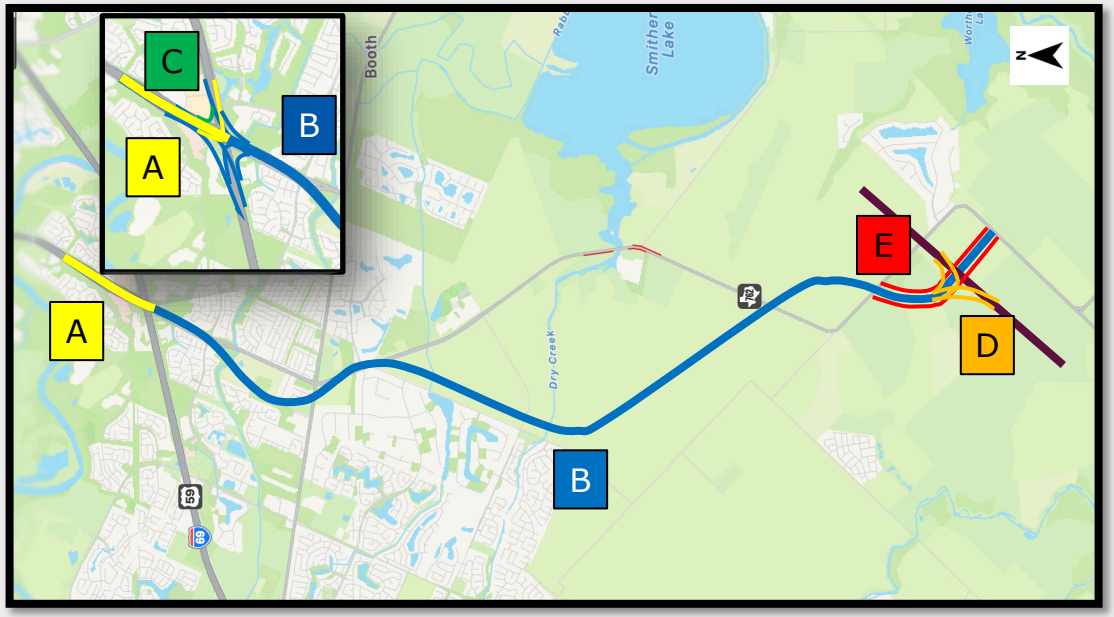


Figure 5 – SH 99 Segment C-1 CSJ Splits

A 3510-04-038 & 04-086 (Design-Bid-Build)
Limits: Riverpark Drive to I-69
Construct 4-lane tollway and interchange at I-69

B 3510-03-002 & 03-009 (Design-Build)
Limits: I-69 to FM 762
Construct 4-lane tollway, interchange at I-69 & FBP

C 3510-03-004 (Design-Build)
Limits: at I-69
Construct 1 direct connector

D 3510-03-013 (Design-Build)
Limits: at Fort Bend Parkway (FBP)
Construct 4 direct connectors

E 3510-03-012 (Design-Build)
Limits: FM 762 to FM 762
Construct 2-lane frontage roads

Project Overview – Objectives

- Improve regional mobility, connectivity, and capacity
- Provide reliable alternative emergency evacuation routes
- Enhance roadway safety and traffic operations
- Improve drainage resilience and reduce flood risk
- Minimize environmental impacts and support air quality goals
- Reduce impacts to communities, right of way (ROW), utilities, and resources
- Support economic growth and the efficient movement of people and goods
- Maintain clear, proactive communication with stakeholders and the public

