



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

President George Bush Turnpike  
Western Extension (formerly SH 161)  
Progress Report No. 3

Chisholm Trail Parkway  
Progress Report No. 2

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## CONSULTING ENGINEER PROJECT DIRECTOR'S LETTER

As described in the requirements set forth in the Special Projects System Trust Agreement Section 402 (j), the Consulting Engineers are to prepare a progress report at least once every six months during the design and construction of a project financed by public bonds. Projects included in the NTTA's Special Projects System (SPS) which are subject to this requirement include the President George Bush Turnpike Western Extension (PGBT WE) and the Chisholm Trail Parkway (CTP) toll projects. Each of these projects is being constructed with financing through public bonds and as such is the subject of this period's semi-annual report.

The Authority adheres to the requirements outlined in a comprehensive Trust Agreement which governs the affairs of the projects financed with public bonds. The report is to include (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, 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, and the original estimates (budget) 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 for this period's report.

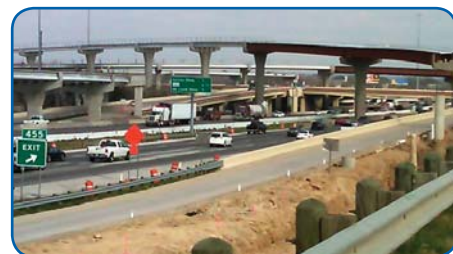
Respectfully submitted,  
HNTB Corporation



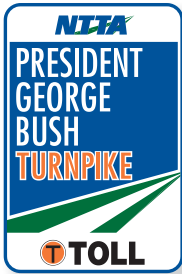
Stephanie L. Halliday, P.E.  
General Engineering Consultant Project Director



President George Bush Turnpike  
Western Extension (formerly SH 161)  
Semi-Annual Progress Report No. 3  
August 2012



## GENERAL INTRODUCTION



The Project extends the existing State Highway 161 (SH 161) approximately 11.5 miles south from its tie-in at the existing State Highway 183 (SH 183) interchange, crossing Interstate Highway 30 (I-30), terminating at Interstate Highway 20 (I-20), which extends the loop around the City of

Dallas and its suburbs. The Project is a joint effort between the NTTA, the Texas Department of Transportation (TxDOT) and the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG).

The proposed ultimate typical section along the Project generally consists of three-lane frontage roads in each direction, eight main lanes (four lanes in each direction), and one- or two-lane slip ramps. The initial main lane construction from I-20 to I-30 consists of four main lanes (two lanes in each direction). The initial main lane configuration from I-30 to SH 183 consists of six main lanes (three lanes in each direction).

