



NORTH TEXAS TOLLWAY AUTHORITY

NORTH TEXAS TOLLWAY AUTHORITY SEMI-ANNUAL PROGRESS REPORT SYSTEM

December 2013

LEWISVILLE LAKE TOLL BRIDGE
SAM RAYBURN TOLLWAY
PGBT EASTERN EXTENSION

Issued February 14, 2014

ATKINS

February 14, 2014

Gerald Carrigan
Executive Director
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, Texas 75093

Dear Mr. Carrigan:

As described in the requirements set forth in the Amended and Restated Trust Agreement Section 411, the Consulting Engineers prepare a progress report at least once every 6 months during the construction of a project financed by public bonds. As defined in the Trust Agreement Section 704, Atkins North America, Inc. (Atkins) was selected as the North Texas Tollway Authority's (NTTA) Consulting Engineer at the December 2012 board meeting. Projects included in the NTTA's System that are subject to this requirement include the Lewisville Lake Toll Bridge (LLTB), Sam Rayburn Tollway (SRT), and the President George Bush Turnpike Eastern Extension (PGBT EE) toll projects.

The NTTA adheres to the requirements outlined in a comprehensive Trust Agreement which governs the affairs of the projects financed with public bonds. As specified in the agreement, this report includes:

- (i) The date each project will be open to traffic
- (ii) The expected date that construction of each project will be completed
- (iii) The cost of each project, excluding any bond obligation discounts and interest during construction and for one year after completion of construction
- (iv) The amount of funds required every 6 months during the remaining estimated period of construction, including comparisons between the actual time elapsed and the actual costs, and the original estimates (budget) of such times and costs.

This information, as well as other items relevant to each corridor, is presented in greater detail within this report.

Respectfully submitted,



R. Keith Jackson, PE
General Engineering Consultant
Project Director

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1.0 Lewisville Lake Toll Bridge, 15th Progress Update

1.1 Description



The Lewisville Lake Toll Bridge (LLTB) serves as a visually unique landmark. The four-lane 1.7-mile toll bridge is part of a larger corridor that connects I-35E at Swisher Road to the Dallas North Tollway at Eldorado Parkway.

The Lewisville Lake Corridor is 13.8 miles long and is

divided into eight sections, as shown in **Figure 1** on the following page. The LLTB opened to traffic on August 1, 2009.

The LLTB project was NTTA's only responsibility in the overall Lewisville Lake Corridor. The project consisted of a short approach roadway on each shore of Lewisville Lake, a bridge crossing the main body of water, a toll gantry on the western side of the bridge and a flowage easement bridge on the west side of the toll gantry. The total length of the LLTB project was 2.04 miles.

The remaining projects to be funded by the project's bond proceeds include completion of the aesthetic lighting for the main bridge and construction of a sand stockpile facility on a remnant parcel.

