



# North Texas Tollway Authority Semi-Annual Progress Report June 2012

Dallas North Tollway Extension Phase 3  
Progress Report No. 14

Lewisville Lake Toll Bridge  
Progress Report No. 12

Sam Rayburn Tollway  
Progress Report No. 10

PGBT Eastern Extension  
Progress Report No. 8

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## CONSULTING ENGINEER PROJECT DIRECTOR'S LETTER

The North Texas Tollway Authority is a regional tollway authority governed by the Authority Act and is a political sub-division of the State of Texas currently serving Member counties. The NTTA's mission is to provide a safe and reliable toll road system, increase value and mobility options for their customers, operate the Authority in a businesslike manner, protect their bondholders, and partner with other key transportation groups to meet the region's growing need for transportation infrastructure. The Authority Act authorizes the Authority to acquire, construct, maintain, repair and operate turnpike projects such as those included in the NTTA System and Special Project System at such locations within its jurisdiction as may be determined by the Authority and to issue bonds and other obligations for the purpose of paying all or any part of the cost of a turnpike project.

The Authority adheres to the requirements outlined in a comprehensive Trust Agreement which governs the affairs of projects financed with public bonds. As described in Section 411 of the Amended and Restated Trust Agreement dated April 1, 2008, the Consulting Engineers are to prepare a progress report at least once every six months during the design and construction of a project financed in part or wholly by public bonds. Described in this report is the status of four projects meeting the criteria of projects financed with public bonds; including Dallas North Tollway Extension Phase 3, Lewisville Lake Toll Bridge, Sam Rayburn Tollway and President George Bush Turnpike Eastern Extension.

The report is to include, (i) the date the Project will be open to traffic, (ii) the date on which the construction of the Project will be completed, (iii) the cost of the Project, excluding any bond discount and interest during construction, and (iv) the amount of funds required each six months during the remaining estimated period of construction, including comparisons between the actual time elapsed and the actual costs against the original estimates of such times and costs. This information is presented in greater detail within this report, as well as other relevant items on an individual corridor basis. It is with great pleasure that HNTB Corporation serves the Authority as their Consulting Engineer and presents this period's report.

Respectfully submitted,  
HNTB Corporation



Stephanie L. Halliday, P.E.  
GEC Project Director



# Dallas North Tollway Extension Phase 3

## Semi-Annual Progress Report No. 14

June 2012



## GENERAL INTRODUCTION



The Dallas North Tollway Extension Phase 3 (“the Project”, “DNT-3”) is the third major extension of the Dallas North Tollway (DNT). It is a six-lane, controlled-access toll facility constructed between north- and south bound service roads designated as the Dallas Parkway in the City of Frisco, Texas. The project limits begin just north of the Sam Rayburn Tollway (SRT), (formerly known as 121 Tollway) approximately 1,300 feet south of Gaylord Parkway. The Project extends through the City of Frisco in Collin County approximately 9.2 miles north. The main lanes terminate 2,900 feet south of United States Highway 380 (U.S. 380) in anticipation of the future construction of an interchange project with U.S. 380.

Six limited-access toll lanes were constructed from the end of the existing DNT between existing and newly-constructed parallel service roads. The north- and southbound service roads provide between two and three traffic lanes in each direction. Twenty-eight limited-access ramp connections were constructed as a part of the Extension Phase 3 project. Of the 28 ramp connections, 10 of the ramp connections were built as tolled ramp gantries. One main lane toll gantry between Main Street and Eldorado Parkway was added.

All tolled ramp locations operate as all electronic toll collection (all-ETC) facilities. All bridge structures, main lane pavement and ramps are part of the Project. A three-level interchange previously constructed at the SRT interchange as augmented by construction of fourth and fifth levels to become a fully-directional interchange. Work began in the first quarter of 2010 at the existing three-level intersection of the Project and the SRT as part of the SRT corridor project described later in this Progress Report. All eight direct connectors were fully opened to traffic as of Nov. 14, 2011. A visual depiction of the general limits of the Project is shown in figure 1 on the next page.

In an effort to extend pavement life and potentially reduce long term maintenance costs, NTTA staff implemented a modification to the pavement and sub-grade design through construction change

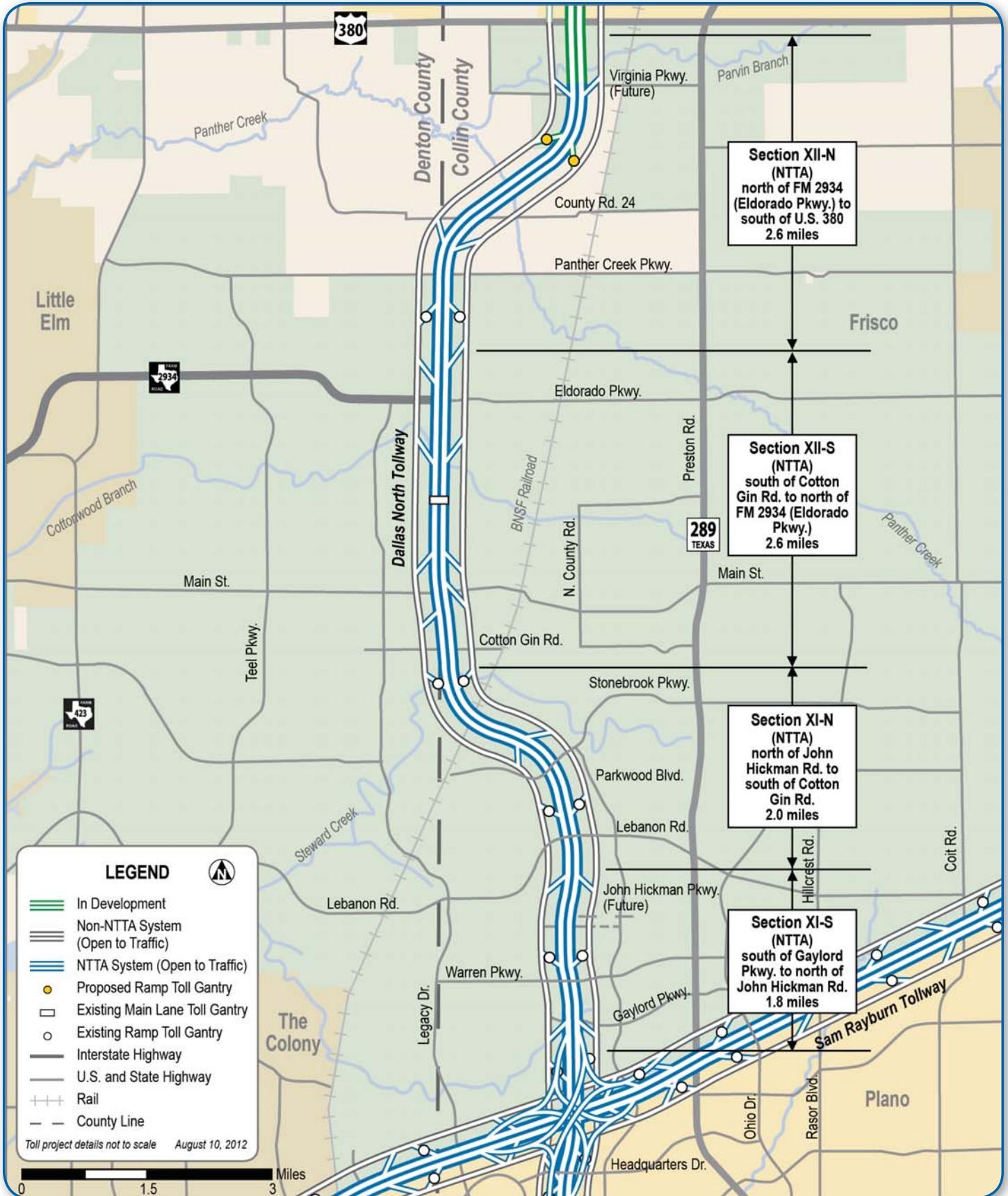
orders. The modification consisted of increased pavement thickness throughout the Project coupled with a revised sub-grade stabilization technique at certain locations in Section XII.

The NTTA also coordinated with the Texas Department of Transportation (TxDOT) to provide the ultimate frontage road configuration on the south side of U.S. 380 at the DNT intersection. This modification supported improved traffic flow for motorists entering and exiting the DNT at its northern terminus at U.S. 380. The Project’s contingency funds paid for this design change with no impact to the open-traffic date or the original estimated at completion Project cost.

After substantial completion had been achieved on the Project, an investigation was conducted to evaluate excessive mechanically stabilized earth (MSE) retaining wall panel movement that had occurred at three of the four corners of the DNT main lane intersection with County Road (CR) 24, on contract DNT-466. Results of this initial investigation indicated that the design generated by the MSE wall precast panel provider utilized MSE wall soil strength parameters obtained from TxDOT’s standard MSE drawing, as opposed to utilizing site-specific soil strength parameters for foundation/retained soil zones. Subsequent random spot checks on adjacent DNT contracts identified similar findings, resulting in the conclusion that it was a common practice in the industry to utilize this same



Figure 1: DNT Extension Phase 3 Corridor Map







approach. The NTTA immediately implemented improved design and construction procedures for all other design-phase or construction-phase projects with MSE walls as a result of this finding.

NTTA further studied this condition by assembling an independent, three-party Blue Ribbon Panel of MSE wall nationwide experts, tasked with assessing the forensic engineering performed to date, as well as results of a DNT Phase 3 geotechnical investigation. The Blue Ribbon Panel recommended that the NTTA implement a long-term monitoring program to detect potential future problematic wall panel movements that may be significant enough to lead to future maintenance problems and to enable development of remedial action requirements, if the need for such action develops in the future. These walls are visually inspected as a part of the GEC's annual inspection program and are being monitored by the NTTA Maintenance Department as well.