Project Overview – SH 99 at Riverpark Drive

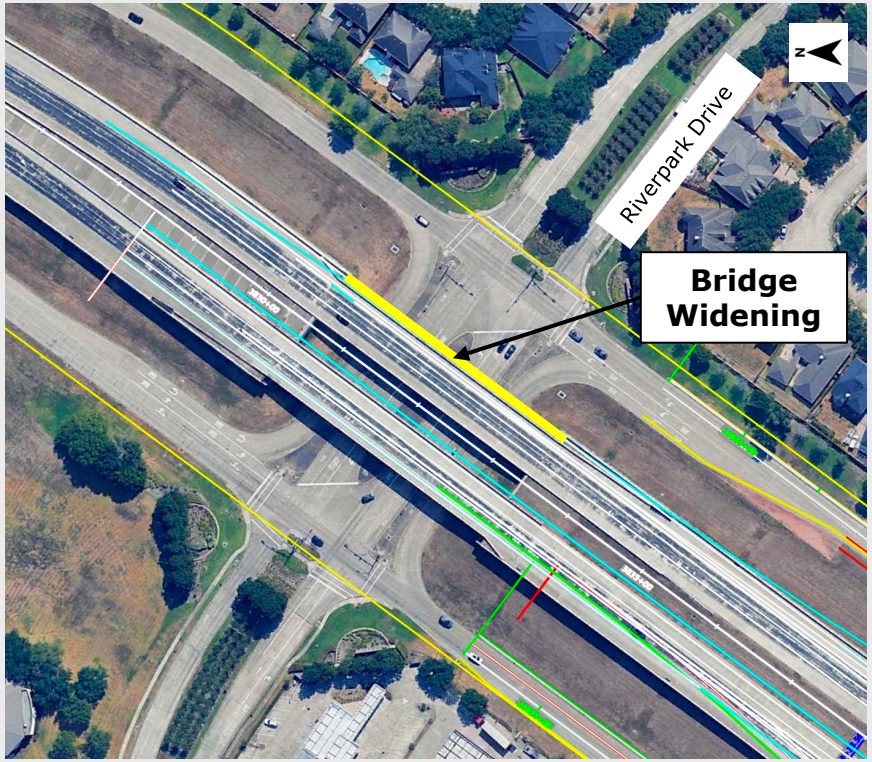


Figure 6 – Widen SH 99 over Riverpark Drive to Accommodate Direct Connectors

Project Overview – SH 99 at I-69

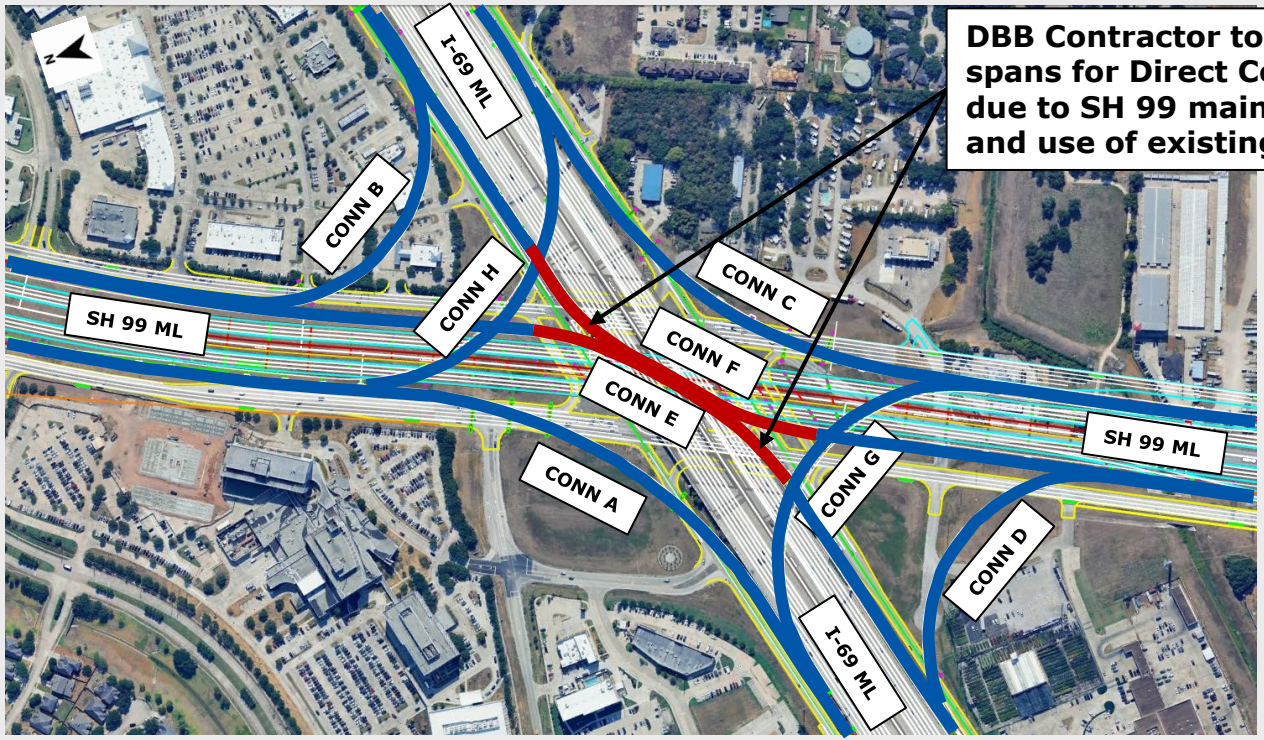


Figure 7 – Direct Connectors at SH 99 and I-69

Project Overview – I-69 to Sansbury Boulevard

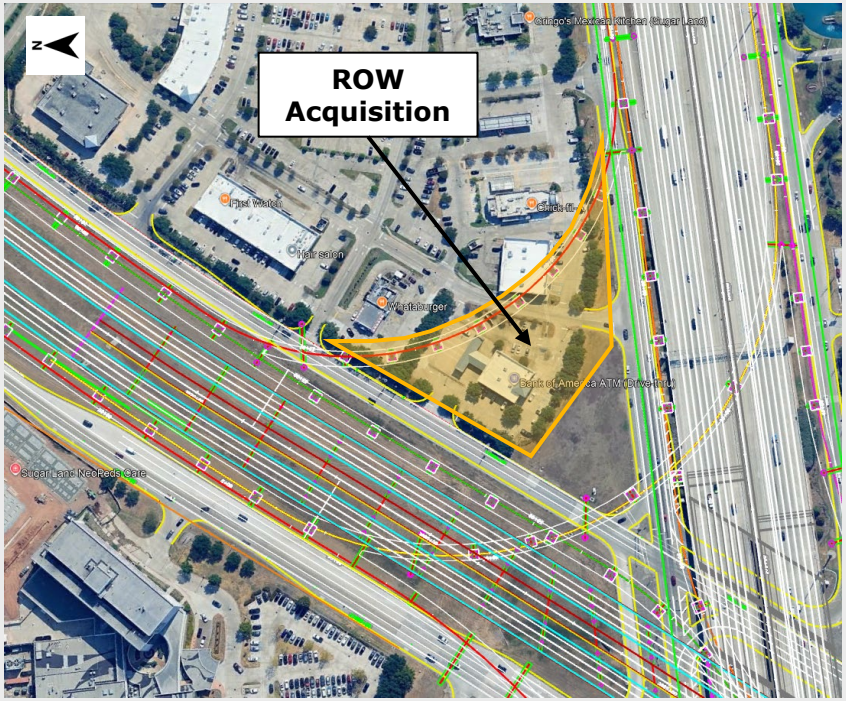


Figure 8 – Critical ROW Acquisition at SH 99 / I-69 Interchange

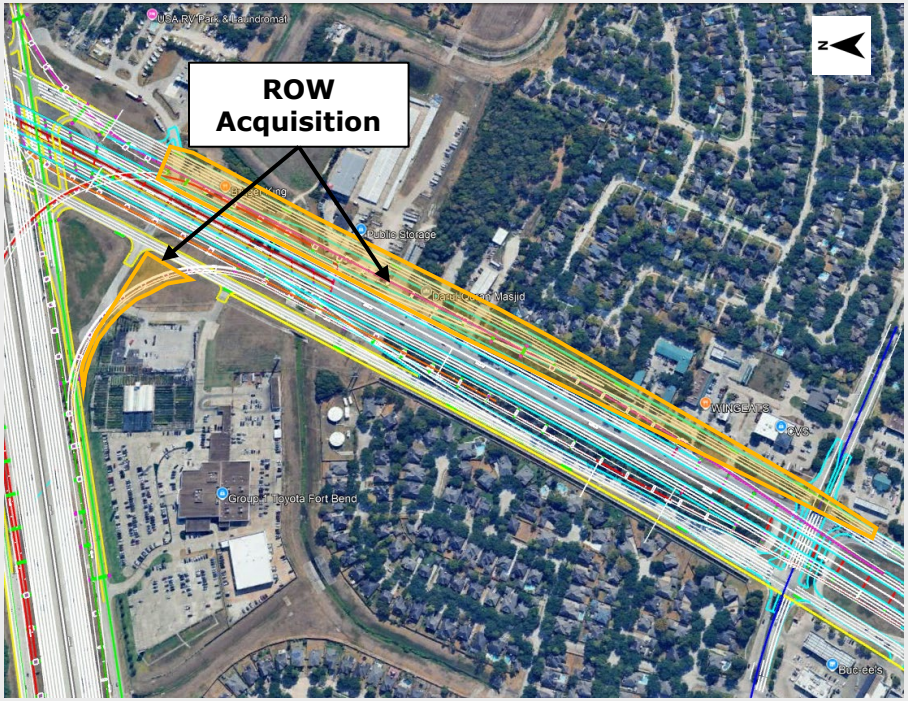


Figure 9 – Significant Residential and Business ROW Acquisition between I-69 and Sansbury Boulevard