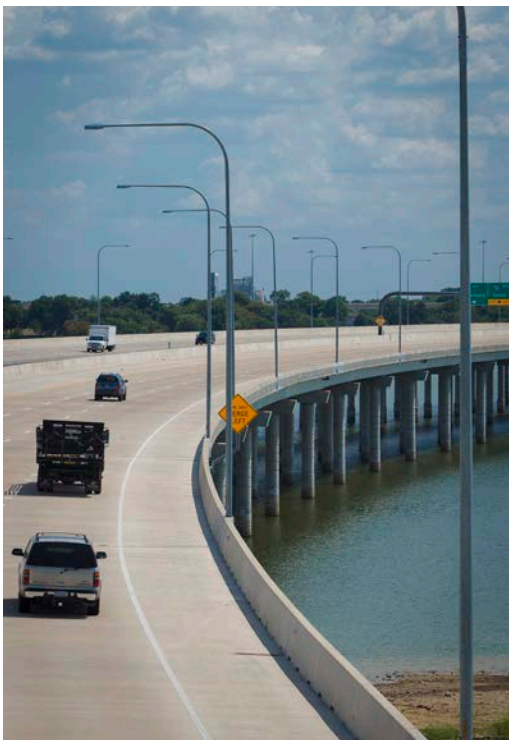
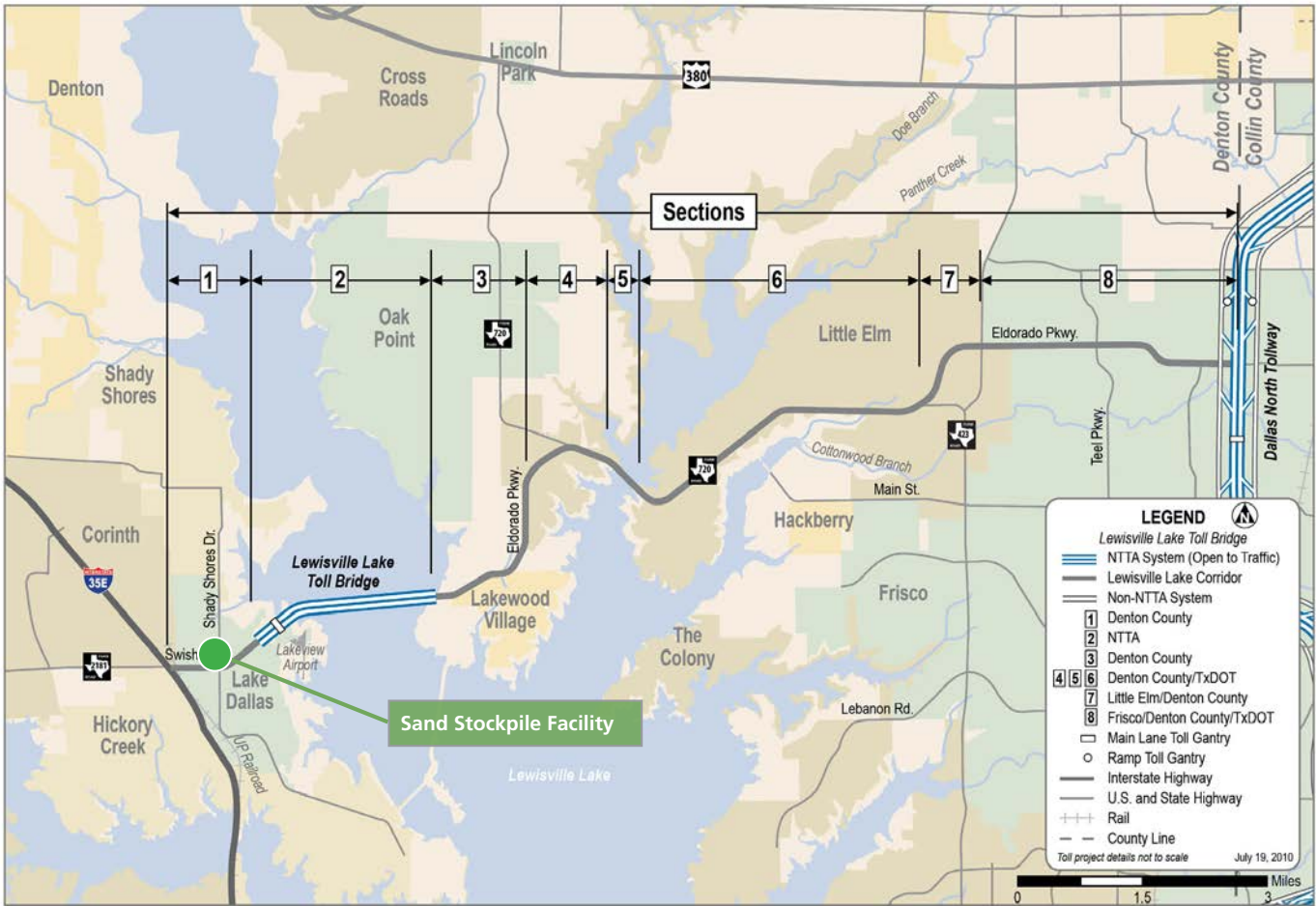


Figure 1: LLTB Project Corridor Location and Sections Map



1.2 Financial

As required by Trust Agreement, this section provides the cost of the project and draw schedule by 6-month increments. The current total estimated cost for all NTTA deliverables for LLTB, exclusive of interest and financing costs, but including a contingency allocation, is \$116,000,000. **Table 1** shows all expenditures through December 2013. For purposes of preparing this report, the cutoff date for all financial information is December 31, 2013, while information in the narrative may include details as current as the report release date, February 14, 2014.

Table 1 also shows a summary of the engineer's estimate as of March 2006, as well as the current estimated cost at completion. The current estimate at completion cost for LLTB is less than the engineer's estimate at \$116,000,000. This estimate also includes the sand stockpile facility and the completion of the aesthetic lighting.

Several factors, including unforeseen escalation of prices and wages, labor or material shortages, or changes in economic conditions, can significantly affect (escalate or reduce) construction costs. Appropriate contingencies are added to the cost of

the project to mitigate the impact of unforeseen escalations. The estimated project cost reflects the most current bids, approved change orders, and Atkins' professional judgment of the construction industry. It is our belief that LLTB, including the active projects, can be constructed within the limits described for the estimated cost given herein. However, due to the nature of the construction industry, Atkins cannot guarantee that the actual project cost will not vary from the estimated cost.

The current cost estimate represents the best good-faith judgment from design professionals familiar with the highway construction industry. Neither the NTTA nor its consulting engineers have control over the labor, material, or equipment costs; contractors' methods of determining bid prices; competitive bidding; and market or negotiating conditions. The estimate of construction costs given in this progress report will be monitored as work progresses.

The estimated semi-annual amount of funds (Draw Schedule) required for the projected period of construction necessary to meet the cost of the LLTB Project, including funds allocated for project contingencies, is shown in **Table 2**.