## DESIGN AND CONSTRUCTION STATUS

For purposes of managing and expediting the design and construction of the DNT Extension Phase 3 expansion, the project was divided into four sections identified as XI-S, XI-N, XII-S and XII-N. Figure 1, DNT Extension Phase 3 Corridor Map, on page 8 depicts the limits of each section and the location of new main lane gantry number 4 (MLG-4). Further details of the design and construction of each section and MLG-4 is listed in Table 1 on page 10.

## ESTIMATE OF PROJECT COSTS

The original estimate of project funds required for construction of the DNT Extension Phase 3 was \$264 million, as shown in the Engineering Report Estimate column of Table 3. This amount excluded costs associated with feasibility analysis provided by the financial advisor, traffic and revenue engineer, and bond counsel prior to the sale of bonds to fund construction. Additionally, interest during construction and finance costs associated with loan closing were also excluded. Since the original estimate, the NTTA determined that the cost of the feasibility analysis paid by the Feasibility Study Fund (FSF) should be included in the Project Total. The current estimated value of these additional costs as of June 30, 2012 is \$3,426,447 (see Note 2 in Table 3).

In the inter-local agreement with Collin County and the City of Frisco, the NTTA agreed to pay \$8.6M to reimburse both the city and county for a portion of their cost to construct the northbound service road from SRT to U.S. 380 and southbound service road from SRT to Main Street. Furthermore, the parties agreed to consider sharing costs to construct the southbound service road from Main Street to U.S. 380, for which NTTA subsequently paid the entire cost for the addition. As of the date of this report, the NTTA has determined and documented that their expenditures on the southbound service road from Main Street to U.S. 380 far exceed \$8.6M, therefore, no reimbursement is needed. Thus, the current estimated cost of the Extension Phase 3 at completion is \$255,754,791 without the service road reimbursement. Table 3 on page 11 also shows actual incurred expenditures as of June 2012 for the Project.

Cost estimates for the Project were prepared based on the status of contracts, supplemental agreements and approved change orders awarded to date. The current cost estimate represents the best good-faith judgment from a design professional familiar with the highway construction industry. Neither the NTTA nor its consulting engineers have control over the labor, materials or equipment costs; the contractors' methods of determining bid prices; or competitive bidding, market or negotiating conditions. The estimate of construction costs given in progress reports are continually monitored as work progresses on the Project.

The semi-annual estimated amount of funds required for the remaining period of the DNT Extension Phase 3 is shown in Table 4.

**Dallas North Tollway Extension Phase 3  
Table 1 - Design and Construction Status Summary**

Design										Construction						
Section	Limits	Design Contract	Consultant	Design Notice to Proceed	Current Status of PS&E	Letting Dates	Construction Contract	Contractor	Begin Construction	End Construction	Duration (Months)	Current Status of Construction	Open-to-traffic (Planned / Actual)			
XI-S	S. of Gaylord Pkwy. to N. John Hickman Rd. (1.8 miles)	DNT-457	Chiang, Patel & Yerby, Inc.	June 9, 2003	Complete	Jan. 27, 2005	DNT-463	Archer-Western Contractors, LTD	March 10, 2005	June 3, 2008	39	Complete	Sept. 2007 / Sept. 28, 2007			
XI-N	N. of John Hickman Rd. to S. of Cotton Gin Rd. (2.0 miles)	DNT-459	PB Americas, Inc.	June 9, 2003	Complete	Nov. 23, 2004	DNT-464	Zachry Construction Corporation	Jan. 14, 2005	Aug. 25, 2008	41	Complete	Sept. 2007 / Sept. 28, 2007			
XII-S	S. of Cotton Gin Rd. to N. of FM 2934 (Eldorado Pkwy.) (2.6 miles)	DNT-460	Half Associates, Inc.	June 9, 2003	Complete	Nov. 23, 2004	DNT-464	Zachry Construction Corporation	Jan. 14, 2005	Aug. 25, 2008	41	Complete	Sept. 2007 / Sept. 28, 2007			
XII-N	N. of FM 2934 (Eldorado Pkwy.) to S. of U.S. 380 (2.6 miles)	DNT-461	Jacobs Engineering Group, Inc.	June 9, 2003	Complete	June 30, 2005	DNT-466	Mario Sinacola & Sons Excavating, Inc.	Aug. 8, 2005	July 8, 2008	34	Complete	Sept. 2007 / Sept. 28, 2007			
Main Lane Toll (MLG-4) Gantry Procurement	N. of Main St., S. of Eldorado Pkwy.	DNT-477	Murphy/Jahn, Inc.	Jan. 24, 2006	Complete	Feb. 28, 2008	02001-DNT-00-CN-EN	Rebcon, Inc	Approx. June 30, 2006	Dec. 10, 2007	17	Complete	Sept. 2007 / Sept. 28, 2007			
Landscape	Dallas North Tollway, I.H. 35 to U.S. 380	DNT-357, WA 21	HNTB Corporation	March 23, 2003	Complete	Feb. 28, 2008	02091-DNT-00-CN-WA	Valleycrest Landscape Development Inc.	March 20, 2008	Sept. 18, 2009* / Sept. 17, 2011**	17* 24**	Complete* Complete**	N/A			

\* Two-year landscape maintenance warranty period began upon completion of landscape construction on Sept. 18, 2009.

\*\* Landscape Warranty period ended September 17, 2011 and the NTTA Maintenance Department assumed responsibility.

**TABLE 2 – ADDITIONAL SERVICE PROVIDERS**

Contract Number	Firm	Service
DNT-357-02005-NTT-00-PS-AD	HNTB Corporation	General Engineering Consultant
DNT 537	Fugro Consultants, LP	Construction Materials Testing
DNT 286 – SA No. 37 02056-NTT-00-PS-EN-WA01	Kellogg Brown & Root Services, Inc.	Construction Management
02058-NTT-00-PS-EN-WA06	Atkins North America, Inc.	Landscape Construction Management
02058-NTT-00-PS-EN-WA07	Atkins North America, Inc.	Surveying to Monitor Retaining Wall
02406-DNT-04-PS-PM	Kleinfelder Central, Inc.	MSE Wall Forensic Services
02510-NTT-00-PS-PM	Kleinfelder Central, Inc.	MSE Wall Forensic Testing
02516-NTT-00-PS-PM	Kleinfelder Central, Inc.	MSE Wall Independent Design Check
02547-NTT-00-PS-PM	Terracon Consultants, Inc.	MSE Wall Independent Design Check
02564-NTT-00-PS-PM	Ryan Berg Engineering & Design, Inc.	MSE Wall Blue Ribbon Panel

**TABLE 3 – ESTIMATE OF PROJECT COSTS AT COMPLETION**

No.	Description	Engineering Report Estimate, December 2004	Estimated Cost, June 2012	Actual Expenditures, June 2012
1	Section XI-S	\$29,997,320	\$30,883,722	\$30,883,722
2	Sections XI-N and XII-S	\$83,973,000	\$94,770,831	\$94,770,831
3	Section XII-N	\$51,926,140	\$52,417,466	\$52,417,466
4	Toll Plaza Structures	\$22,500,000	\$27,254,325	\$27,254,325
5	Equipment <sup>3</sup>	\$4,282,400	\$6,000,135	\$6,000,135
6	Construction Management	\$11,695,000	\$13,693,473	\$13,693,473
7	Miscellaneous Construction <sup>1,3</sup>	\$16,975,070	\$9,917,992	\$9,917,992
<b>Subtotal (1-7) Construction</b>		<b>\$221,348,930</b>	<b>\$234,937,944</b>	<b>\$234,937,944</b>
8	PS&E <sup>2</sup>	\$11,642,620	\$15,626,849	\$15,624,338
9	PS&E Administrative	\$3,898,300	\$5,189,998	\$5,189,998
10	Reimbursement	\$8,600,000	\$ -	\$ -
<b>Subtotal (8-10) Engineering</b>		<b>\$24,140,920</b>	<b>\$20,816,847</b>	<b>\$20,814,336</b>
11	Project Contingencies	\$18,510,150	\$ -	\$ -
<b>Project Total (1-11)</b>		<b>\$264,000,000</b>	<b>\$255,754,791</b>	<b>\$255,752,280</b>

**NOTES:**

<sup>1</sup> The estimated Miscellaneous Construction cost includes the costs of construction materials testing, utility relocations, right of way and easements, landscape, and ITS equipment installation.

<sup>2</sup> This line includes the cost of feasibility planning and analysis provided by the financial advisor, traffic and revenue engineers, and bond counsel which was not originally included in the Project cost in the Engineer's Estimate. The amounts above do not include bond discounts, interest during and after construction, and financing costs associated with the loan closing process.

<sup>3</sup> The Engineering Report Estimate column included Intelligent Transportation System equipment and installation within the Miscellaneous Construction category. As of the December 2010 report, the Estimated Cost and Actual Expenditure columns now report this cost in the Equipment line above.

**TABLE 4 - CASH FLOW DRAW SCHEDULE**

Period Ending	Original Semi-Annual Estimate, December 2005	Original Cumulative Estimate, December 2005	Semi-Annual Actual, June 2012	Cumulative Actual, June 2012	Semi-Annual Estimate, June 2012	Cumulative Estimate, June 2012
June 30, 2005	\$32,032,379	\$32,032,379	\$31,532,539	\$31,532,539		
Dec. 31, 2005	\$37,832,726	\$69,865,105	\$37,901,298	\$69,433,837		
June 30, 2006	\$75,334,895	\$145,200,000	\$39,188,675	\$108,622,512		
Dec. 31, 2006	\$73,920,000	\$219,120,000	\$37,436,238	\$146,058,749		
June 30, 2007	\$34,320,000	\$253,440,000	\$40,074,080	\$186,132,829		
Dec. 31, 2007	\$10,560,000	\$264,000,000	\$35,645,420	\$221,778,249		
June 30, 2008			\$8,275,434	\$230,053,683		
Dec. 31, 2008			\$13,881,788	\$243,935,471		
June 30, 2009			\$3,580,679	\$247,516,150		
Dec. 31, 2009			\$5,195,619	\$252,711,769		
June 30, 2010			\$2,439,408	\$255,151,177		
Dec. 31, 2010			\$268,095	\$255,419,271		
June 30, 2011			\$115,845	\$255,535,116		
Dec. 31, 2011			\$194,911	\$255,730,027		
June 30, 2012			\$22,253	\$255,752,280		
Dec. 31, 2012					\$2,511	\$255,754,791

## CORRIDOR SCHEDULE

The DNT Extension Phase 3 Engineering Report released Dec. 15, 2004 concluded that construction could be substantially completed and the Extension placed into operation in September 2007. The actual open to traffic date of the project was Sept. 28, 2007. All roadway construction contracts are complete.