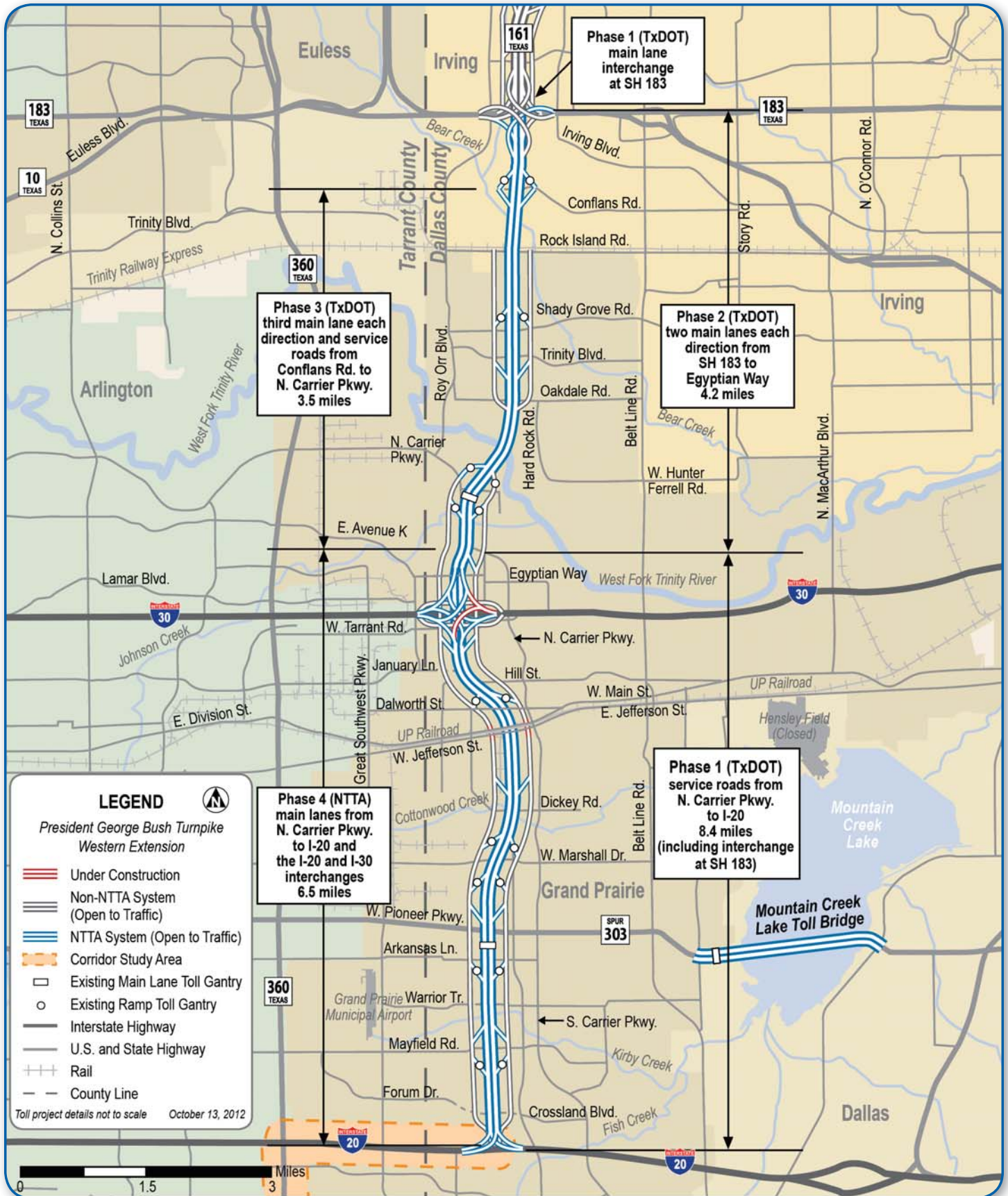
The Project was divided into four phases for purposes of managing and expediting the design and construction (refer to Figure 1 on

page 7). All design and construction contracts for Phases 1, 2 and 3 have been procured and managed by TxDOT, with the exception of the delivery of the toll gantries and toll collection equipment. The NTTA was responsible for design and construction of all ramp gantries and associated ITS equipment for Phases 2 and 3 and will add the NTTA Design Guidelines to the landscaping aspect of the Project as agreed with TxDOT. Phase 4 of the Project is being delivered by the NTTA using Design-Build methods to expedite the delivery of the Project.

The current total estimated cost for all NTTA deliverables for the Project, exclusive of interest, financing and an upfront acquisition payment, but including a contingency allocation, is \$546,598,381. Table 3 on page 12 shows all expenditures through August 2012 for the Project. The remaining estimated funds required for the project are presented in semi-annual increments, including funds allocated for project contingencies, in Table 4, on page 13 of the report. Throughout the report, the cutoff date for financial information is August 31, 2012, while information found in the narrative portions may include details as current as the report release date, October 26, 2012.



Figure 1: PGBT Western Extension Project Corridor Location and Phases



## DESIGN AND CONSTRUCTION STATUS

### PGBT WE Phase 1 (0.89 miles)

Frontage Roads from I-20 to North of I-30 (at Carrier Pkwy), SH 183/SH 161 Interchange

- Design consultant: TxDOT
- Right of way: Acquisition by TxDOT - Complete
- Prime contractor: Constructed by TxDOT
- Open-to-traffic date: 2007-2009
- Construction status: 100% Complete

Phase 1 of the Project begins at I-20 and extends to north of I-30 (at Carrier Parkway), which was comprised of improvements designed and constructed by TxDOT including frontage roads and cross-streets. The frontage road improvements consist of three lanes in each direction. The cross-street improvements consist of four- to six-lane thoroughfares with U-turns. The frontage roads and cross-streets constructed in Phase 1 have been completed and opened to traffic in various stages between 2007 and 2009. Phase 1 also included the fully-directional SH 183/SH 161 interchange improvements, which is also complete and open to traffic.