Table 1: LLTB Estimate of Project Costs at Completion

No.	Description	Engineering Report Estimate, March 2006	Estimate at Completion Cost, as of December 2013	Actual Expenditures, as of December 2013
1	Construction of Section 2	\$92,900,000	\$97,351,075	\$97,299,672
2	Toll Plaza ¹	\$6,100,000	\$ -	\$ -
3	ITS and Toll Gantry Equipment	\$500,000	\$616,847	\$616,847
4	Construction Management	\$5,900,000	\$6,226,779	\$6,226,779
Subtotal (1-4) Construction		\$105,400,000	\$104,194,701	\$104,143,298
5	Plans, Specifications & Estimates	\$3,600,000	\$3,672,105	\$3,609,059
6	Other Agency Costs	\$2,100,000	\$5,139,758	\$5,139,758
Subtotal (5-6) Engineering		\$5,700,000	\$8,811,863	\$8,748,817
7	Project Contingency	\$11,100,000	\$820,436	\$ -
Original Project Total (1-7) ³		\$122,200,000	\$113,827,000	\$112,892,115
8	Sand Stockpile Design & Construction	\$ -	\$173,000	\$ -
9	Bridge Aesthetic Lighting ³	\$ -	\$2,000,000	\$ -
New Project Total (1-9) ⁴		\$122,200,000	\$116,000,000	\$112,892,115

Notes:

¹ Section 2 construction cost includes the cost of landscaping and the toll plaza.

² The amount shown above does not include bond discounts, interest during and after construction, and other financing costs.

³ Project completes the aesthetic bridge arch and monument lighting.

Source: NTTA Project Delivery

Table 2: LLTB Draw Schedule

Period Ending	Original Semi-Annual Estimate, Dec. 2006	Original Cumulative Estimate, Dec. 2006	Semi-Annual Actual, Dec. 2013	Cumulative Actual, Dec. 2013	Semi-Annual Estimate, Dec. 2013 ¹	Cumulative Estimate, Dec. 2013 ¹
12/31/2006	\$2,841,920	\$2,841,920	\$2,788,043	\$2,788,043		
6/30/2007	\$28,314,850	\$31,156,771	\$13,586,152	\$16,374,195		
12/31/2007	\$32,746,912	\$63,903,683	\$17,088,688	\$33,462,883		
6/30/2008	\$22,751,837	\$86,655,520	\$22,564,326	\$56,027,209		
12/31/2008	\$21,085,311	\$107,740,831	\$26,039,551	\$82,066,760		
6/30/2009	\$9,548,177	\$117,289,009	\$15,989,796	\$98,056,556		
12/31/2009			\$8,406,326	\$106,462,882		
6/30/2010			\$5,993,338	\$112,456,220		
12/31/2010			\$147,889	\$112,604,109		
6/30/2011			\$67,175	\$112,671,284		
12/31/2011			\$64,193	\$112,735,477		
6/30/2012			\$58,119	\$112,793,596		
12/31/2012			\$11,389	\$112,804,985		
6/30/2013			\$47,138	\$112,852,123		
12/31/2013			\$39,992	\$112,892,115		
6/30/2014					\$555,974	\$113,448,089
12/31/2014					\$29,898	\$113,477,987
6/30/2015 ¹					\$2,522,013 ¹	\$116,000,000 ¹

Notes: ¹ Includes contingency that may or may not be expended.

Source: NTTA Project Delivery

1.3 Summary

The LLTB project opened to traffic on August 1, 2009. There are two post-open-to-traffic projects to be funded with this project’s bond proceeds and

are planned for completion in 2014 as shown in **Figure 2**. These projects have an estimated cost of \$2,173,000.

Figure 2: LLTB Post-Open-to-Traffic Project Schedules

Project	Estimated Cost	2013				2014			
		Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
Bridge Aesthetic Lighting	\$2,000,000		Design	Design	Design	Construction	Construction		
Sand Stockpile Facility	\$173,000				Design	Design	Construction		

Design
 Construction

2.0 Sam Rayburn Tollway, 13th Progress Update

2.1 Description



The Sam Rayburn Tollway project (SRT), extends about 26 miles from Business State Highway 121 (SH-121) in Denton County to U.S. Highway 75 (US 75) in Collin County. SRT became part of the NTTA system on September 1, 2008.