The DNT Extension Phase 3 project is open to traffic and is being used as contemplated by its design. The project is 100 percent complete including all ancillary construction items. All design,

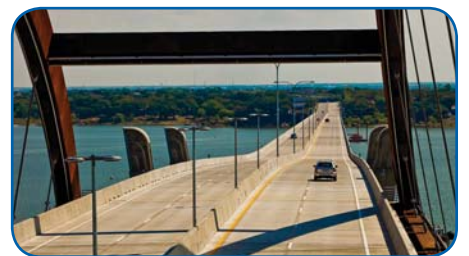
construction and landscape contracts have been closed; all payments for such have been made; and no additional amount is required for the design or construction of the project. As such, this will be the final semi-annual progress report for this project. Resolution of the service road reimbursement previously discussed in this report will be addressed by the NTTA and does not require continued reporting by the Consulting Engineer since construction is complete, all construction related contracts fully paid and the road is open to traffic.



# Lewisville Lake Toll Bridge

## Semi-Annual Progress Report No. 12

June 2012

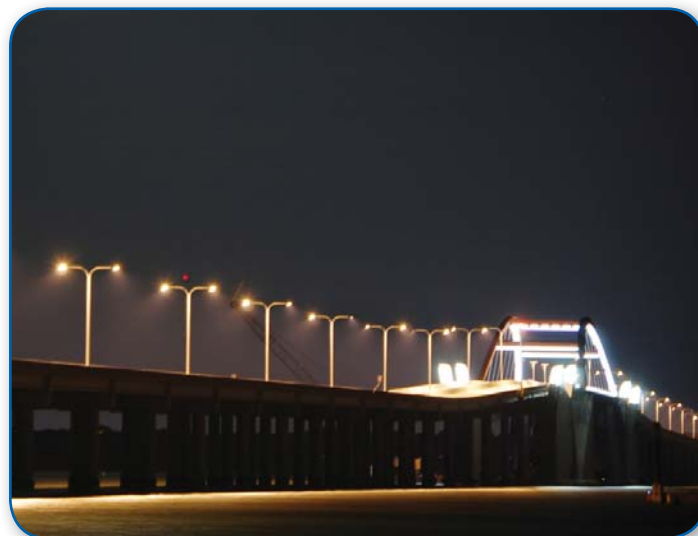


## GENERAL INTRODUCTION



The Lewisville Lake Toll Bridge project (the “Project”, “LLTB”) is part of what is known as the Lewisville Lake Corridor Project. The full corridor is approximately 13.8 miles in length and connects Interstate Highway 35 East (IH 35E) at Swisher Road in Denton County with the Dallas North Tollway at Farm-to-Market Road 2934 (FM 2934), also known as Eldorado Parkway, in Collin County. To facilitate convenient design and construction, the full corridor project is comprised of eight individual sections of varying lengths, types of facilities and responsible parties (see *Figure 2, page 15*).

The subject of this report is Section 2, the toll bridge, which is the NTTA’s responsibility within the full corridor (see *Figure 2, page 15*). This toll bridge project consists 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 Section 2 is approximately 10,775 feet (2.04 miles) including the bridges and approach roadway.



## DESIGN AND CONSTRUCTION STATUS

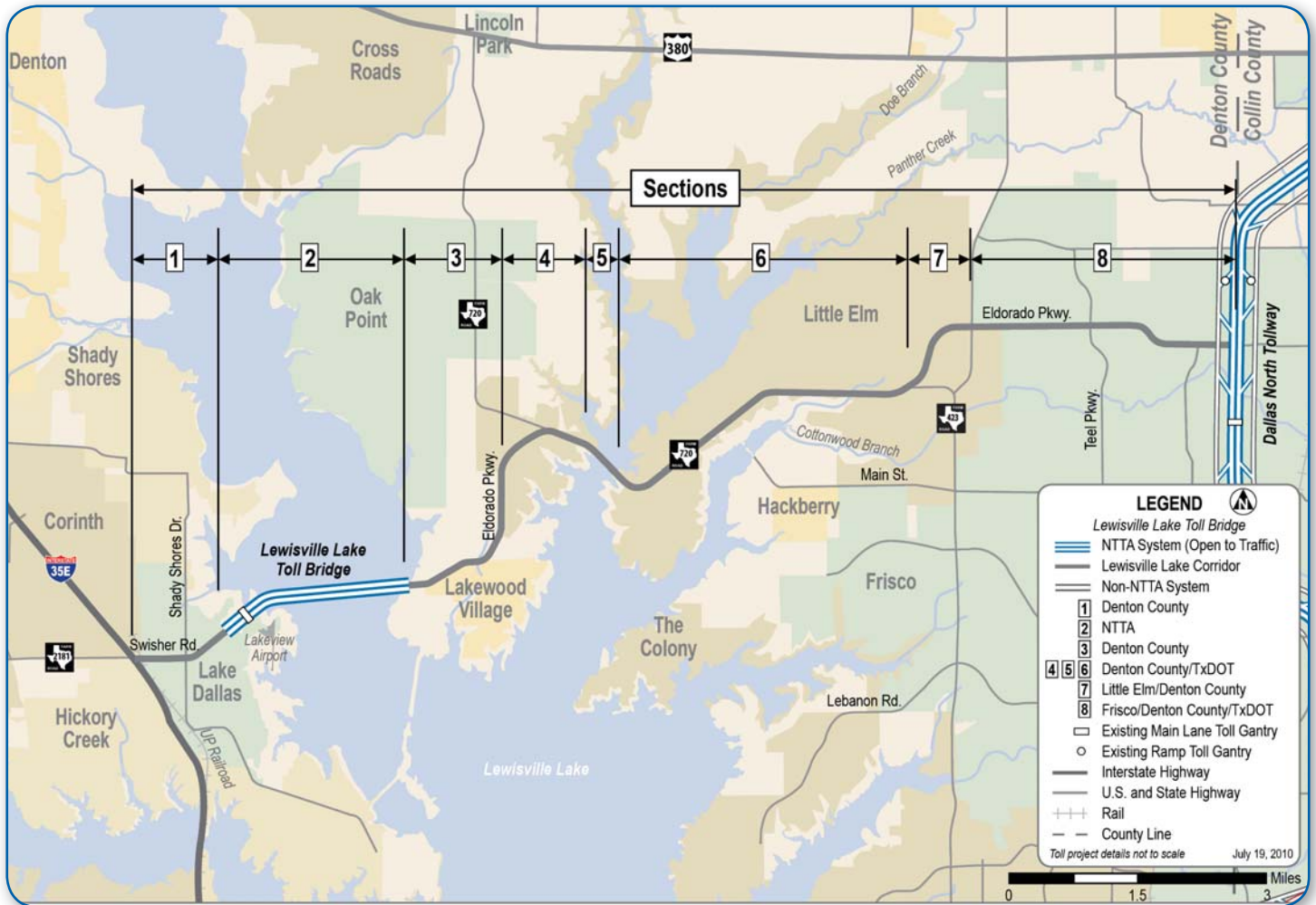
The Project was separated into one construction and two main design contracts. One of the design contracts comprised the roadway and bridge portions of the Project; the second design contract addressed the toll gantry. Even though the project had multiple design contracts, a single contractor constructed the roadway, bridges and toll gantry. Landscape and irrigation design and construction were separate contracts.

As of the writing of this period’s progress report, a uniform perennial vegetative cover with a density of at least 70 percent of the native background vegetative cover has not yet been established by Jensen per the contract requirement for all unpaved areas within the right of way. Jensen is required to resolve this issue to an acceptable conclusion prior to release of remaining withheld retainage, allowing close-out of their contract. Additionally, NTTA is exploring options to modify or replace the installed bridge lighting for improved operation and maintenance capability, potentially funded by the LLTB construction fund.

From an historical perspective, heavy spring and early summer rains raised the lake level significantly in the first half of 2007. Due to restrictions set by the U.S. Army Corps of Engineers (USACE)



**Figure 2: Lewisville Lake Toll Bridge Corridor Map**



construction license, construction was halted on June 16, 2007, when the lake level rose to an elevation of 525 feet above sea level. Construction was not permitted to resume until Sept. 24, 2007, 100 days after work suspension. The delay caused the estimated contract completion date to move from April 24, 2009, to Aug. 2, 2009. On Nov. 20, 2007, the NTTA Board of Directors approved the issuance of an incentive to the contractor to attempt to recover the delay. This incentive allowed the contractor to potentially earn \$12,700 for each day that the work was completed before the adjusted Aug. 2, 2009 completion date, up to a maximum aggregate incentive payment of \$1,270,000, equal to 100 days of incentive payments. The contractor substantially completed construction of Section 2 on July 30, just three days before the revised substantial completion date; therefore, the contractor received \$38,100 in incentive bonuses.

## ESTIMATE OF PROJECT COSTS

The estimate at completion project funds required for the LLTB Project is \$116,000,000, as shown in Table 6, which includes planning, engineering, construction and other agency costs. The estimate uses actual bid prices from the roadway and bridge contract including the change order for the toll gantry. Cost estimates for the toll-collection equipment and landscaping are based on actual costs. Tables 6 and 7, on pages 17 and 18 show the actual expenditures through June 2012 for the project.