Project Overview – Sansbury Boulevard to FM 762

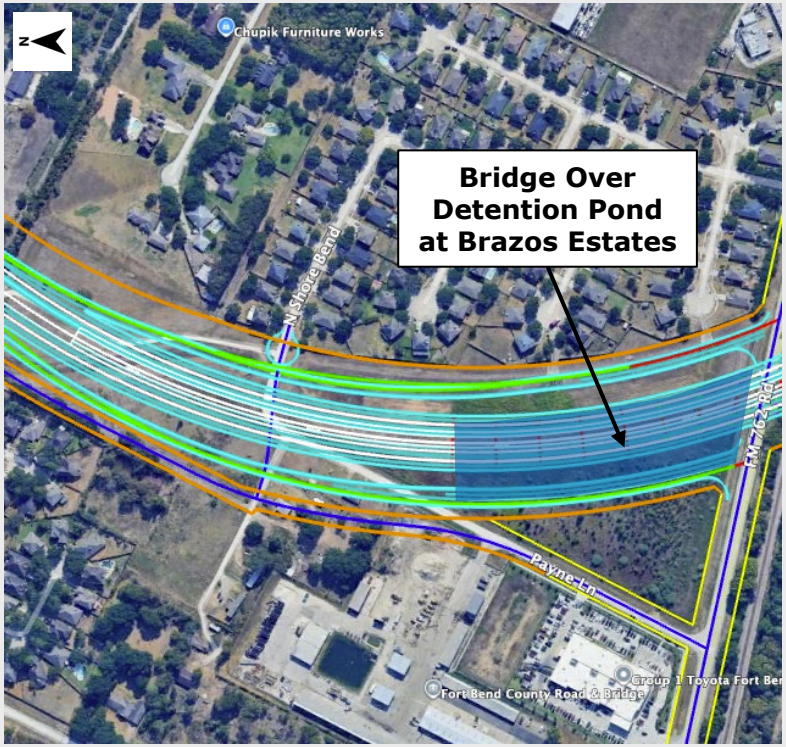


Figure 10 – SH 99 Spanning over Existing Detention Pond at Brazos Estates

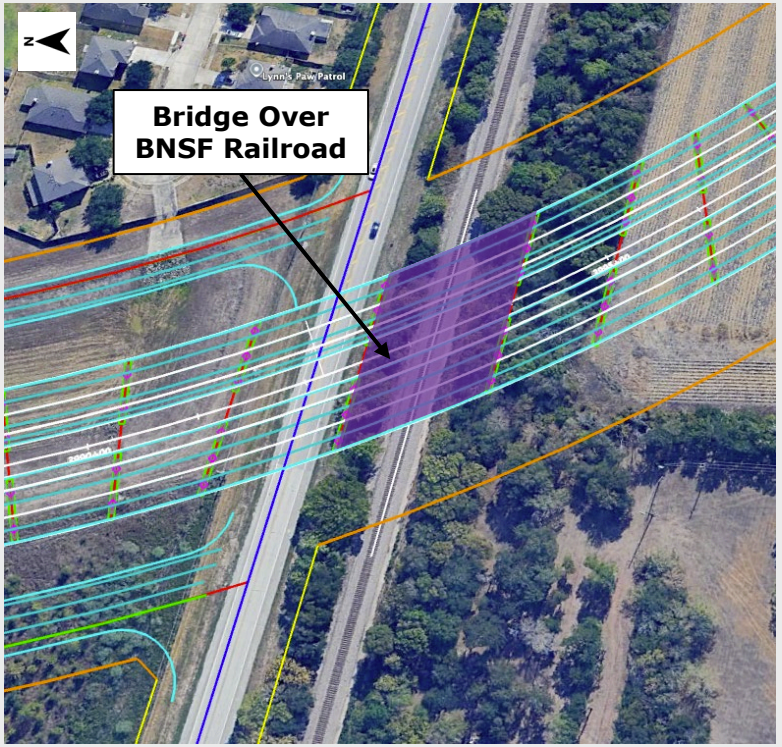


Figure 11 – SH 99 Spanning over BNSF Railroad

Project Overview – SH 99 and FM 762

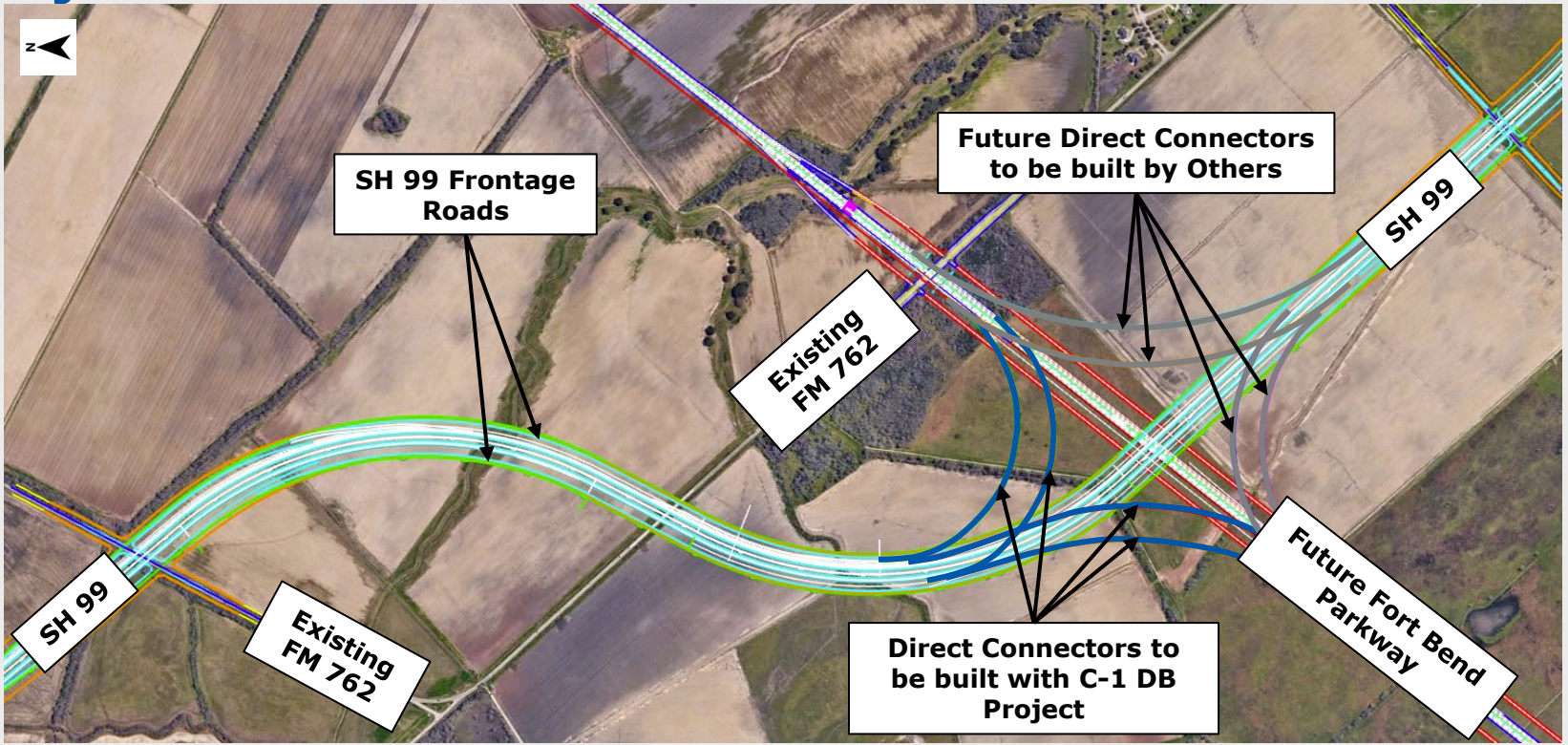


Figure 12 – Decommission Existing FM 762 and Replace with Frontage Roads

Typical Sections (Part 1 of 4)