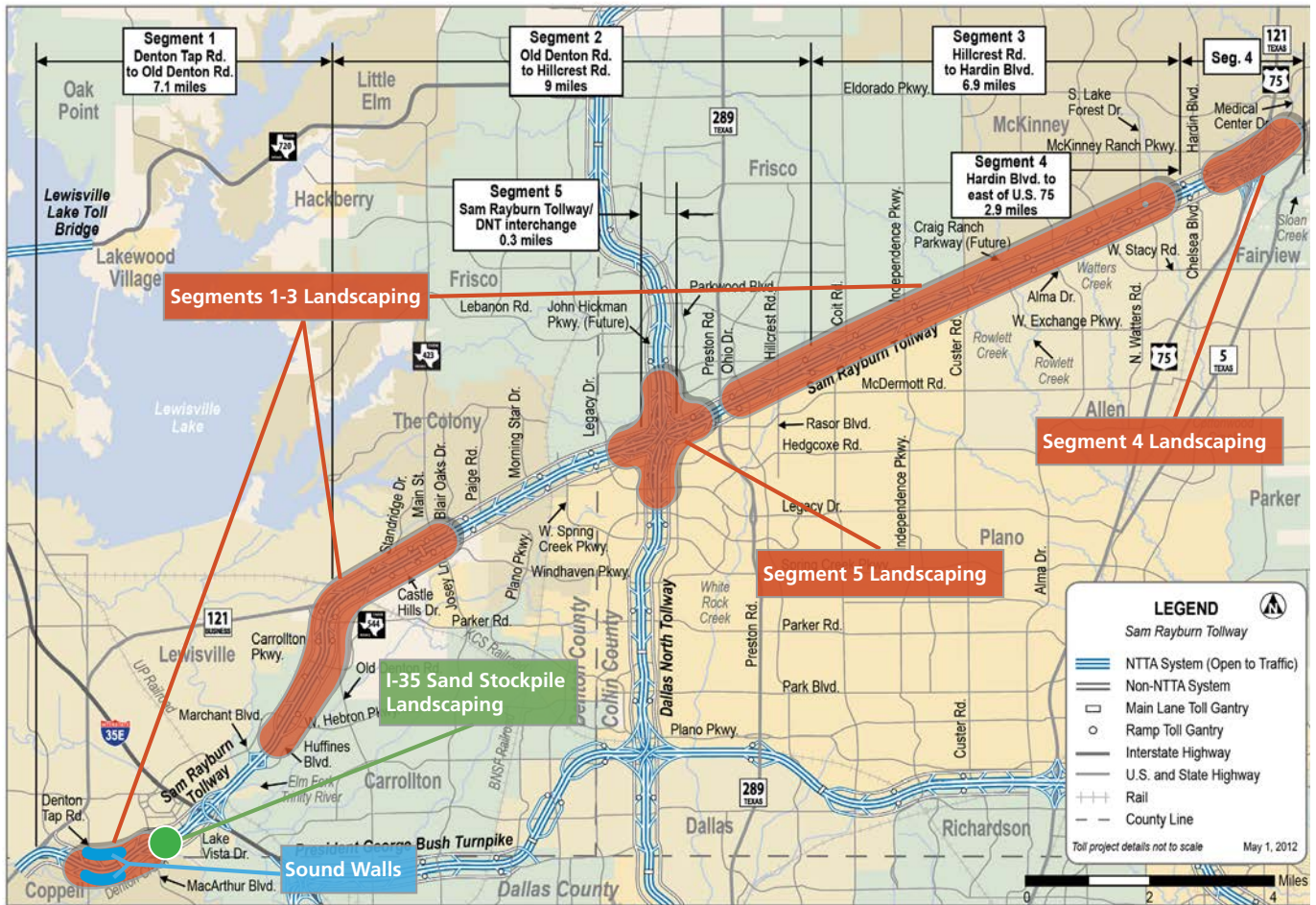
SRT is an all electronic toll collection facility consisting of six-lane controlled-access main lanes with frontage roads for nearly the entire roadway except between I-35W and Hebron Parkway.

SRT was divided into five sections for purposes of phasing, managing, and expediting the design and construction (refer to **Figure 3**). TxDOT was responsible for the design and construction of Segments 1 and 2. NTTA was responsible for the design and construction of Segments 3, 4 and 5.

The remaining projects to be funded by the project's bond proceeds include landscaping for segments 1–3, 4, and 5; the Woodland Mitigation Site; I-35 Sand Stockpile Landscaping; and Sound Wall completion. The locations of the walls are on SRT over Denton Creek.



Figure 3: SRT Project Location and Segments



Note: Woodland Mitigation Site not shown as it is located on surplus right-of-way near PGBT EE.

2.2 Financial

As required by Trust Agreement, this section provides the cost of the project and the draw schedule by 6-month increments. The current total estimated cost for all NTTA deliverables for SRT, exclusive of interest, financing, and an upfront acquisition payment, but including a contingency

allocation, is \$638,810,700. **Table 3** shows all expenditures through December 2013.

For purposes of assembling this report, the cutoff date for all financial information is December 31, 2013, while information in the narrative may include details as current as the report release date, February 14, 2014.

Table 3: Sam Rayburn Tollway Estimate of Project Costs at Completion

No.	Description	Engineer's Report Estimate, November 2007	Estimate at Completion Cost, as of December 2013	Actual Expenditures, as of December 2013
1	Segments 1 and 2	\$14,163,718	\$18,868,250	\$18,868,250
2	Segment 3N ¹	\$72,575,945	\$64,011,520	\$64,011,520
3	Segment 3S	\$57,851,840	\$52,602,322	\$52,602,322
4	Exchange Parkway Improvements ¹	\$-	\$15,793,523	\$15,793,523
5	Segment 4	\$155,085,553	\$208,600,549	\$208,600,549
6	Segment 5	\$92,843,188	\$79,329,016	\$79,329,016
7	Toll Gantries, Equipment ²	\$17,626,759	\$12,545,051	\$12,545,051
8	Construction Management	\$33,138,619	\$34,287,777	\$34,285,724
9	Miscellaneous Construction ³	\$21,172,724	\$56,309,812	\$55,776,974
-	Reimbursement ⁴	\$-	\$(14,080,104)	\$(14,080,104)
Subtotal (1-9) Construction ⁵		\$464,458,346	\$528,267,716	\$527,732,825
10	Plans, Specifications, & Estimates ¹	\$37,213,460	\$57,167,364	\$57,167,364
11	Administrative	\$11,437,618	\$31,877,384	\$31,058,734
12	Other Agency Costs	\$150,000	\$450,215	\$450,215
Subtotal (10-12) Engineering		\$48,801,078	\$89,494,964	\$86,676,314
13	Project Contingency	\$125,551,276	\$21,048,021	See footnote 6
Project Total (1-13) ⁵		\$638,810,700	\$638,810,700	\$616,409,138