The estimate of costs for the Project is based on the status of contracts and change orders issued-through June 2012 and is the best information available at the present time. The development of the current cost estimate represents the best good-faith judgment of a design professional familiar with the highway construction

**Lewisville Lake Toll Bridge**  
**Table 5 - Design and Construction Status Summary**

Design					Construction				
Description	Design Contract	Consultant	Current Status of PS&E	Construction Contract	Contractor	Begin Construction	End Construction	Current Status of Construction	Open-to-traffic (Planned / Actual)
General Engineering Consultant	DNT-357 02005-NTT-00-PS-AD	HNTB Corporation	Ongoing						
Construction Management / Materials Testing	02058-NTT-00-PS-EN	Atkins North America, Inc.	Complete						
Roadway & Bridge	DNT-503	AECOM USA, Inc.	Complete	02030-LLB-00-CN-EN 1	Jensen Construction Co.	November 2006	Mid-2012	Complete <sup>1</sup>	April 2009 / August 2009
Toll Gantry	02069-LLB-00-PS-EN	Halff Associates, Inc.	Complete						
Landscape	02005-NTT-00-PS-MA-WA 17	HNTB Corporation	Complete	02792-LLB-00-CN-MA	Superscapes Landscapes, Inc.	August 2010	November 2010 <sup>2</sup> / November 2011 <sup>3</sup>	Complete	Sept. 2007 / Sept. 28, 2007
MSE Wall Independent Design Check	02547-NTT-00-PS-PM	Terracon Consultants, Inc.	Complete						
MSE Walls & Bridge Foundation Assessments	02589-NTT-00-PS-PM	Atkins North America, Inc.	Complete						

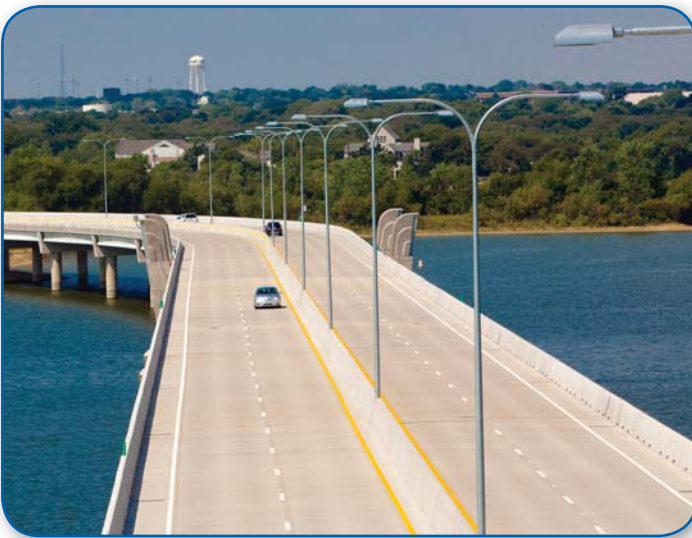
**NOTES:**

<sup>1</sup> Including change order for toll gantry. Waiting for Jensen to establish uniform perennial vegetative cover prior to release of retainage and contract close-out.

<sup>2</sup> One-year landscape maintenance warranty period began upon completion of the landscape construction.

<sup>3</sup> The one-year landscape maintenance period ended on Nov. 15, 2011.





industry. It is recognized that neither the NTTA nor the consulting engineers have control over the cost of labor, materials or equipment; the contractors' methods of determining bid prices; or the competitive bidding, market or negotiating conditions. Therefore, neither the NTTA nor its consulting engineers warrant that the construction costs will not increase and thereby exceed the estimate of construction costs given in progress reports. These costs will be monitored as work progresses on the Project.

The semi-annual estimated amount of funds required for the remaining construction costs of the Project, including project contingencies, is shown in Table 7.

**TABLE 6 – ESTIMATE OF PROJECT COSTS AT COMPLETION**

No.	Description	Engineering Report Estimate, March 2006	Estimated Cost, June 2012	Actual Expenditures, June 2012
1	Section 2	\$92,900,000	\$97,383,075	\$97,299,672
2	Toll Plaza <sup>1</sup>	\$6,100,000	\$ -	\$ -
3	Equipment <sup>2</sup>	\$500,000	\$616,847	\$616,847
4	Construction Management	\$5,900,000	\$6,219,937	\$6,219,937
<b>Subtotal (1-4) Construction</b>		<b>\$105,400,000</b>	<b>\$104,219,859</b>	<b>\$104,136,456</b>
5	PS&E (Plans, Specifications, & Estimates)	\$3,600,000	\$4,172,118	\$3,528,771
6	Other Agency Costs	\$2,100,000	\$5,128,369	\$5,128,369
<b>Subtotal (5-6) Engineering</b>		<b>\$5,700,000</b>	<b>\$9,300,487</b>	<b>\$8,657,140</b>
7	Project Contingencies	\$11,100,000	\$304,654	\$ -
<b>Original Project Total (1-7) <sup>3</sup></b>		<b>\$122,200,000</b>	<b>\$113,825,000</b>	<b>\$112,793,596</b>
8	Sand Stockpile Design & Construction	\$ -	\$175,000	\$ -
9	Bridge Aesthetic Lighting <sup>4</sup>	\$ -	\$2,000,000	\$ -
<b>New Project Total (1-9) <sup>4</sup></b>		<b>\$ 122,200,000</b>	<b>\$116,000,000</b>	<b>\$112,793,596</b>

**NOTES:**

<sup>1</sup> Section 2 includes the cost of landscaping and the toll plaza.

<sup>2</sup> The Equipment line includes the costs for Intelligent Transportation System and Electronic Toll Collection equipment.

<sup>3</sup> The amount shown above does not include bond discounts, interest during and after construction, and other financing costs associated with the loan closing process.

<sup>4</sup> The NTTA may modify or replace bridge lighting to improve operations and maintenance capability.

**TABLE 7 - CASH FLOW DRAW SCHEDULE**

Period Ending <sup>1</sup>	Original Semi-Annual Estimate, December 2006	Original Cumulative Estimate, December 2006	Semi-Annual Actual, June 2012	Cumulative Actual, June 2012	Semi-Annual Estimate, June 2012 <sup>1,2</sup>	Cumulative Estimate, June 2012
Dec. 31, 2006	\$2,841,920	\$2,841,920	\$2,788,043	\$2,788,043		
June 30, 2007	\$28,314,850	\$31,156,771	\$13,586,152	\$16,374,195		
Dec. 31, 2007	\$32,746,912	\$63,903,683	\$17,088,688	\$33,462,883		
June 30, 2008	\$22,751,837	\$86,655,520	\$22,564,326	\$56,027,209		
Dec. 31, 2008	\$21,085,311	\$107,740,831	\$26,039,551	\$82,066,760		
June 30, 2009	\$9,548,177	\$117,289,009	\$15,989,796	\$98,056,556		
Dec. 31, 2009			\$8,406,326	\$106,462,882		
June 30, 2010			\$5,993,338	\$112,456,220		
Dec. 31, 2010			\$147,889	\$112,604,109		
June 30, 2011			\$67,175	\$112,671,284		
Dec. 31, 2011			\$64,193	\$112,735,477		
June 30, 2012			\$58,119	\$112,793,596		
Dec. 31, 2012					\$347,139	\$113,140,736
June 30, 2013					\$202,090	\$113,342,826
Dec. 31, 2013					\$2,657,174	\$116,000,000

**NOTES:**

<sup>1</sup> Estimates above include a contingency that may or may not be expended.

<sup>2</sup> The NTTA may modify or replace bridge lighting to improve operations and maintenance capability.

**CORRIDOR SCHEDULE**

**Status of the sections on the corridor is as follows:**

**Section 1:** Opened to traffic in July 2007.

**Section 2:** Planned open to traffic date (prior to delays caused by heavy rains) was April 24, 2009, actual open to traffic was Aug. 1, 2009. Jensen Construction is required to establish uniform perennial vegetative cover to all unpaved areas within the right of way prior to release of final retainage and contract close-out. The NTTA Maintenance Department is evaluating the need for a sand stockpile facility for snow and ice remediation at the LLTB site, or to continue to support the bridge from other facilities in the area. Additionally, the

NTTA is exploring options to modify or replace the installed bridge lighting for improved operation and maintenance capability.

**Section 3:** Opened to traffic in October 2008.

**Sections 4, 5 and 6:** A Finding of No Significant Impact (FONSI) was issued in January 2007 to complete the environmental evaluation process. TxDOT opened bids for this five-mile section on July 8, 2010. Construction began in late 2010 and is now expected to open to traffic in 2014, later than originally anticipated.