Legend
- ↑ - Mainlanes and Direct Connectors
- ↑ - Frontage Roads and Ramps
- *

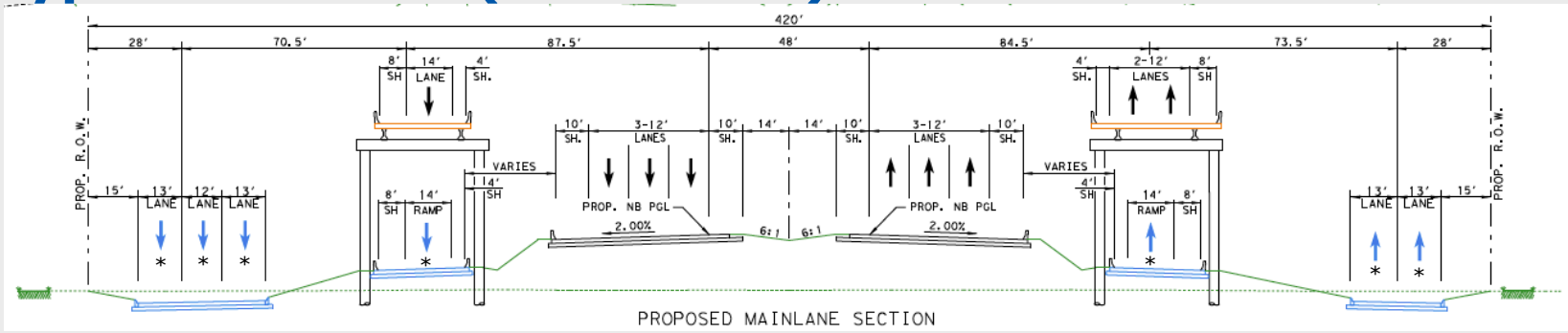


Figure 13 – SH 99 South of Riverpark Drive

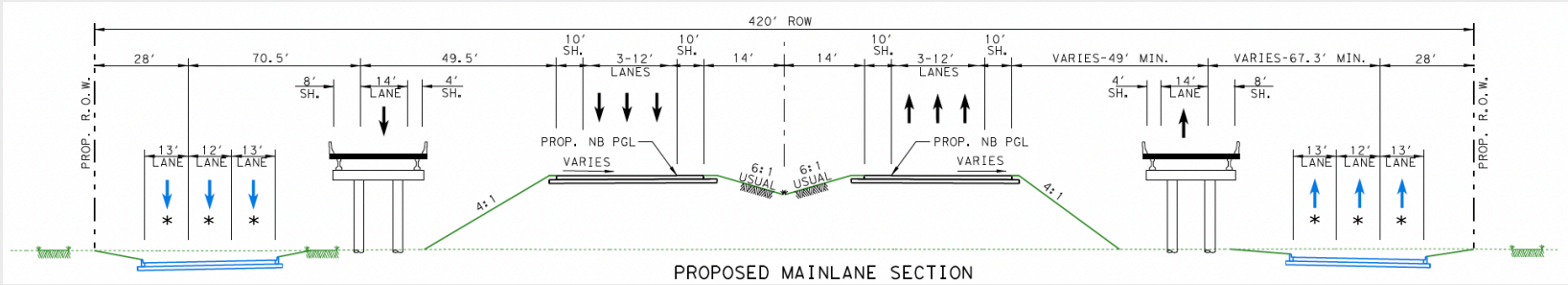


Figure 14 – SH 99 South of I-69

Legend
- Mainlanes and Direct Connectors
* - Frontage Roads and Ramps

Typical Sections (Part 2 of 4)

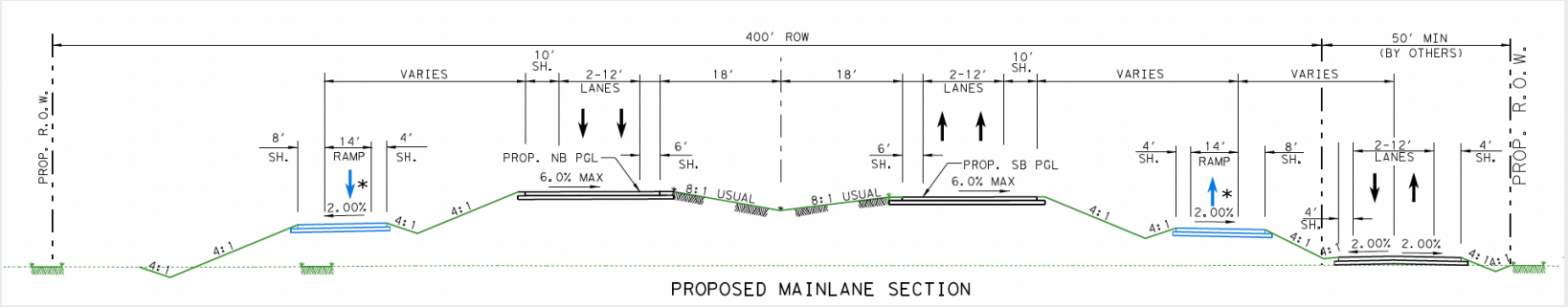


Figure 15 – SH 99 South of Sansbury Boulevard

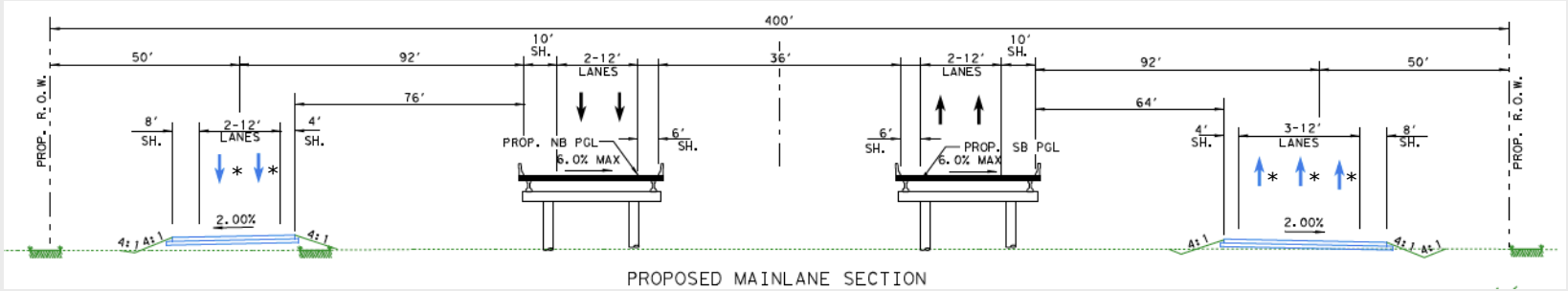
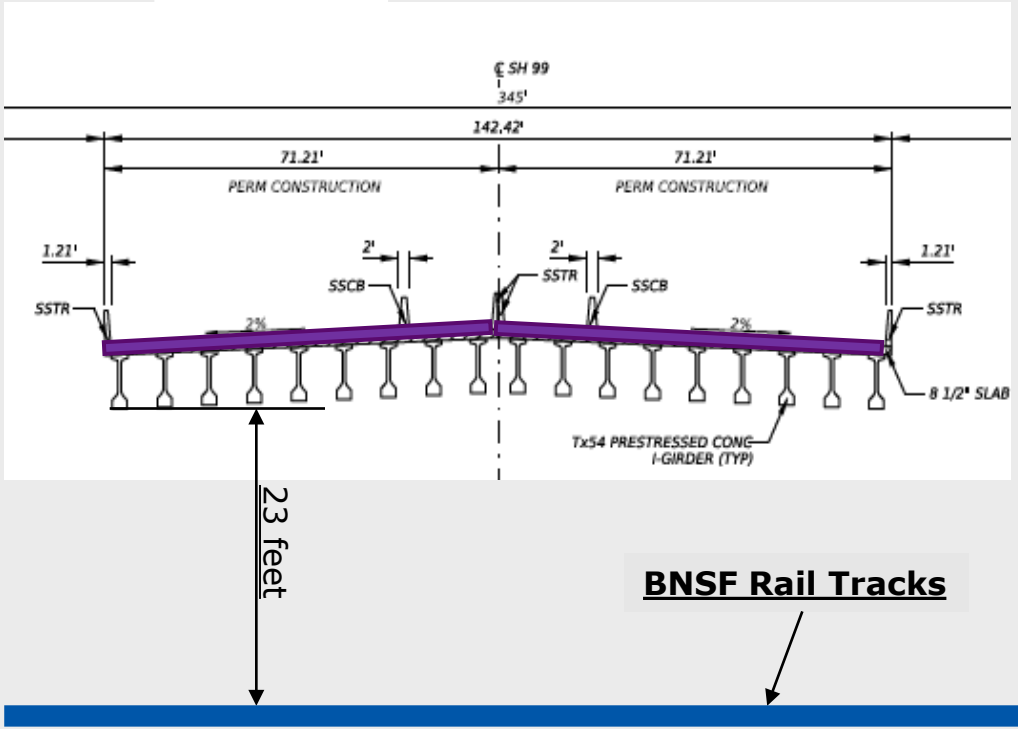


Figure 16 – SH 99 Near FM 762/FM 2759 Approaching BNSF Railroad

Typical Sections (Part 3 of 4)



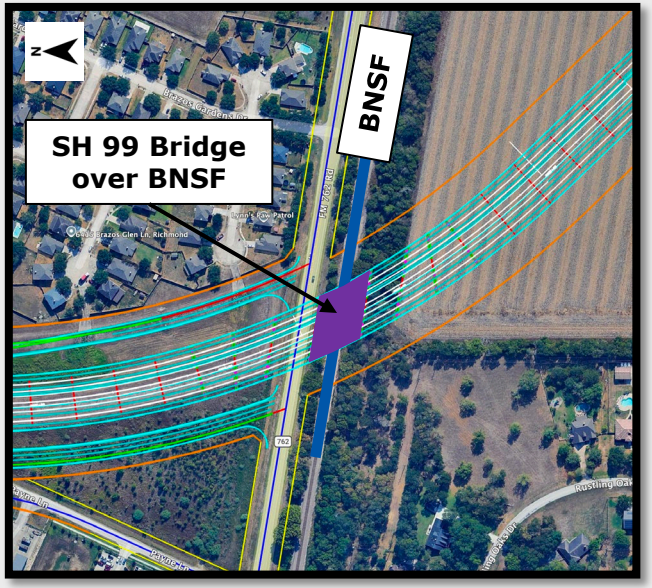


Figure 17 – SH 99 Crossing at BNSF Railroad

Legend
- Mainlanes and Direct Connectors
* - Frontage Roads and Ramps

Typical Sections (Part 4 of 4)