Notes: ¹ An Interlocal Agreement (ILA) with the City of McKinney, City of Allen, and Collin County was approved to fund a change to the Exchange Parkway intersection to improve access to the SRT. A deductive change order was executed in the amount of \$5.6M to remove the prior Exchange Parkway scope from the Segment 3N contract. A separate contract was create to address the revised requirements for the Exchange Parkway improvements; ² The NTTA toll gantry standard was implemented in Segments 3-5 as per the NTTA Board of Directors Resolution dated November 2007; ³ The estimated miscellaneous construction costs include material testing, utility relocations, proposed right-of-way and easements, landscape and fiber optic cable installation. This cost also included \$11.3M in right-of-way purchases reimbursed by TxDOT; ⁴ Includes the reimbursements from the City of McKinney, City of Allen, and Collin County for the Exchange Parkway improvements, reimbursement from City of Coppell for Segment 2 sound wall coatings, and reimbursements from Segment 4 third-party damages and TxDOT right-of-way reimbursements; ⁵ The amount shown above does not include bond discounts, interest during and after construction, and other financing costs and future capacity improvements for Segments 1-5 are not included; ⁶ Project contingency use above in items 1-12.

Source: NTTA Project Delivery

Table 3 also shows a summary of the engineer’s estimate as of November 2007 as well as the current estimated cost at completion. The total project cost includes engineering, legal and administrative, materials testing, and utility relocation costs that are the NTTA’s responsibility.

Several factors, including unforeseen escalation of prices and wages, labor or material shortages, or changes in economic conditions, can significantly affect (escalate or reduce) construction costs. Appropriate contingencies are added to the cost of the project to mitigate the impact of unforeseen escalations. The estimated project cost reflects the most current bids, approved change orders, and Atkins’ professional judgment of the construction industry; it is our belief that the SRT including the active projects can be constructed within the limits described for the estimated cost given herein.

However, due to the nature of the construction industry, Atkins cannot guarantee that the actual project cost will not vary from the estimated cost.

The current cost estimate represents the best good-faith judgment from design professionals familiar with the highway construction industry. Neither the NTTA nor its consulting engineers have control over the labor, material or equipment costs, contractors’ methods of determining bid prices, competitive bidding, market or negotiating conditions. The estimate of construction costs given in this progress report will be monitored as work progresses.

The estimated semi-annual amount of funds (Draw Schedule) required for the projected period of construction necessary to meet the cost of the SRT Project, including funds allocated for project contingencies, is shown in **Table 4**.

Table 4: SRT Draw Schedule

Period Ending	Original Semi-Annual Estimate, Dec. 2007	Original Cumulative Estimate, Dec. 2007	Semi-Annual Actual, Dec. 2013	Cumulative Actual, Dec. 2013	Semi-Annual Estimate, Dec. 2013 ¹	Cumulative Estimate, Dec. 2013 ¹
12/31/2007	\$12,804,925	\$12,804,925	\$12,804,925	\$12,804,925		
6/30/2008	\$66,689,438	\$79,494,363	\$41,070,815	\$53,875,740		
12/31/2008	\$84,918,350	\$164,412,713	\$102,075,318	\$155,951,059		
6/30/2009	\$103,636,169	\$268,048,882	\$128,276,304	\$284,227,363		
12/31/2009	\$106,341,227	\$374,390,109	\$74,454,634	\$358,681,997		
6/30/2010	\$125,468,501	\$499,858,610	\$55,111,412	\$413,793,409		
12/31/2010	\$56,476,173	\$556,334,783	\$86,008,900	\$499,802,309		
6/30/2011	\$31,527,887	\$587,862,670	\$44,459,339	\$544,261,648		
12/31/2011	\$25,383,916	\$613,246,586	\$36,136,206	\$580,397,854		
6/30/2012	\$11,432,366	\$624,678,952	\$10,018,852	\$590,416,706		
12/31/2012	\$8,041,313	\$632,720,265	\$17,753,349	\$608,170,055		
6/30/2013	\$6,090,435	\$638,810,700	\$3,718,894	\$611,888,949		
12/31/2013			\$4,520,190	\$616,409,139		
6/30/2014					\$738,223	\$617,147,362
12/31/2014					\$214,846	\$617,362,208
6/30/2015 ¹					\$21,448,492 ¹	\$638,810,700 ¹

Notes: ¹ Includes contingency that may or may not be expended.