**Section 7:** Opened to traffic in April 2004.

**Section 8:** Opened to traffic on Nov. 15, 2009.



# Sam Rayburn Tollway

## Semi-Annual Progress Report No. 10

### June 2012



## GENERAL INTRODUCTION

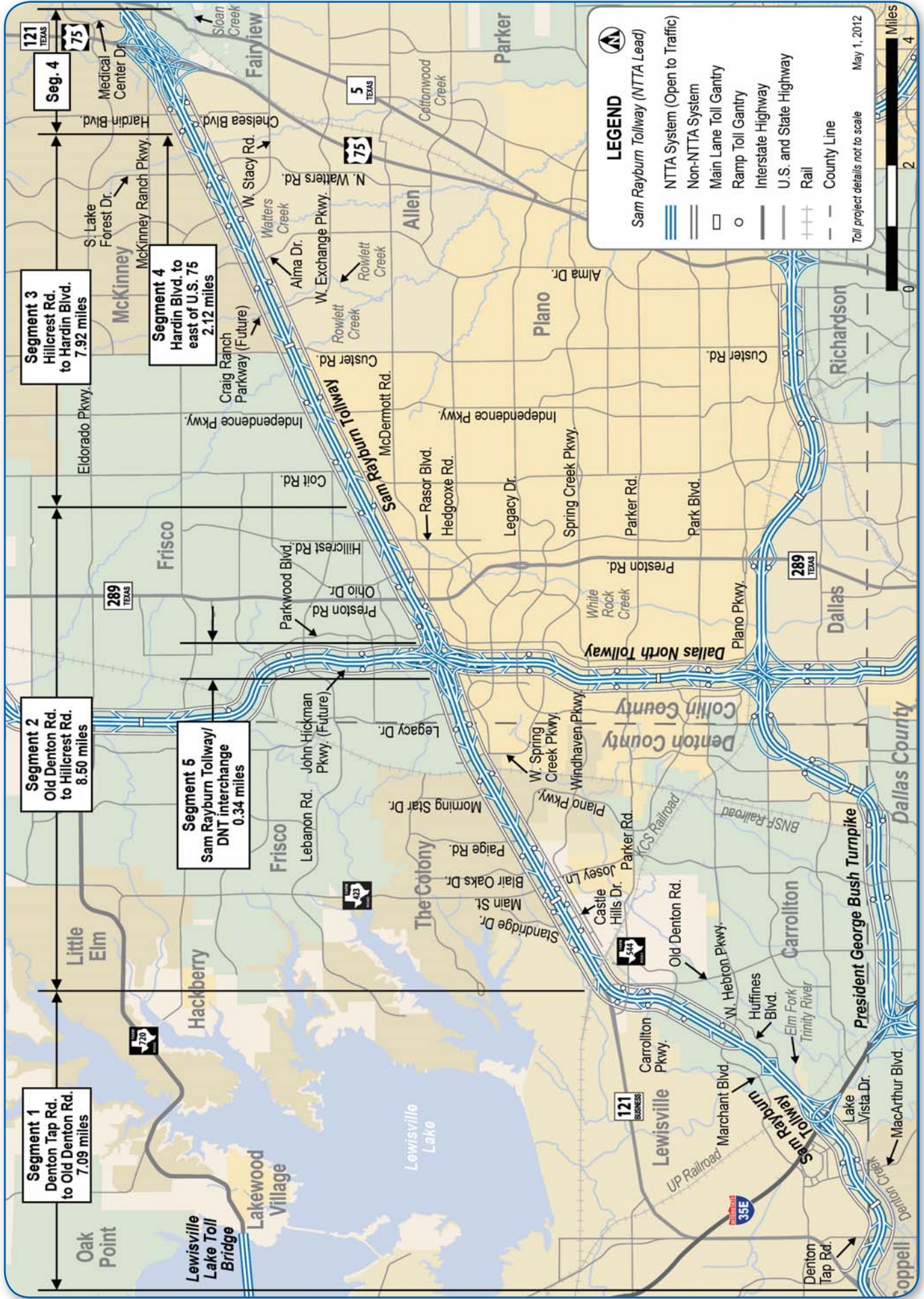


The Sam Rayburn Tollway Project (the “Project”, “SRT”) location is from Business State Highway 121 (SH 121) in Denton County to United States Highway 75 (U.S. 75) in Collin County, a distance of approximately 26 miles. The Project serves as a primary northeast-southwest traffic artery between Interstate Highway 35 East (I-35E) and U.S. 75. The corridor area served by the SRT continues to experience significant growth in commercial, retail and residential development. The Project is also a primary arterial serving the Dallas/Fort Worth (DFW) International Airport. For purposes of managing and expediting the design and construction, the Project is broken into five segments (*refer to Figure 3*).

The entire SRT Project includes three main lane toll gantries (MLG) and 40 ramp toll gantries, plus four ramp gantries along the Dallas North Tollway (DNT). The DNT ramp gantries are part of the overall interchange improvements on their respective corridor and will operate as all-electronic toll collection (all-ETC) to maximize traffic flow. All-ETC main lane and ramp gantries are equipped with both TollTag and TxTag collection capability to accommodate compatibility with other toll agencies across the state of Texas. All toll collection lanes are dedicated, non-stop express lanes to expedite the flow of traffic through the gantries and provide for ease of maintenance. Refer to Figure 3 on the following page, which identifies each all-ETC location of the SRT corridor and the four ramp toll gantries to the DNT.



Figure 3 – Sam Rayburn Tollway Corridor Map



## DESIGN AND CONSTRUCTION STATUS

Design and construction status information has been summarized by segment in Tables 8 and 9 on pages 23 and 24. Additional service providers key to the project are shown in Table 10.

The grade separated interchange at Exchange Parkway, located between Custer Road and Rowlett Creek, was added to the Project through a partnership agreement with Collin County and the cities of Allen and McKinney to improve local access. The Exchange Parkway improvements were constructed under a separate contract within this overall Project, and the Segment 3N project length was reduced accordingly. As an unanticipated cost to the project, a sand stockpile was designed and constructed at the intersection of the Project and Exchange Parkway to enable the NTTA to more quickly respond to hazardous driving conditions during winter weather for the northern most portion of the Project.

## ESTIMATE OF PROJECT COSTS

The current estimated cost of the SRT Project (Segments 1-5), for the six-lane section, is \$638,810,700. This excludes an unadjusted amount of \$59,309,300 previously estimated towards capacity improvements on Segments 1 through 4 to be scheduled at a later date as recommended by the NTTA's traffic and revenue engineers. The required 350- to 400-foot-wide project right of way was acquired by TxDOT, Collin, Dallas and Denton counties, and the cities of Plano, Frisco, Allen and McKinney. The estimated cost does not include funds for right of way acquired at the SRT/U.S.75 interchange and the SRT/DNT interchange, where a total of seven



parcels (17.98 acres) were to be acquired by TxDOT at its cost. Under a separate agreement, TxDOT and the NTTA later agreed that the NTTA would acquire the right of way on TxDOT's behalf, and TxDOT would subsequently reimburse the NTTA.

Several factors, including unforeseen escalation of prices and wages, labor or material shortages and changes in economic conditions can significantly affect (escalate or reduce) construction costs. Appropriate contingencies are added to the cost of the Project to cover the unforeseen escalations and are not intended to cover scope additions. The estimated Project cost reflects our professional judgment of the construction industry; it is our belief that the Project can be constructed within the original scope and limits described for the estimated cost given herein. Due to the nature of the construction industry, neither the NTTA nor its consulting engineers warrant that the construction costs will not increase and thereby exceed the estimate of construction costs given in progress reports.

Cost estimates for the Project were prepared based on the status of contracts awarded to date. The cost estimate represents the best good-faith judgment from a design professional familiar with the highway construction industry. Neither the NTTA nor its consulting engineers have control over the labor, materials or equipment costs; the contractors' methods of determining bid prices; or competitive bidding, market or negotiating conditions. The estimate of the Project's construction cost given in progress reports will be monitored as work progresses.

The semi-annual estimated amount of funds required for the estimated period of construction to meet the cost of the Project, including funds allocated for project contingencies, is shown in Table 12.

**Sam Rayburn Tollway  
Table 8 - Design and Construction Status Summary**

	Segment 1	Segment 2	Segment 3S	Segment 3N	Exchange Pkwy Improvements <sup>1</sup>	Segment 4	Segment 5
Category	Denton Tap Rd. / Denton Creek to FM 2281 (7.09 miles)	FM 2281 / Old Denton Rd. to east of Hillcrest Rd. (8.50 miles)	East of Hillcrest Rd. overpass to east of Custer Rd. overpass (3.78 miles)	East of Custer Rd. to west of Hardin Blvd. overpass (3.50 miles)	East of Custer Rd. overpass to east of Rowlett Creek (0.64 miles)	West of Watters Rd. to Medical Center Dr. east of U.S. 75 (2.12 miles)	Connecting Ramps from DNT to Sam Rayburn Tollway (0.34 miles)
Design Consultant	Huitt-Zollars, Inc.	Huitt-Zollars, Inc.	PB Americas, Inc.	Bridgefarmer & Associates, Inc.	Bridgefarmer & Associates, Inc.	Jacobs Engineering Group, Inc.	Rodriguez Transportation Group, Inc.
Design Notice to Proceed	May 21, 2007	May 21, 2007	May 21, 2007	May 21, 2007	Sept. 16, 2008	Oct. 12, 2007	April 16, 2008
Current Status of PS&E	Completed	Completed	Completed	Completed	Completed	Completed	Completed
Letting Dates	Nov. 2007 through Feb. 2008 Multiple Contracts	Nov. 2007 through Feb. 2008 Multiple Contracts	Feb. 13, 2008	Feb. 13, 2008	Oct. 23, 2008	Aug. 28, 2008	Nov. 19, 2009
Construction Contract	Multiple: 02320, 02325, 02334, 02238-SH121-00-CN-EN	Multiple: 02320, 02325, 02334, 02238-SH121-00-CN-EN	02240-SH121-03-CN-EN	02242-SH121-03-CN-EN	02578-SH121-03-CN-PM	02448-SH121-04-CN-EN	02559-SH121-05-CN-PM
Construction Contractor	Austin Bridge & Road LP Power Engineers, Inc. Brookfield Fabricating Corp	Austin Bridge & Road LP Power Engineers, Inc. Brookfield Fabricating Corp	Texas Sterling Construction, LP.	Balfour Beatty Infrastructure, Inc.	Texas Sterling Construction, LP	Webber, LLC	Williams Brothers Construction Co., Inc.
Construction Notice to Proceed	Nov. 30, 2007	Nov. 30, 2007	March 25, 2008	March 10, 2008	Dec. 1, 2008	Oct. 23, 2008	Feb. 4, 2010
Duration (Months)	6	6	22	22	13	25	22
Status of Construction	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100%	Complete 100% <sup>3</sup>
Open-to-Traffic Date (Plan/Actual)	July 2006	August 2008 / Aug. 1, 2008	January 2010 / Sept. 1, 2009	January 2010 / September 29, 2009	January 2010 / Sept. 29, 2009	January 2011 In stages <sup>2</sup>	January 2012 / Nov. 14, 2011
Service Commencement Deadline	October 2008	October 2008	May 2010	May 2010	May 2010	May 2011	June 2012

**NOTES:**

<sup>1</sup> An additional grade separated interchange at Exchange Parkway was a cooperative project with Collin County and the cities of Allen and McKinney to improve local access.