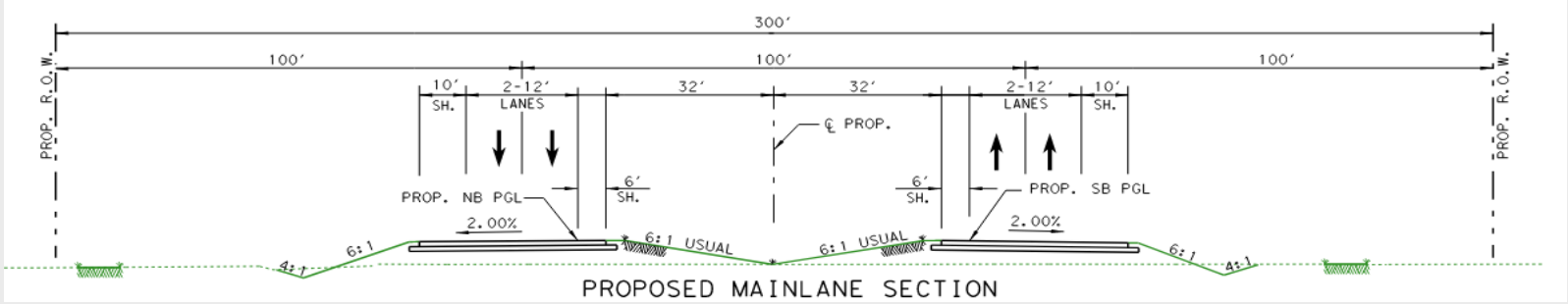


Figure 18 – SH 99 Between FM 762/FM 2759 and FM 762

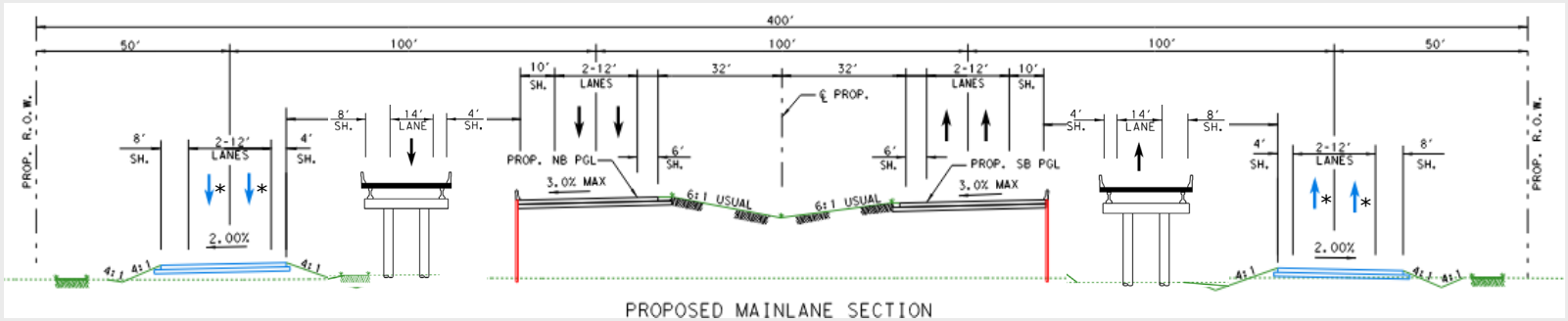


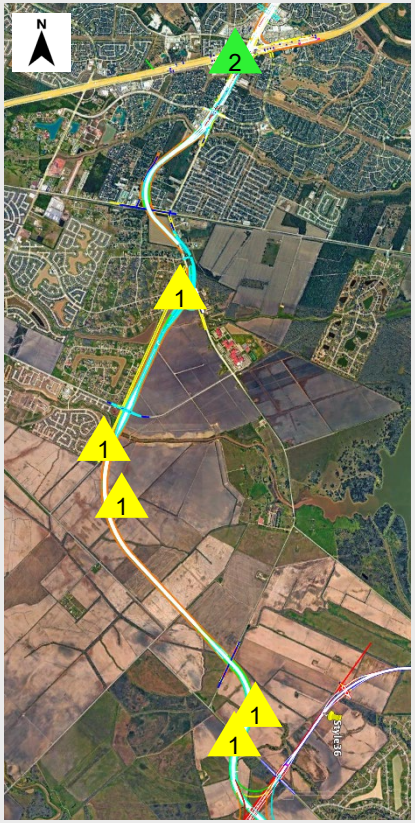
Figure 19 – SH 99 Between FM 762 and End of Project

Project Challenges and Risks

DB Project Challenges

- **Utility relocations and impacts**
  - Advance relocations of CenterPoint transmission lines
- **Construction phasing**
  - Maintain regular coordination with adjacent design-bid-build project(s)
  - Minimizing railroad service disruptions with BNSF
- **Traveling impacts during construction**
  - Work zone management strategies
  - Downtime of travel lanes during construction
- **Minimizing impacts during construction to accommodate business owners and residents**
- **Construction of multiple toll plaza layouts and equipment pads will be site specific**

Project Risks - Utilities for Segment C-1 (Part 1 of 3)



1 Pipelines

2 Electric Transmission – 1 Planned Advance Utility Relocations

Total Estimated Utility Conflicts (DB):	**102**
Planned Advanced Utility Relocations:	**1**
Total Number of Utility Owners (DB):	**22**

Note:
(i) Data date as of September 22, 2026; numbers subject to change as project develops.

Figure 20 – Utility Pipelines and Electric Transmission along Project Corridor

Project Risks - Utilities for Segment C-1 (Part 2 of 3)

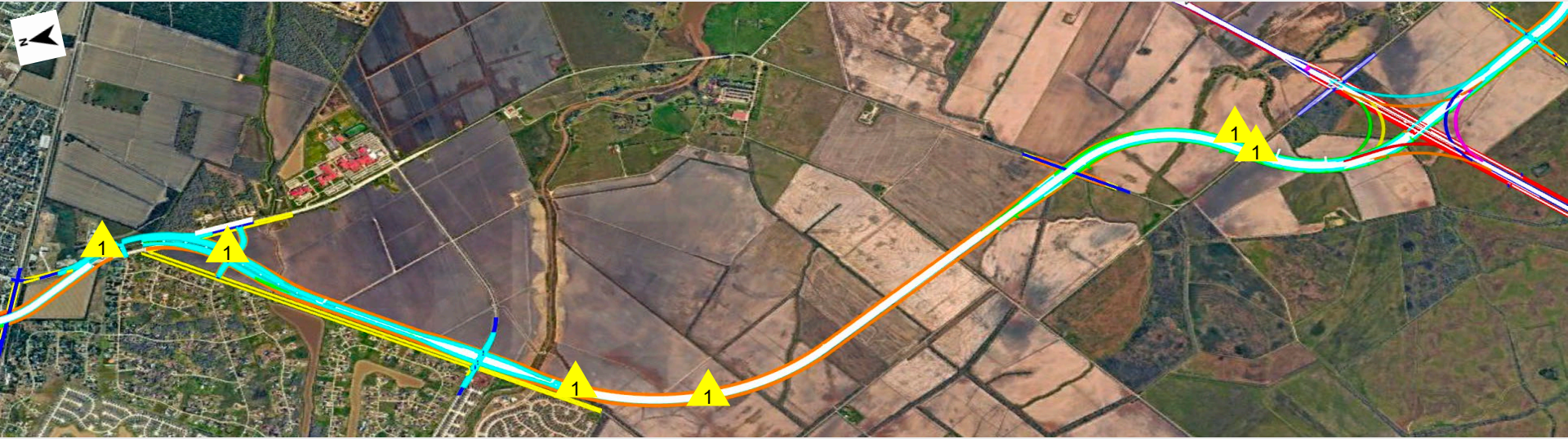


Figure 21 – Utility Pipelines within Greenfield Portion of Project Corridor

1 - Pipelines

- Total Identified Utility Conflicts: 32
- Planned Advance Utility Relocations by TxDOT: 0
- Total Number of Utility Owners: 8

Note:

Data date as of September 22, 2026; numbers subject to change as project develops.