### PGBT WE Phase 2 (4.21 miles)

From north of I-30 (at Carrier Pkwy) to SH 183 Interchange (NB lanes)

- Design consultant: TxDOT
- Right of way: Acquisition by TxDOT - Complete



- Prime contractor: Constructed by TxDOT (Williams Brothers Construction Co., Inc.)
- Open-to-traffic date: August 2, 2009
- Construction status: 100% Complete

Phase 2 of the Project begins north of I-30 (at Carrier Parkway) and extends to SH 183 (at Conflans Road). The improvements designed and constructed by TxDOT consisted of frontage roads, cross streets, slip ramps and main lanes. The frontage road improvements consisted of three lanes in each direction. The cross-street improvements consisted of four- to six-lane thoroughfares with U-turns. In the northbound direction, one permanent slip ramp entrance and one temporary slip ramp exit were constructed. In the southbound direction, one permanent and one temporary exit slip ramp were constructed until Phase 3 (southbound half of main lane construction) was completed. The temporary slip ramps remained open until Phase 4 was opened to traffic. Main lane improvements consisted of the northbound half of construction for the entire length of Phase 2.

Once Phase 2 was completed, and until Phase 3 was completed in April of 2010, two lanes in each direction were open to traffic. The northbound main lane bridges consisted of the structures over the Trinity River, Rock Island Road, Dallas Area Rapid Transit Trinity Railway Express (DART TRE) rail line, Bear Creek and Conflans Road. All of the main lane bridges were constructed to a sufficient width to accommodate up to 10 lanes. However, the initial condition is six lanes (three lanes in each direction) after Phase 3 opened to traffic. In the ultimate configuration, eight main lanes will be striped (four in each direction). On August 2, 2009, two lanes in each direction opened to traffic in a temporary configuration while work continued





on the remaining elements of Phases 2 and 3 of the Project. To collect tolls when Phase 2 was opened to traffic, NTTA designed and constructed the additional signing, pavement markings, all electronic toll collection (all-ETC) equipment and ITS equipment required to implement the three ETC ramp gantries and one main lane gantry between Carrier Parkway and Sunnyvale Road/Lower Tarrant Road in Phase 2.

### **PGBT WE Phase 3 (4.21 miles)**

From north of I-30 (at Carrier Pkwy) to SH 183 Interchange (SB lanes)

- Design consultant: TxDOT
- Right of way: Acquisition by TxDOT - Complete
- Prime contractor: Constructed by TxDOT (Williams Brothers Construction Co., Inc.)
- Open-to-traffic date: April 10, 2010
- Construction status: 100% Complete

Phase 3 of the Project begins immediately north of I-30 (south of Carrier Parkway) and extends to SH 183 (at Conflans Road). The improvements designed and constructed by TxDOT consisted of permanent slip ramps, a temporary slip ramp and main lanes. In the southbound direction, four permanent slip ramp entrances and three permanent slip ramp exits were constructed. The southernmost permanent slip ramp entrance remained closed to southbound traffic until Phase 4 was completed and the temporary exit ramp will be removed. In the northbound direction, three permanent slip ramp entrances and four permanent slip ramp exits were constructed as part of Phase 2 of the Project. Main lane improvements consisted of



the southbound half of construction for the entire length of Phase 3. The remaining southbound half of the main lane bridges consists of the structures over the Trinity River, Rock Island Road, DART TRE rail line, Bear Creek and Conflans Road. All of the main lane bridges were constructed by TxDOT to a width that will accommodate up to 10 lanes, but are only planned to be striped to eight lanes (four lanes in each direction) in the ultimate configuration. Since Phase 3 opened to traffic in April of 2010, the roadway is striped for six lanes (three lanes in each direction). To collect tolls, NTTA designed and constructed the additional signing, pavement markings, and all-ETC and ITS equipment required to implement the six ETC ramp gantries and one main lane gantry between Carrier Parkway and Sunnyvale Road/Lower Tarrant Road in Phase 3.