<sup>2</sup> Four direct-connecting ramps, including those providing access from southbound U.S. 75 to southwest-bound SRT and from northeast-bound SRT to northbound U.S. 75 (the highest-volume direct-connectors), along with all main lanes were substantially complete in December 2010 and all ramps were completed by March 31, 2011.

<sup>3</sup> All eight direct-connecting ramps were fully open-to-traffic as of Nov. 14, 2011.

**TABLE 9 - LANDSCAPE AND WOODLAND MITIGATION STATUS SUMMARY**

	Segments 1 - 3	Segments 4	Segments 5	Woodland Mitigation
Limits	Denton Tap Rd. to west of Hardin Blvd. overpass	West of Hardin Blvd. overpass to Medical Center Dr. east of U.S. 75	Connecting Ramps from DNT to Sam Rayburn Tollway	Segments 2, 3 & 4 from FM 423 to U.S. 75
Contractor	Valleycrest Landscape Development	Greener Pastures Landscape, Inc.	Valleycrest Landscape Development	Valleycrest Landscape Development
Contract	02353-SH121-00-CN-MA	033091-SRT-04-CN-MA	03090-SRT-05-CN-MA	03200-SRT-04-CN-MA
Construction Notice to Proceed	Aug. 2, 2010	NTP Issued Feb. 7, 2012	Advertised April 2012 NTP Anticipated August 2012	Advertised Feb. 2012 NTP Anticipated August 2012
Duration (Months)	18 Months	12 Months	12 Months	6 Months
Current Status of Construction	Complete Feb. 3, 2012	Notice To Proceed Issued Feb. 7, 2012 30% Complete	To Be Determined	To Be Determined
Current Status of Maintenance Warranty	On-going	To Be Determined	To Be Determined	To Be Determined
Maintenance Warranty Duration	18 Months Estimated Completion Aug. 4, 2013	18 Months	18 Months	18 Months

**TABLE 10 – ADDITIONAL SERVICE PROVIDERS**

Contract Number	Firm	Description
02005-NTT-00-PS-AD WA15 PM	HNTB Corporation	General Engineering Consultant
02254-SH121-00-PS-EN	HDR Engineering, Inc.	Corridor Management
02255-SH121-00-PS-EN	Half Associates, Inc.	Design Management
02005-NTT-00-PS-AD WA12 MA	HNTB Corporation	Landscape Design Services
02516-NTT-00-PS-PM	Kleinfelder Central, Inc.	MSE Wall Independent Design Check
02056-NTT-00-PS-EN WA 48	Kellogg Brown & Root Services, Inc.	Construction Manager
02888-SH121-00-PS-MA	Lamb-Star Engineering, LP	Seg. 1,2,3 & 4 Landscape Construction Manager
02389-SH121-00-PS-PM	Terracon Consultants, Inc.	Segment 4 Quality Control Materials Testing
02390-SH121-00-PS-PM	Rone Engineers, Inc.	Seg 1, 2, 3 & 5 Materials Testing
02547-NTT-00-PS-PM	Terracon Consultants, Inc.	MSE Wall Independent Design Check
02589-NTT-00-PS-PM WA 01	Atkins North America, Inc.	Wall Engineer Support Services



**TABLE 11 – ESTIMATE OF PROJECT COSTS AT COMPLETION**

No.	Description	Engineering Report Estimate, November 2007	Estimated Cost, June 2012	Actual Expenditures, June 2012
1	Segments 1, 2	\$14,163,718	\$18,868,250	\$18,868,250
2	Segments 3N <sup>1</sup>	\$72,575,945	\$64,011,520	\$64,011,520
3	Segments 3S	\$57,851,840	\$52,602,322	\$52,602,322
4	Exchange Parkway Improvements <sup>1</sup>	\$ -	\$15,793,523	\$15,793,523
5	Segment 4	\$155,085,553	\$208,600,057	\$200,207,536
6	Segment 5	\$92,843,188	\$81,365,263	\$74,063,545
7	Toll Gantries, Equipment	\$17,626,759	\$13,176,766	\$12,522,465
8	Construction Management	\$33,138,619	\$34,253,037	\$33,747,554
9	Miscellaneous Construction <sup>2</sup>	\$21,172,724	\$57,442,924	\$51,332,789
-	Reimbursement <sup>3</sup>	\$ -	\$(14,047,513)	\$(14,047,513)
<b>Subtotal (1-9) Construction</b>		<b>\$464,458,346</b>	<b>\$532,066,149</b>	<b>\$509,101,991</b>
10	PS&E (Plans, Specifications & Estimates) <sup>1</sup>	\$37,213,460	\$54,691,749	\$54,587,712
11	PS&E (Administrative)	\$11,437,618	\$28,055,267	\$26,282,772
12	Other Agency Costs	\$150,000	\$496,618	\$444,230
<b>Subtotal (10-12) Engineering</b>		<b>\$48,801,078</b>	<b>\$83,243,634</b>	<b>\$81,314,714</b>
13	Project Contingencies	\$125,551,276	\$23,500,916	\$ -
<b>Project Total (1-13) <sup>4</sup></b>		<b>\$638,810,700</b>	<b>\$638,810,700</b>	<b>\$590,416,706</b>

**NOTES:**

<sup>1</sup> An Interlocal Agreement (ILA) with the cities of McKinney and Allen and Collin County was approved to fund a change to the Exchange Parkway intersection to improve access to the Sam Rayburn Tollway. A deductive change order was executed in the amount of \$5.6M to remove the prior Exchange Parkway scope from the Segment 3N contract requirements. A separate contract was created to address the new requirements for the Exchange Parkway improvements.

<sup>2</sup> The estimated miscellaneous construction cost includes material testing, utility relocations, proposed right of way and easements, landscape and fiber optic cable installation. This line includes right of way purchases in the amount of \$11.3M which are to be reimbursed to the Project by TxDOT.

<sup>3</sup> This line refers to reimbursements from Collin County and the cities of Allen and McKinney for Exchange Parkway improvements, Segment 2 sound wall coating improvements agreed to with the City of Coppell, Segment 4 third-party damage reimbursements and TxDOT ROW reimbursements.

<sup>4</sup> Future capacity improvements for Segments 1-5 are not included in the above estimate.

**TABLE 12 - CASH FLOW DRAW SCHEDULE**

Period Ending <sup>1</sup>	Original Semi-Annual Estimate, December 2007	Original Cumulative Estimate, December 2007	Semi-Annual Actual, June 2012	Cumulative Actual, June 2012	Semi-Annual Estimate, June 2012 <sup>1,2</sup>	Cumulative Estimate, June 2012
Dec. 31, 2007	\$12,804,925	\$12,804,925	\$12,804,925	\$12,804,925		
June 30, 2008	\$66,689,438	\$79,494,363	\$41,070,815	\$53,875,740		
Dec. 31, 2008	\$84,918,350	\$164,412,713	\$102,075,318	\$155,951,059		
June 30, 2009	\$103,636,169	\$268,048,882	\$128,276,304	\$284,227,363		
Dec. 31, 2009	\$106,341,227	\$374,390,109	\$74,454,634	\$358,681,997		
June 30, 2010	\$125,468,501	\$499,858,610	\$55,111,412	\$413,793,409		
Dec. 31, 2010	\$56,476,173	\$556,334,783	\$86,008,900	\$499,802,309		
June 30, 2011	\$31,527,887	\$587,862,670	\$44,459,339	\$544,261,648		
Dec. 31, 2011	\$25,383,916	\$613,246,586	\$36,136,206	\$580,397,854		
June 30, 2012	\$11,432,366	\$624,678,952	\$10,018,852	\$590,416,706		
Dec. 31, 2012	\$8,041,313	\$632,720,265			\$19,830,247	\$610,246,952
June 30, 2013	\$6,090,435	\$638,810,700			\$1,939,871	\$612,186,824
Dec. 31, 2013					\$654,726	\$612,841,550
June 30, 2014					\$871,660	\$613,713,210
Dec. 31, 2014					\$305,791	\$614,019,002
June 30, 2015					\$24,791,698	\$638,810,700

**NOTES:**

<sup>1</sup> The last two years of projected costs above reflect mandatory landscape maintenance periods of 18 months (Segments 1, 2, 3, 4 & 5).

<sup>2</sup> The above estimate includes contingency that may or may not be expended.



## CORRIDOR SCHEDULE

### The major milestone dates for the SRT Project are as follows:

**Segment 1 & 2:** This part of the Project opened to traffic in July 2006 by TxDOT, and the NTTA service commencement occurred September 2008. The NTTA improvements are complete and contracts have been closed out by the NTTA.

**Segment 3S:** Main lanes are complete and open to traffic. The contract is complete and has been closed out by the NTTA.

**Segment 3N:** Main lanes are complete and open to traffic. The contract is complete and has been closed out by the NTTA.

**Exchange Parkway Improvements:** Main lanes and sand stockpile facility are complete and main lanes open to traffic. The contract is complete and has been closed out by the NTTA.

**Segment 4:** All improvements required for service commencement by the NTTA were substantially completed by Dec. 1, 2010 and opened to traffic. The landscape and irrigation improvements project for Segment 4 was advertised in August 2011. The landscape

and irrigation improvement project is expected to be a 12-month construction period and an 18-month maintenance and warranty period. Notice to proceed was issued by the NTTA on Feb. 7, 2012 and construction is approximately 30% complete.