Source: NTTA Project Delivery

2.3 Summary

The SRT project was opened to traffic in phases between July 2006 and November 2011. The NTTA service commencement on Segments 1 and 2 occurred September 2008.

There are six post-open-to-traffic projects to be funded with this project’s bond proceeds. All of these projects, except the Sound Wall Completion Project, are planned to be complete in 2015 as shown in **Figure 4**. These projects have an estimated cost of \$8,820,000.

Figure 4: SRT Post-Open-to-Traffic Project Schedules

Project	Estimated Cost	2013				2014				2015
		Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar
Segments 1-3 Landscaping	\$4,800,000	Green	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Segment 4 Landscaping	\$1,650,000	Red	Green	Green	Green	Green	Green	Yellow	Yellow	Yellow
Segment 5 Landscaping	\$1,500,000	Blue	Red	Red	Green	Green	Green	Green	Green	Green
Woodland Mitigation Site	\$275,000	Green	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
I-35 Sand Stockpile Landscaping	\$95,000	Red	Green	Green	Green	Green	Green	Yellow	Yellow	Yellow
Sound Wall Construction	\$500,000	Yellow	Yellow	Yellow	Blue	Blue	Red	Red	Yellow	Yellow

Design
 Construction
 Maintenance

3.0 President George Bush Turnpike Eastern Extension, 11th Progress Update

3.1 Description



The President George Bush Turnpike, Eastern Extension project (PGBT EE), extended the PGBT about 9.9 miles east from State Highway 78 (SH-78) in Garland to Interstate 30. The entire PGBT EE is located in Dallas County. PGBT EE is an all electronic toll collection

facility consisting of six-lane controlled-access main lanes.

PGBT EE was divided into five sections for purposes of phasing, managing, and expediting the design and construction (refer to **Figure 5**). NTTA was responsible for the design and construction of Sections 28, 29, 30, and 31. TxDOT was responsible for the design and construction of Section 32.

The remaining projects to be funded by the project's bond proceeds include landscaping for segments 28, 29, and 30-32 and to construct a sand stockpile facility near I-30.

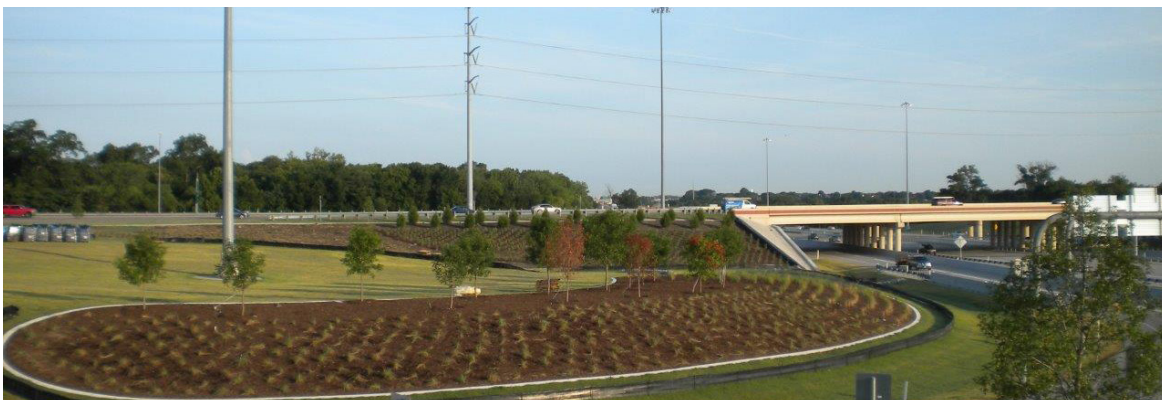
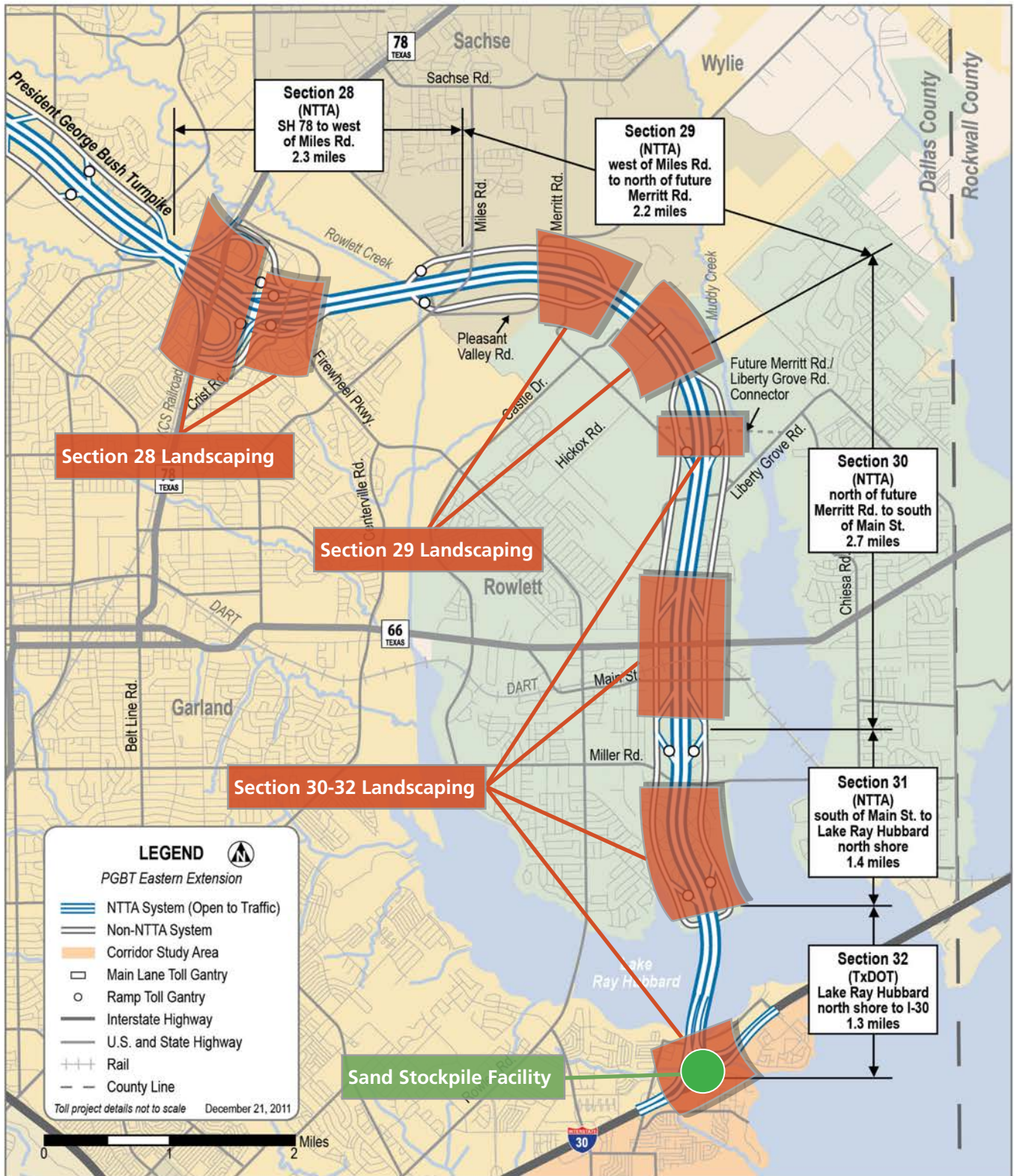