### **PGBT WE Phase 4 (6.63 miles)**

From I-20 to just north of I-30 (at Carrier Parkway)

- Design consultant: Prairie Link Constructors JV (PLC)
- Right of way: Acquisition by TxDOT - Complete
- Prime contractor: Prairie Link Constructors JV (PLC)
- Open-to-traffic date: October 2012
- Design/Build status – 89% Complete

Phase 4 of the Project begins at I-20 and extends to north of I-30 (south of Carrier Parkway). The improvements designed and being constructed by NTTA consist of direct connector ramps, slip ramps, main lanes, frontage roads, and ETC and ITS equipment. At the I-20 interchange, the improvements consist of a four-level interchange with four direct connector ramps. All of the direct connector ramps are striped and open as two lanes. In this phase of construction there are main lane bridges for Forum Road/Crossland Road, Mayfield Road, Kirby Creek, future Warrior Trail, Arkansas Lane, Pioneer Parkway, Marshall Drive, Cottonwood Creek, SE 14th Street/Dickey Road and January Lane/Hill Street. Cross-street bridges for Jefferson Street, Main Street, Dalworth Street, and Tarrant Road are included in this phase of construction. All of the main lane bridges were constructed to an ultimate configuration of eight lanes (four lanes in each direction). As of the opening of this phase, the bridges are striped to accommodate four lanes (two lanes in each direction) to match the main lane pavement configuration. Eighteen slip ramps were constructed in this phase of construction. Ten of the slip ramps included installation of ETC ramp gantries.

In addition, a main lane gantry is located between Arkansas Lane and Pioneer Parkway equipped with ETC equipment.

At the I-30 interchange, the improvements consist of a fully-directional, five-level interchange with eight direct connector ramps. The SB PGBT WE to WB I-30 and EB I-30 to NB PGBT WE direct connector ramps are designed for two lanes but the SB PGBT WE to WB I-30 is initially striped as one lane. Three of the direct connector ramps are depressed underneath the frontage road intersection box. Frontage road bridges were constructed to accommodate the depressed direct connector ramps as well as the main lanes of PGBT WE. The Phase 4 main lanes opened October 13, 2012 and are substantially complete. Based on the Project Agreement, the NTTA and TxDOT agreed to allow a phased opening of the direct connector ramps at I-30. The two high-volume direct connector ramps at I-30—the east-to-north and the south-to-west direct connectors—and four of the six lower traffic volume direct connectors also opened October 13, 2012. The remaining two lower volume direct connector ramps (WB I-30 to NB PGBT

WE and WB I-30 to SB PGBT WE) are anticipated to be open to traffic in early 2013, several months ahead of the original schedule.

Within the limits of Phase 4, there is a separate portion of construction consisting of a railroad bridge over the PGBT WE main lanes and two new at-grade crossings of the SH 161 frontage roads and the Union Pacific Railroad (UPRR) work (Main Street and Jefferson Boulevard). TxDOT was responsible for the development of the plans for the UPRR work, per the Project Agreement, and the NTTA obtained an agreement with UPRR, TxDOT, and the City of Grand Prairie for development and construction. The UPRR work is expected to be complete by the end of 2012.

In addition to the design firms identified in the previous section, Table 1 below lists the contracts that have been awarded for additional services related to the Project. On the following page, Table 2 summarizes the design and construction status of the Project.

**TABLE 1 – ADDITIONAL ENGINEERING SERVICES PROVIDERS**

Contract Number	Firm	Description
02016-NTT-00-PS-IT (WA07, 08)	Aero-Metric, Inc.	Aerial Photography
02023-NTT-00-PS-MA : TO 50	Jacobs Engineering, Inc.	Snow and Ice Sand Stockpile Site Layouts
02056-NTT-00-PS-EN (WA63, 65)	Kellogg, Brown & Root Services, Inc.	Phase 2 Steel Inspection
02056-NTT-00-PS-EN (WA64)	Kellogg, Brown & Root Services, Inc.	Phase 2 & 3 Toll Gantry Construction Management
02058-NTT-00-PS-EN (WA04, 08-10)	Atkins North America, Inc.	Construction Management
02166-NTT-00-IL-PM : TO 01 SH161	TxDOT	Material Inspection & Testing Services
02359-SH161-00-PS-PM (WA01-04)	HDR Engineering, Inc.	Phase 4 Corridor Management
02418-NTT-00-PS-PM (WA02, 03, 04)	HDR Engineering, Inc.	Phase 4 Construction Management
02443-SH161-00-PS-PM (WA01)	Cobb, Fendley & Associates, Inc.	Phase 2,3 Toll Gantry Design
02444-SH161-01-PS-PM (WA01, 02)	Kleinfelder Central, Inc.	Phase 2,3,4 Geotechnical Design
02671-NTT-00-PS-PM (WA01)	US ROW Acquisition Company, Inc.	ROW Acquisition and Utility Coordination Services
02623-SH161-00-CN-PM	AUI Contractors, LLC	Phase 2 Ramp Gantries – Steel Procurement
02622-SH161-00-DB-PM	Prairie Link Constructors JV	Phase 4 PS&E as part of Design-Build Contract
02644-NTT-00-PS-PM (WA02, 04)	Raba-Kistner Infrastructure, Inc.	Phase 4 Construction Management Support
02941-NTT-00-IL-PM : TO 03	TxDOT	Material Inspection & Testing Services
02946-SH161-03-CN-PM	Rebcon, Inc.	Snow and Ice Sand Stockpile Construction
03191-PGB-00-CN-IT	Traffic Control Devices, Inc.	Fiber Optic Cable Installation