**Segment 5:** Notice to proceed was issued Feb. 4, 2010. The NTTA opened four direct-connection ramps on Oct. 31, 2011 and the remaining four direct-connection ramps opened in stages through Nov. 14, 2011. The interchange at the Dallas North Tollway is complete and open to traffic. The construction contract is complete and is being closed out by the NTTA. The landscape and irrigation improvements project for Segment 5 was advertised in April 2012, anticipated to be awarded in late July to early August and a notice to proceed issued in August 2012. The landscape and irrigation improvement project is expected to be a 12-month construction period and an 18-month maintenance and warranty period. The total construction period for the project would be 30 months.





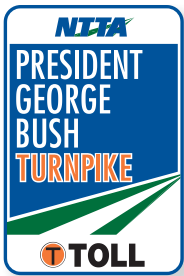
# PGBT Eastern Extension

## Semi-Annual Progress Report No. 8

June 2012



## GENERAL INTRODUCTION



The President George Bush Turnpike (PGBT) Eastern Extension Project (the “Project”, “PGBT EE”) is located entirely in Dallas County, beginning from the existing terminus of PGBT at State Highway (SH) 78 in Garland, extending east through the City of Sachse, turning south through the cities of Rowlett and

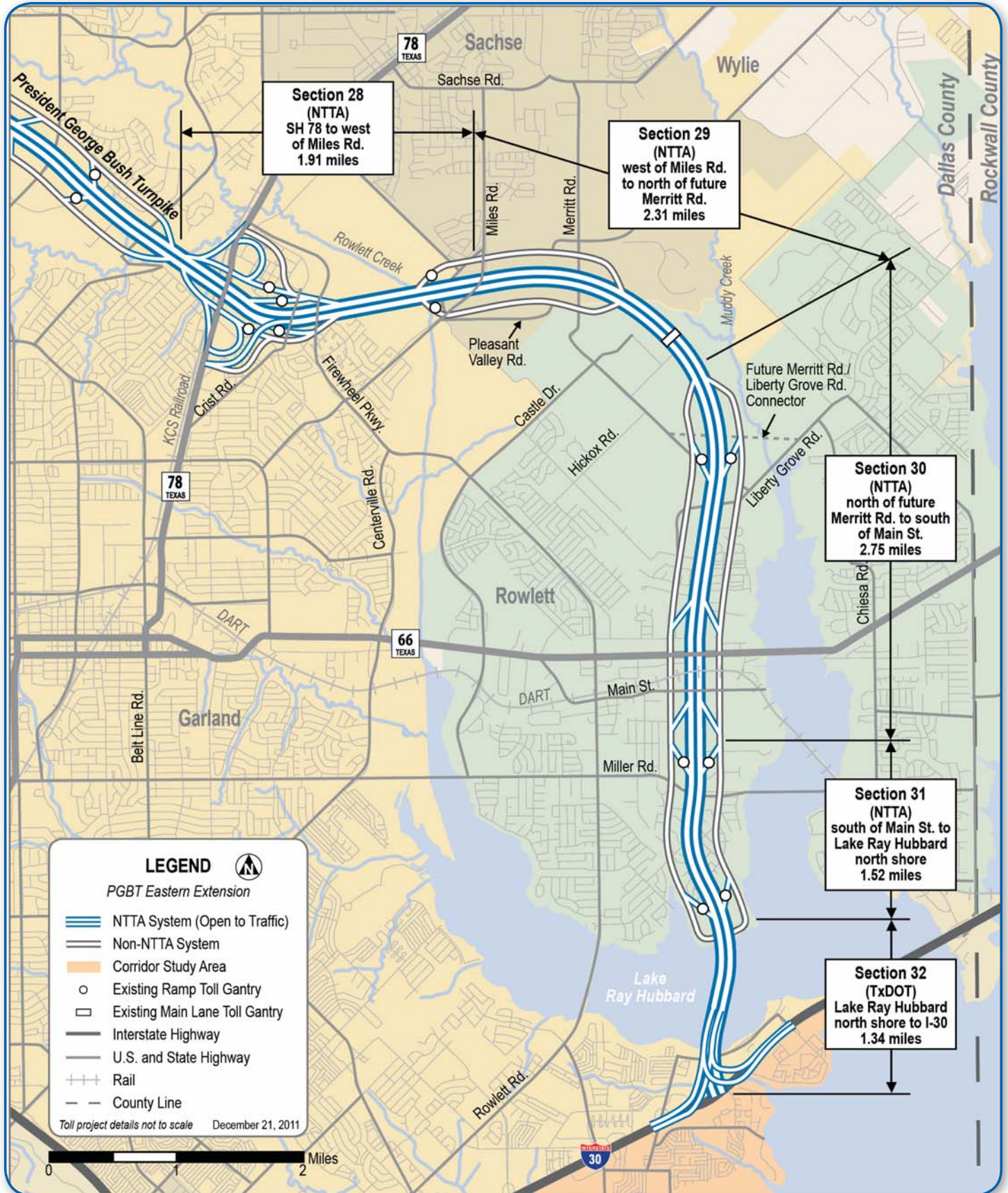
Dallas, and terminating at Interstate Highway (I) 30 in Garland, a distance of approximately 9.9 miles.

Prior to the start of this project in late 2005, the NTTA completed construction and opened to traffic the frontage roads from SH 78 to Firewheel Parkway in Garland in conjunction with the opening of Firewheel Mall. The advanced frontage road project is adjacent to the northwest portion of the Project in Section 28. The six-lane project (expandable to eight) is divided into five sections for the

purposes of managing and expediting design and construction (refer to Figure 4 on page 30). Sections 28-31 were designed and constructed by the NTTA, while Section 32 was designed and constructed by TxDOT. A total of 12 ramp connections to or from the Project have an overhead gantry allowing placement of all electronic toll collection (all-ETC) equipment. One main lane All-ETC gantry, located northwest of future Merritt Road in Section 29, provides six toll collection lanes (three each direction with provision for expansion to eight total lanes). All lanes are dedicated non-stop express lanes to expedite the flow of traffic through the gantries, improve traffic safety and air quality, and provide for ease of maintenance.



Figure 4: President George Bush Turnpike Eastern Extension Corridor Map



## DESIGN AND CONSTRUCTION STATUS

Design and construction status information has been summarized by segment in Tables 13 and 14 on pages 32 and 33. Additional service providers key to the project are shown in Table 15.

## ESTIMATE OF PROJECT COSTS

The original estimated cost of the Project (Sections 28-32) was \$1,037,150,116, plus \$2,601,438 for ITS equipment, for a total of \$1,039,751,554. In the fall of 2010, the General Engineering Consultant (GEC) re-evaluated the project cost based upon bids received as well as construction and construction change orders to date. The Project total at completion was estimated at \$958 million at that time. Again, in February 2011, the GEC re-evaluated the project resulting in a new estimate at completion cost for the Project of \$834,500,000.

TxDOT committed to fund the design and construction of Section 32 (originally estimated at approximately \$254M, currently estimated to be approximately \$205.5M). In addition to constructing Section 32 of the Project, TxDOT provided a Toll Equity Grant (approximately \$160M) to be used primarily for right of way acquisition and utility relocations. Based on the current outlook of the Project, the entire Toll Equity Grant will not be required for right of way, utility relocation and similar costs. Within the agreement authorizing the Toll Equity Grant, TxDOT and the NTTA agreed to allow the unused portion of the grant to be applied to other Project costs so that the entire amount of that grant would be applied to the Project. In turn, the NTTA agreed to revenue-sharing with TxDOT on the Project, subject to the terms agreed to in the Second Amendment to the Project Agreement dated Dec. 21, 2011.

Several factors, including unforeseen escalation of prices and wages, labor or material shortages and 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 our professional judgment of the construction industry; it is our belief that the Project can be constructed within the limits



described for the estimated cost given herein. However, the nature of the construction industry precludes the provision of a 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, materials or equipment costs, the contractors' methods of determining bid prices, competitive bidding, market or negotiating conditions. The estimate of construction costs given in progress reports will be monitored as work progresses on the Project. The draw schedule of expected costs are shown in semi-annual increments for the estimated period of construction to meet the cost of the PGBT Eastern Extension Project, including funds allocated for project contingencies, is shown in Table 17.



**TABLE 13 - DESIGN AND CONSTRUCTION STATUS SUMMARY**

Category	Segment 28 West of SH 78 to west of Miles Rd. (1.91 miles)	Segment 29 West of Miles Rd. to north of future Merritt Rd. Connector (2.31 miles)	Segment 30 North of future Merritt Rd. to south of Main St. (2.75 miles)	Segment 31 South of Main St. to north shore of Lake Ray Hubbard (1.52 miles)	Segment 32 North shore of Lake Ray Hubbard to IH 30 (1.34 miles)
Design Consultant	Jacobs Engineering Group, Inc.	Half Associates, Inc.	PB Americas, Inc.	Atkins North America, Inc.	HDR Engineering, Inc. (for TxDOT)
Design Notice to Proceed	Aug. 15, 2005	Aug. 15, 2005	Aug. 15, 2005	Aug. 15, 2005	Information Not Available
Current Status of PS&E	Complete	Complete	Complete	Complete	Complete
Letting Dates	Aug. 14, 2008	Sept. 25, 2008	April 17, 2008	Nov. 06, 2008	Aug. 07, 2008
Construction Contract	02007-PGB-06-CN-EN	02009-PGB-06-CN-EN	02011-PGB-06-CN-EN	02013-PGB-06-CN-EN	TxDOT Contract
Contractor	Webber, LLC	Texas Sterling Construction, LP	Zachry Construction Corporation	Williams Brothers Construction Co., Inc.	Austin Bridge & Road, LP (for TxDOT)
Construction Notice to Proceed	January 2009	January 2009	August 2008	March 2009	December 2008
Current Status of Construction	99% Complete. Substantially Complete, pending punch list items	99% Complete. Substantially Complete, pending punch list items	99% Complete. Substantially Complete, pending punch list items	98% Complete. Substantially Complete, pending punch list items	98% Complete. Substantially Complete, pending punch list items (TxDOT managing)
Open-to-Traffic Date (Original/Actual)	Late 2011 / Dec. 21, 2011	Late 2011 / Dec. 21, 2011	Late 2011 / Dec. 21, 2011	Late 2011 / Dec. 21, 2011	Late 2011 / Dec. 21, 2011