Project Risks - Utilities for Segment C-1 (Part 3 of 3)

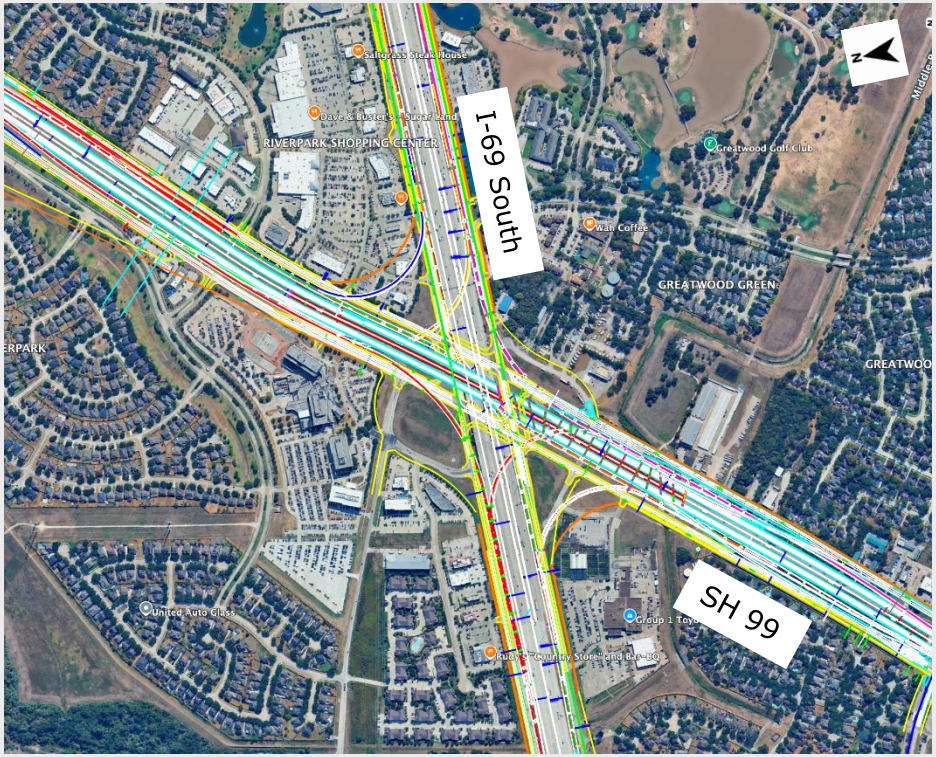


Figure 22 – SH 99 at I-69

Total Identified DB Utility Conflicts (DB): 70

Total Identified DB Utility Owners (DB): 15

Note:
Data date as of September 22, 2026; numbers subject to change as project develops.

Adjacent Projects

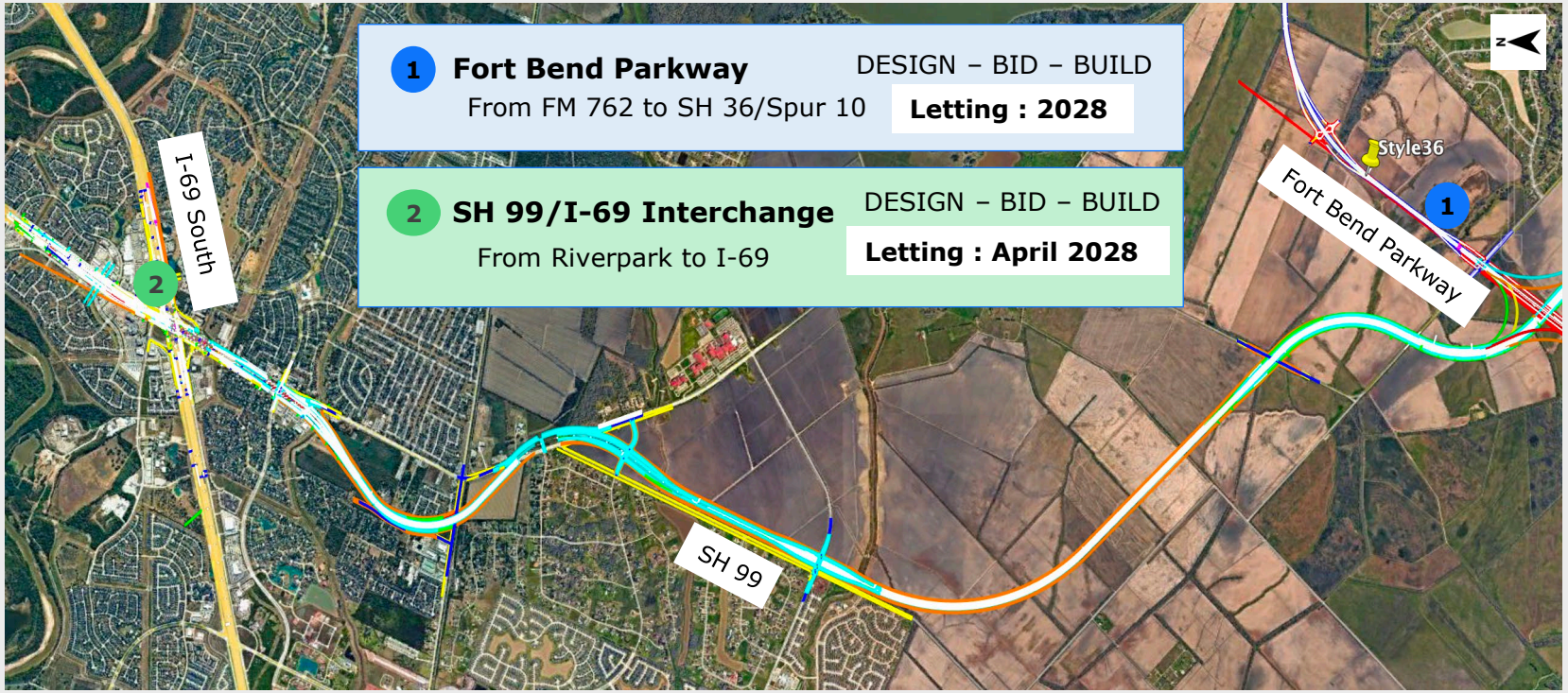


Figure 23 – Adjacent Projects within Project Corridor

Project Risks - Potential HazMat Locations (Greenfield)



Oil Well/Gas Wells
Dry Hole
Plugged Oil/Gas Well
One Injection/Disposal Well
Two Directional/Sidetrack Well Surface Location

Figure 24 – Potential HazMat Locations near Project

Outside/Adjacent to Project:

- 6 Dry Holes (2 Adjacent)
- 2 Plugged Oil/Gas Wells
- 2 Oil Wells
- 1 One Injection/Disposal Well
- 1 Two Directional/Sidetrack Well Surface Location
- 0 Gas Stations
- 0 HazMat Sites

Nothing Within ROW

- 0 HazMat Sites
- 0 Gas Stations
- 0 Dry Holes
- 0 Plugged Oil/Gas Wells

Note: Well data sourced from the Texas Railroad Commission

Project Risks - Potential HazMat Locations (Urban)