Figure 5: PGBT EE Project Location and Sections



3.2 Financial

As required by Trust Agreement, this section provides the cost of the project and the draw schedule by 6-month increments. The current total estimated cost for all NTTA deliverables for PGBT EE, exclusive of interest, financing, and an upfront acquisition payment, but including a contingency allocation, is \$621,017,100. **Table 5** shows all expenditures through December 2013.

For purposes of assembling this report, the cutoff date for all financial information is December 31, 2013, while information in the narrative may include details as current as the report release date, February 14, 2014.

Table 5 also shows a summary of the engineer's estimate as of August 2008 as well as the current estimated cost at completion. The total project

Table 5: PGBT EE Estimate of Project Costs at Completion

No.	Description	Engineer's Report Estimate, Aug. 2008	Estimate at Completion Cost, as of Dec. 2013	Actual Expenditures, as of Dec. 2013
1	Section 28	\$124,785,106	\$116,136,082	\$116,136,082
2	Section 29	\$86,658,563	\$59,698,501	\$59,698,501
3	Section 30	\$160,936,511	\$128,093,058	\$127,710,226
4	Section 31	\$65,980,548	\$57,978,724	\$57,978,724
5	Toll and ITS Equipment ¹	\$9,817,500	\$3,931,154	\$3,931,154
6	Construction Management	\$31,371,535	\$23,182,805	\$23,133,644
7	Miscellaneous Construction ³	\$8,235,919	\$11,263,826	\$10,690,439
Subtotal (1-9) Construction		\$487,785,682	\$400,284,150	\$399,278,770
8	Plans, Specifications & Estimates and Administration	\$30,367,525	\$52,363,787	\$51,997,859
9	ROW Acquisition and Utility Relocations	\$166,844,730	\$124,492,679	\$124,491,184
10	Other Agency Costs	\$11,095,916	\$2,842,020	\$2,815,237
Subtotal (10-12) Engineering		\$208,308,171	\$179,698,486	\$179,304,280
11	Project Contingency	\$92,643,362	\$25,566,074	See footnote 6
Project Subtotal (1-11) ³		\$788,737,215	\$605,548,710	\$578,583,050
12	Section 32 (TxDOT) ⁴	\$251,014,339	\$228,951,290	
Project Total (1-12) ⁵		\$1,039,751,554	\$834,500,000	

Notes: ¹ The cost of the toll gantries and ITS infrastructure construction is included within the construction cost of each section; ² The estimated miscellaneous construction costs include material testing and other special features; ³ A Toll Equity Grant in the amount of \$160M has been supplied by TxDOT to be used primarily for right-of-way acquisitions, utility relocations, or any other costs for the Project agreed to mutually between TxDOT and the NTTA. The City of Rowlett reimbursed the NTTA for \$788,000 of requested design and construction accommodations. In addition to these enhancements, the City of Rowlett requested utility betterments in the amount of \$3,376,851, which are to be reimbursed to the NTTA; ⁴ Under the two-party agreement, TxDOT is responsible for the design, construction and construction management of Section 32; ⁵ The amount shown above does not include bond discounts, interest during and after construction, and other financing costs; ⁶ Project contingency used above in items 1-10.