**TABLE 14 - LANDSCAPE STATUS SUMMARY**

	Section 28 Landscape & Irrigation Improvements	Section 29 Landscape & Irrigation Improvements	Sections 30, 31 & 32 Landscape & Irrigation Improvements
Contractor	TBD	TBD	TBD
Construction Contract	02435-PGB-06-CN-MA	02942-PGB-06-CN-MA	02943-PGB-06-CN-MA
Advertisement Date	TBD	TBD	TBD
Construction Notice to Proceed	TBD	TBD	TBD
Construction Duration	6 Months	6 Months	6 Months
Status of Construction	Pending Notice to Proceed	Pending Notice to Proceed	Pending Notice to Proceed
Warranty Duration	18 Months	18 Months	18 Months

**TABLE 15 – ADDITIONAL SERVICE PROVIDERS**

Contract Number	Firm	Description
02005-NTT-00-PS-AD	HNTB Corporation	General Engineering Consultant
FSF-73, 02023-NTT-00-PS-MA	Jacobs Engineering Group, Inc.	Schematics, Section 30 MSE Wall Design
02005-NTT-00-PS-AD WA 11 MA	HNTB Corporation	Landscape Design Services
02056-NTT-00-PS-EN WA 06	Kellogg Brown & Root Services, Inc.	Section 28-A Construction Management Services
02057-PGB-06-IL-EN TO 01	Dallas, Garland & Northeastern Railroad	Signal Design, Construction, RR Construction Oversight
02418-NTT-00-PS-PM WA 01	HDR Engineering, Inc.	Section 28 Construction Management Services
02424-NTT-00-PS-PM WA 01, 02	Tollway Transportation Team	Section 29 Construction Management Services
02058-NTT-00-PS-EN WA 08 EE	Atkins North America, Inc.	Section 30 and Corridor Construction Management Services
02424-NTT-00-PS-PM WA 02	Tollway Transportation Team	Section 31 Construction Management Services
02394-PGB-00-PS-PM	AMEC Environmental & Infrastructure, Inc.	Section 30 Quality Control Materials Testing
02395-PGB-00-PS-PM	Southwestern Testing Laboratories, LLC	Sections 28-31 Quality Assurance Materials Testing
02402-PGB-00-PS-PM	Michael Baker Jr., Inc.	Environmental Compliance Team
02557-NTT-00-PS-PM WA 01	Kleinfelder Central, Inc.	Retaining Wall System Engineering Services
02547-NTT-00-PS-PM TO 02	Terracon Consultants, Inc.	MSE Wall Independent Design Check
02589-NTT-00-PS-PM WA 03	Atkins North America, Inc.	Additional Shop Drawing Review & Coordination for MSE Wall Evaluations
02644-NTT-00-PS-PM WA 01	Raba-Kistner Infrastructure, Inc.	Quality Assessment Program

**TABLE 16 – ESTIMATE OF PROJECT COSTS AT COMPLETION**

No.	Description	Proposed Engineering Report Estimate, August 2008 <sup>5</sup>	Estimated Cost, June 2012	Actual Expenditures, June 2012
1	Section 28	\$124,785,106	\$117,270,181	\$115,097,862
2	Section 29	\$86,658,563	\$59,798,691	\$58,248,500
3	Section 30	\$160,936,511	\$130,098,910	\$126,043,406
4	Section 31	\$65,980,548	\$59,580,301	\$56,647,571
5	Toll and ITS Equipment <sup>1</sup>	\$9,817,500	\$4,468,544	\$3,715,191
6	Construction Management	\$31,371,535	\$26,186,447	\$21,328,354
7	Miscellaneous Construction <sup>2</sup>	\$8,235,919	\$20,118,527	\$8,318,700
<b>Subtotal (1-7) Construction</b>		<b>\$487,785,682</b>	<b>\$417,371,601</b>	<b>\$389,399,584</b>
8	PS&E (Plans, Specs, Estimates) & Admin.	\$30,367,525	\$52,833,119	\$50,829,280
9	ROW Acquisition and Utility Relocations	\$166,844,730	\$124,225,455	\$123,485,797
10	Other Agency Costs	\$11,095,916	\$3,365,571	\$2,682,421
<b>Subtotal (8-10) Engineering and Agency Costs</b>		<b>\$208,308,171</b>	<b>\$180,424,145</b>	<b>\$176,997,498</b>
11	Project Contingency	\$92,643,362	\$31,231,355	\$ -
<b>Costs (1-11) <sup>3</sup></b>		<b>\$788,737,215</b>	<b>\$629,017,100</b>	<b>\$566,397,081</b>
12	Section 32 <sup>4</sup>	\$251,014,339	\$205,482,900	
<b>Project Total (1-12)</b>		<b>\$1,039,751,554</b>	<b>\$834,500,000</b>	

**NOTES:**

<sup>1</sup> The cost of toll gantry and ITS infrastructure construction is included within the construction cost of each section.

<sup>2</sup> Miscellaneous construction cost includes landscaping, materials testing and other special features.

<sup>3</sup> A Toll Equity Grant in the amount of \$160 M has been supplied by TxDOT to be used primarily for ROW acquisitions, utility relocations or any other costs for the Project agreed to mutually between The NTTA and TxDOT. The City of Rowlett has provided \$788,000 for requested design and construction accommodations.

<sup>4</sup> Under the two-party agreement, TxDOT is responsible for the design, construction and construction management of Section 32.

<sup>5</sup> The amount shown above for the Proposed Engineering Report Estimate does not include bond discounts, interest during and after construction, and other costs associated with Bond closing costs. The amount includes additional tolling and ITS equipment that was not incorporated into the original estimate of \$1,037,150,116.

**TABLE 17 - CASH FLOW DRAW SCHEDULE**

Period Ending <sup>1</sup>	Original Semi-Annual Estimate, December 2008	Original Cumulative Estimate, December 2008	Semi-Annual Actual, June 2012	Cumulative Actual, June 2012	Semi-Annual Estimate, June 2012 <sup>2,3</sup>	Cumulative Estimate, June 2012
June 30, 2005 <sup>1</sup>	\$4,582,276	\$4,582,276	\$4,582,276	\$4,582,276		
Dec. 31, 2005 <sup>1</sup>	\$9,708,328	\$14,290,603	\$9,708,328	\$14,290,603		
June 30, 2006 <sup>1</sup>	\$2,043,202	\$16,333,806	\$2,043,202	\$16,333,806		
Dec. 31, 2006 <sup>1</sup>	\$164,407	\$16,498,212	\$164,407	\$16,498,212		
June 30, 2007 <sup>1</sup>	\$298,728	\$16,796,941	\$298,728	\$16,796,941		
Dec. 31, 2007 <sup>1</sup>	\$39,736	\$16,836,677	\$39,736	\$16,836,677		
June 30, 2008 <sup>1</sup>	\$ -	\$16,836,677	\$ -	\$16,836,677		
Dec. 31, 2008	\$124,031,352	\$140,868,029	\$124,031,352	\$140,868,029		
June 30, 2009	\$120,169,173	\$261,037,203	\$106,566,929	\$247,434,959		
Dec. 31, 2009	\$77,128,238	\$338,165,441	\$56,003,487	\$303,438,446		
June 30, 2010	\$127,802,395	\$465,967,836	\$65,227,194	\$368,665,639		
Dec. 31, 2010	\$56,109,695	\$522,077,531	\$65,204,966	\$433,870,604		
June 30, 2011	\$51,948,261	\$574,025,791	\$43,065,165	\$476,935,769		
Dec. 31, 2011	\$47,803,671	\$621,829,462	\$69,367,404	\$546,303,173		
June 30, 2012	\$166,907,753	\$788,737,215	\$20,093,907	\$566,397,081		
Dec. 31, 2012					\$11,830,241	\$578,227,322
June 30, 2013					\$6,916,224	\$585,143,546
Dec. 31, 2013					\$1,531,201	\$586,674,747
June 30, 2014					\$1,193,964	\$587,868,711
Dec. 31, 2014					\$41,148,389	\$629,017,100

**NOTES:**

<sup>1</sup> In 2005, the NTTA completed construction and opened to traffic frontage roads from SH 78 to Firewheel Parkway prior to the opening of Firewheel Mall on the north side of the Project, as indicated above between June 30, 2005 and June 30, 2008.

<sup>2</sup> The last one year and six months of projected costs above reflect the costs of a mandatory 18-month landscape maintenance period.

<sup>3</sup> This estimate includes contingency that may or may not be expended.

## CORRIDOR SCHEDULE

Per the 2008 Engineering Report, PGBT EE was targeted to open late in 2011. The actual open to traffic date for all sections was Dec. 21, 2011. Activities remaining for the corridor include landscaping and a sand stockpile facility for snow and ice mitigation.

There are three landscape and irrigation improvement projects that will be let for the corridor, one for Section 28, one for Section 29 and one for Sections 30, 31 and 32. The original projected date to let the three projects was June 2012. However, they have been temporarily postponed to allow the NTTA to study noise level concerns raised by several communities along the corridor. Once the NTTA completes their assessment of the claims by homeowner groups in light of compliance with the approved environmental plan for the corridor, the NTTA will formulate a response to the various communities that may include additions to the original landscape plans for the corridor. Each landscape installation is envisioned to require a six-month construction period, which would then transition to an 18-month maintenance and warranty period which would result in total project duration of 24 months.

The snow and ice sand stockpile facility location is a site currently occupied by TxDOT, which is supporting their construction activities for Section 32. It is anticipated that TxDOT will complete their activities for Section 32 and vacate the future sand stockpile location late in 2012, allowing the NTTA to potentially design and construct the facility late in 2012 to early in 2013.