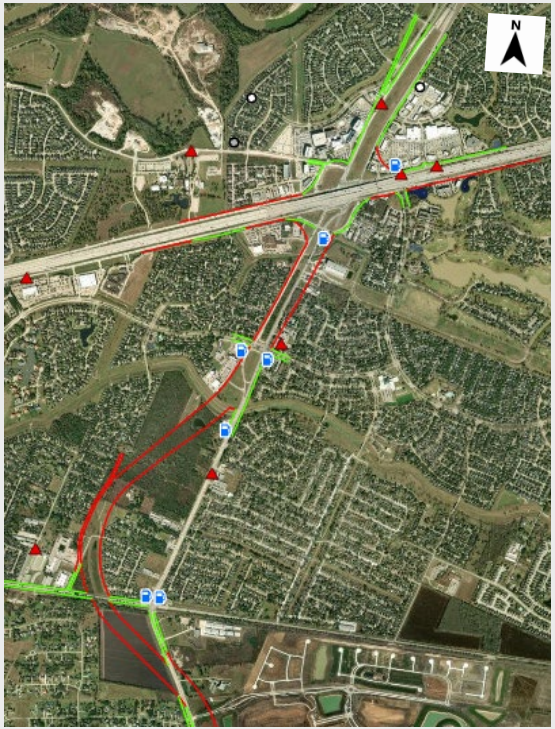


Figure 25 – Potential HazMat Locations near I-69 Interchange

Gas Station

HazMat Site

Dry Hole

Adjacent to Project:

- 5 HazMat Sites
- 6 Gas Stations
- 2 Dry Holes

Within ROW:

- 3 HazMat Sites
- 1 Gas Station

Note: Well data sourced from the Texas Railroad Commission

Project Risks - Waters of the United States

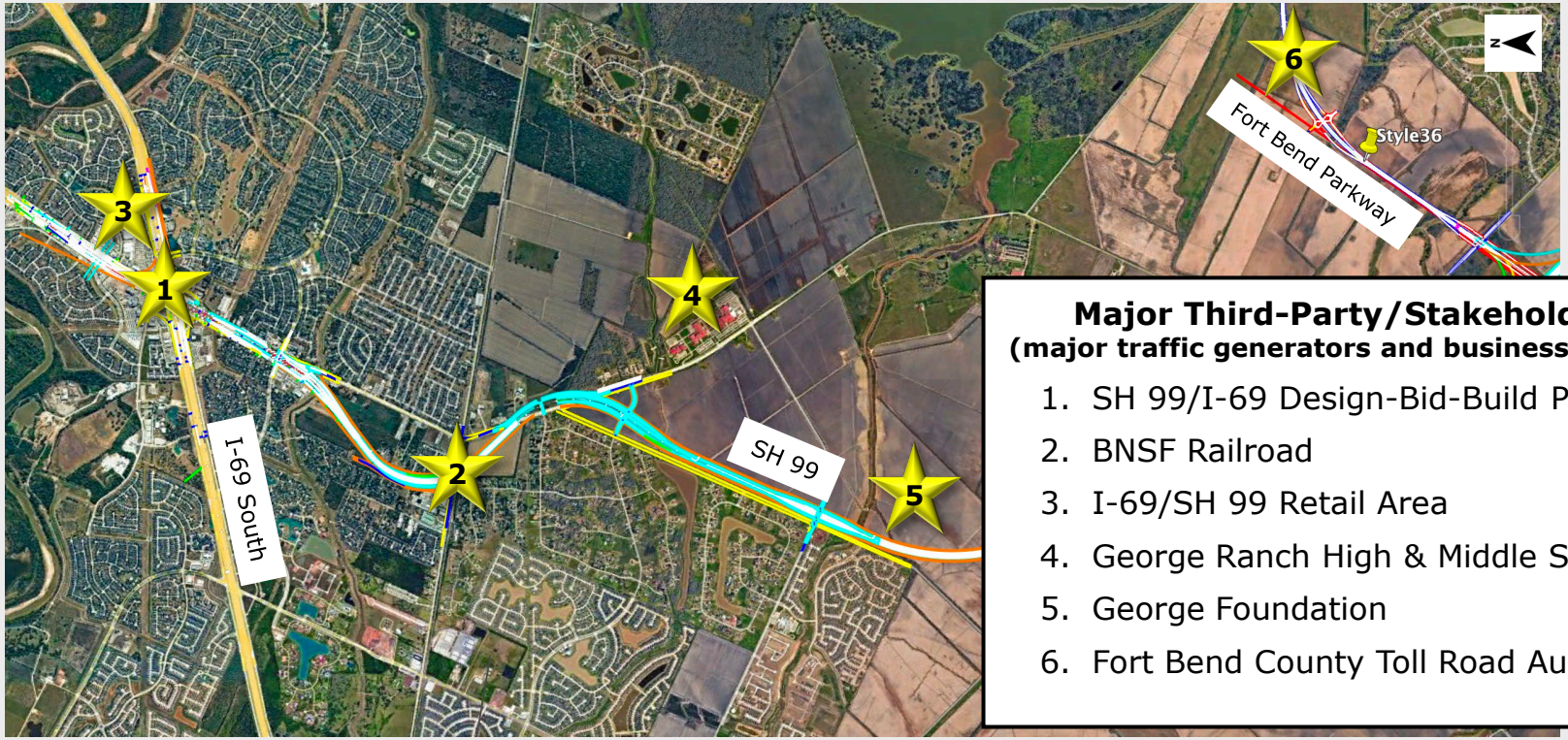


Federal Emergency Management Agency (FEMA) Streams/Waters of the US

1. Middle Bayou
2. Rabbs Bayou
3. Gapps Slough
4. Dry Creek
5. Dry Creek Tributary
6. Unnamed Tributary
7. Dutch Johns Creek
8. Dutch Johns Creek Tributary

Figure 26 – Waters of the US along the Project Corridor

Major Third Parties / Stakeholders



Major Third-Party/Stakeholders
(major traffic generators and business access)

1. SH 99/I-69 Design-Bid-Build Project
2. BNSF Railroad
3. I-69/SH 99 Retail Area
4. George Ranch High & Middle Schools
5. George Foundation
6. Fort Bend County Toll Road Authority

Figure 27 – Major Third Parties / Stakeholders along Project Corridor

Project Status

DBB Project Status

- **Plans, Specifications, and Estimate (PS&E)**
  - 30% Design: January 2027*
  - 60% Design: May 2027*
  - 95% Design: August 2027*
  - 100% Design: November 2027*
- **Letting:** April 2028*
- **Final acceptance:** January 2031*

*Projected dates subject to change.

DB Project Status (Part 1 of 2)

- **Contract Delivery Method**
  - DB project with a Capital Maintenance Contract (CMC)
- **Environmental Approvals**
  - Final Environmental Impact Statement – August 2012
  - Record of Decision – March 2013
  - Re-evaluation #1 – March 2017
  - Re-evaluation #2 – Winter 2027/2028*
- **Schematic Design**
  - 60% design complete – January 2027*
  - 90% design complete – July 2027*
  - Final schematic design – Winter 2027/2028*

*Projected dates subject to change.

DB Project Status (Part 2 of 2)

- **Interchange Access Justification Report (IAJR)** – Fall 2027*
- **Drainage**
  - Draft drainage report and hydrologic & hydraulic (H&H) models – May 2027*
  - Final drainage report and H&H models – October 2027*
- **Geotechnical Investigations**
  - I-69 Interchange
    - Final report – July 2027*
  - SH 99 (I-69 to FM 762)
    - Final report – September 2027*
  - FBP Interchange
    - Final report – March 2027*

*Projected dates subject to change.