Source: NTTA Project Delivery

cost includes engineering, legal and administrative, materials testing, and utility relocation costs that are the NTTA's responsibility.

Several factors, including unforeseen escalation of prices and wages, labor or material shortages, or changes in economic conditions, can significantly affect (escalate or reduce) construction costs.

Appropriate contingencies are added to the cost of the project to mitigate the impact of unforeseen escalations. The estimated project cost reflects the most current bids, approved change orders, and Atkins' professional judgment of the construction industry; it is our belief that the PGBT EE including the active and planned projects can be constructed within the limits described, for the estimated cost given herein. However, due to the nature of the construction industry, Atkins cannot guarantee

that the actual project cost will not vary from the estimated cost.

The current cost estimate represents the best good-faith judgment from design professionals familiar with the highway construction industry. Neither the NTTA nor its consulting engineers have control over the labor, material or equipment costs, contractors' methods of determining bid prices, competitive bidding, market or negotiating conditions. The estimate of construction costs given in this progress report will be monitored as work progresses.

The estimated semi-annual amount of funds (Draw Schedule) required for the projected period of construction necessary to meet the cost of the PGBT EE Project, including funds allocated for project contingencies, is shown in **Table 6**.

Table 6: PGBT EE Draw Schedule

Period Ending	Original Semi-Annual Estimate, Dec 2008	Original Cumulative Estimate, Dec 2008	Semi-Annual Actual, Dec. 2013	Cumulative Actual, Dec. 2013	Semi-Annual Estimate, Dec. 2013 ²	Cumulative Estimate, Dec. 2013 ²
6/30/2005 ¹	\$4,582,276	\$ 4,582,276	\$4,582,276	\$4,582,276		
12/31/2005 ¹	\$9,708,328	\$14,290,604	\$9,708,328	\$14,290,604		
6/30/2006 ¹	\$2,043,202	\$16,333,806	\$2,043,202	\$16,333,806		
12/31/2006 ¹	\$164,407	\$16,498,212	\$164,407	\$16,498,212		
6/30/2007 ¹	\$298,728	\$16,796,941	\$298,728	\$16,796,941		
12/31/2007 ¹	\$39,736	\$16,836,677	\$39,736	\$16,836,677		
6/30/2008 ¹	\$0	\$16,836,677	\$0	\$16,836,677		
12/31/2008	\$124,031,352	\$140,868,029	\$124,031,352	\$140,868,029		
6/30/2009	\$120,169,173	\$261,037,203	\$106,566,929	\$247,434,959		
12/31/2009	\$ 77,128,238	\$338,165,441	\$56,003,487	\$303,438,446		
6/30/2010	\$127,802,395	\$465,967,836	\$65,227,194	\$368,665,639		
12/31/2010	\$56,109,695	\$522,077,531	\$65,204,966	\$433,870,604		
6/30/2011	\$51,948,261	\$574,025,791	\$43,065,165	\$476,935,769		
12/31/2011	\$47,803,671	\$621,829,462	\$69,367,404	\$546,303,173		
6/30/2012	\$166,907,753	\$788,737,215	\$20,093,906	\$566,397,080		
12/31/2012			\$6,527,971	\$572,925,051		
6/30/2013			\$2,709,286	\$575,634,337		
12/31/2013			\$2,948,713	\$578,583,050		
6/30/2014					\$9,998,086	\$588,581,136
12/31/2014					\$2,422,695	\$591,003,831
6/30/2015 ²					\$14,544,880 ²	\$605,548,710 ²

Notes: ¹ In 2005, the NTTA initiated the construction of the frontage roads from SH 78 to Firewheel Parkway. Construction was completed by June 30, 2008; ² Includes contingency that may or may not be expended.

Source: NTTA Project Delivery

3.3 Summary

The PGBT EE project was opened to traffic on December 21, 2011. There are four post-open-to-traffic projects to be funded with this project's

bond proceeds and planned to be complete in 2015 as shown in **Figure 6**. These projects have an estimated cost of \$4,150,000.

Figure 6: PGBT EE Post-Open-to-Traffic Project Schedules

Project	Estimated Cost	2013				2014				2015	
		Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Section 28 Landscaping	\$800,000	Design	Construction	Construction	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance	
Section 29 Landscaping	\$750,000	Design	Construction	Construction	Construction	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance
Sections 30-32 Landscaping	\$1,400,000	Design	Construction	Construction	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance
Sand Stockpile Facility	\$1,200,000			Construction	Design	Design	Construction	Construction			

Design
 Construction
 Maintenance