DB Project Status – Right of Way

ROW Activity	Anticipated Quantity
Parcels	
Fee	48
Easement	To be determined
Temporary Construction Easements	To be determined
Relocations	8*
Demolitions	8*

Table 1 – ROW Status

* Relocations and demolitions are estimates

DB Project Status – Utilities

- Subsurface Utility Engineering (SUE) investigations
  - Quality Levels C/D – November 2026*
  - Quality Level B – Draft (February 2027*) – Final (May 2027*)
  - Quality Level A – Draft (September 2027*) – Final (November 2027*)
- Long Lead Utilities (to be handled by the Texas Department of Transportation (TxDOT) as Advance Utility Relocations)
  - Notice of Proposed Construction (NOPC) and Notice of Required Accommodation (NORA) letters sent to CenterPoint in August 2026
  - Agreement with Center Point Energy (Transmission) – Spring 2028*
- TxDOT will prepare a draft Utility Conflict Matrix based on the Schematic Design commencing in November 2026*

*Projected dates subject to change.

DB Project Status – Railroad Agreements

- TxDOT will obtain railroad agreements, including Exhibit A's, prior to Notice to Proceed 1 (NTP1)
- DB Contractor responsible for any changes to Exhibit A's previously approved by Railroad
- DB Contractor will be responsible for Release for Construction Plans approved by Railroad
- TxDOT will be responsible for continued coordination with BNSF and obtaining the executed Construction and Maintenance (C&M) Agreement
- Milestones
  - Approved Exhibit A (unsigned unsealed) – September 2027*
  - C&M Agreement – Winter 2027/2028*

*Projected dates subject to change.

DB Project Status – Fort Bend Parkway Direct Connectors

- TxDOT is working with Fort Bend County Toll Road Authority to draft the Project Development Agreement
- The Project Development Agreement is anticipated to be signed by the issuance of the Request for Proposals (RFP)
- Project Letting scheduled for Fall 2028

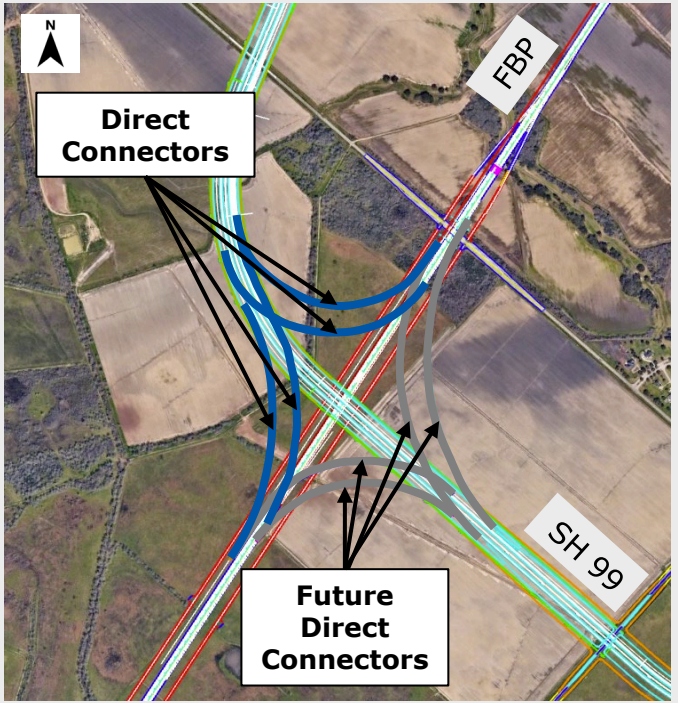


Figure 28 – Fort Bend Parkway Direct Connectors

Pre-Procurement Partnering

Pre-Procurement Partnering Process

- **Early engagement of industry partners**
  - Design-Build project cadence timeline
  - Informal mentions of upcoming project to:
    - Associated General Contractors (AGC)
    - Design-Build Institute of America Southwest (DBIA-SW)
    - American Council of Engineering Companies (ACEC)
- **TxDOT Project Pre-Procurement Website**
  - Project development status and procurement process summary
  - Early sharing of reference information documents (RIDs)



Figure 29
DB Project Cadence

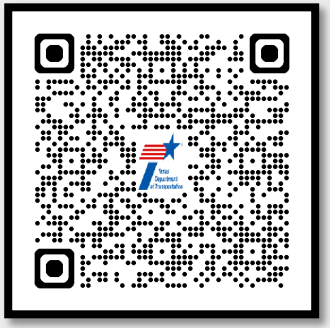


Figure 30
SH 99 Segment C-1
Pre-Procurement Website

Project Procurement

Project Procurement – Overview

SH 99 Grand Parkway Segment C-1 Design-Build Project*



- Two step procurement process
  - RFQ
  - RFP

*All projected dates subject to change.

Project Procurement – Schedule

SH 99 Grand Parkway Segment C-1 Design-Build Project*

- July 2027 – RFQ Issuance
- September 2027 – QSs Due
- October 2027 – Shortlist
- November 2027 – Draft RFP Issuance
- February 2028 – Final RFP Issuance
- July 2028 – Proposals Due
- September 2028 – Conditional Award
- December 2028 – Contract Execution

*All projected dates subject to change.

Project Procurement – RFQ Scoring Details

SH 99 Grand Parkway Segment C-1 Design-Build Project

- Anticipated RFQ Evaluation Criteria*
  - Project Qualifications and Experience (65%)
  - Statement of Technical Approach (25%)
  - Safety Qualifications (10%)
- Anticipated Key Personnel*
  - Project Manager
  - Construction Manager
  - Design Manager
  - Lead Maintenance of Traffic Design Engineer
  - Independent Qualify Firm Manager
  - Professional Services Quality Assurance Manager
  - Construction Quality Control Manager

*Subject to change.

Project Procurement – Pre-Procurement Schedule*

Fall 2026	Winter 2026/2027	Early 2027	Summer 2027
Industry Workshop	1st Round One-on-One Meetings	2nd Round One-on-One Meetings	RFQ
• Initial Project Status Summary and RIDs provided, to be supplemented as information becomes available • Preclusion letters sent to firms	• Draft Design-Build Contract (DBC) Term Sheet / Draft CMC Term Sheet • Quality Levels C/D SUE • Key Personnel Change Fees / Liquidated Damages (LDs) • LDs for Delays	• 60% Schematic Design • Draft Exhibit A	• Request for Qualifications Issued • DBC / CMC Term Sheets • 90% Schematic Design • Draft Drainage Report and H&H Models • Quality Level B SUE

*All projected dates and deliverable timelines subject to change.

Pre-Procurement Partnering One-on-One Meetings*

- Offeror feedback and comments due – November 9, 2026
- Offeror request for One-on-One meeting by November 9, 2026
- Pre-Procurement Partnering One-on-One meetings – week of December 7, 2026
- Planning 2nd round of One-on-One meetings – Early 2027
- All feedback, comments, and requests for One-on-One meetings to be sent to the Project mailbox at TxDOT-HOU-ALD-SH99C1@txdot.gov
- Please note that all feedback and comments submitted to TxDOT in response to this invitation is subject to the Confidentiality/Public Information Act
- Participation at the one-on-one meetings will be **limited to design-build teams, prime contractors, or lead engineering firms**

*All projected dates subject to change.

Disadvantaged Business Enterprise Requirements

Disadvantaged Business Enterprise (DBE) Update

- United States Department of Transportation
  - Published Final Rule (FR) September 25, 2026, removing race- and sex-based presumptions of social and economic disadvantage
- TxDOT
  - All Texas-based DBE firms wishing to continue participating in these programs must be reevaluated for eligibility under the new criteria
- SH 99 Grand Parkway Segment C-1
  - There are currently no DBE goals established for the Project; however, it is anticipated that there will be separate DBE goals for professional services and construction services that will be set forth in the RFP



Figure 31 – Federal Register FR for DBE

Texas Department of Transportation



Figure 32
SH 99 Segment C-1
Pre-Procurement Website

THANK YOU FOR ATTENDING

PLEASE PROVIDE COMMENTS & FEEDBACK FOR THE

SH 99 GRAND PARKWAY SEGMENT C-1 DESIGN-BUILD PROJECT

VIA THE PROJECT EMAIL:

TxDOT-HOU-ALD-SH99C1@txdot.gov