**TABLE 2 – DESIGN AND CONSTRUCTION STATUS**

	Phase 1	Phase 2	Phase 3	Phase 4	UPRR Bridge
<b>Limits</b>	<b>Frontage Roads I-20 to I-30, SH 183 Interchange</b>	<b>Northbound Side I-30 to SH 183 Main lanes and Frontage Roads</b>	<b>Southbound Side I-30 to SH 183 Main lanes and Frontage Roads</b>	<b>I-20 to I-30 Main lanes, Interchanges at I-20 and I-30</b>	<b>Union Pacific Railroad Bridge over PGBT WE and At-Grade Crossings</b>
Design Consultant	TxDOT	TxDOT	TxDOT	Prairie Link Constructors JV	TxDOT
Design Notice to Proceed	Unknown	Unknown	Unknown	Nov. 10, 2009 (NTP 1)	Unknown
Current Status of PS&E	Complete	Complete	Complete	Complete	Complete
Letting Dates	Unknown	Unknown	Unknown	Nov. 06, 2008	Nov. 06, 2008
Construction Contract	TxDOT Contract	TxDOT Contract	TxDOT Contract	02622-SH161-00-DB-PM	02622-SH161-00-DB-PM
Contractor	TxDOT	TxDOT	Williams Brothers Construction Co. Inc.	Prairie Link Constructors JV	Prairie Link Constructors JV
Construction Notice to Proceed	Unknown	Unknown	Unknown	Feb. 26, 2010	Feb. 26, 2010
End Construction Date	Unknown	September 2010	September 2010	February 2013	February 2013
Current Status of Construction	100% Complete	100% Complete	100% Complete	Under construction – 89% Complete	Under construction – 89% Complete
Open-to-Traffic Date	2007-2009	August 2008	April 2009	October 2012*	December 2012

**NOTES:**

\*Two lower volume director ramps (WB I-30 to NB PGBT WE and WB I-30 to SB PGBT WE ) are anticipated to open in early 2013.

## ESTIMATE OF PROJECT FUNDS

Phase 1 actual construction, ROW, and pre-development costs totaled \$279,567,561 (information provided by TxDOT). Phase 2 and 3 costs for the Project were negotiated through the legislative SH 161 Market Valuation process. Per the Project Agreement between the NTTA and TxDOT dated July 30, 2009, the agreed-upon total Project costs for Phase 2 and 3 were \$231,614,424 and \$90,265,397, respectively (in nominal 2007 dollars). The agreed-upon negotiated value for Phases 1 through 3, in terms of the payment to TxDOT, was \$458,000,000 plus interest. This payment to TxDOT is in addition to the costs shown in Table 3 below.

Per the Project Agreement, TxDOT was responsible for the development of the plans for the UPRR work. For the development and construction of this part of the Project, the NTTA obtained an agreement with UPRR, TxDOT and the City of Grand Prairie. Pursuant to the agreement with TxDOT, the NTTA is responsible for all construction costs for the UPRR work, up to \$22,622,544. Any costs in excess of \$22,622,544 will be the responsibility of TxDOT.

As part of the Project Agreement, TxDOT has reimbursed the NTTA \$12,000,000 for the construction of the UPRR related work. The cost estimate for the NTTA portion of the Project (including Phase 4, the ETC/ITS project equipment in Phase 2 and 3, the UPRR work and landscaping) is reflective of actual bids received and estimates for items not yet bid.

Table 3 shows a summary of the Engineer's Estimate as of April 21, 2011 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. The current estimate at completion cost for Phase 4, as well as the ETC/ITS equipment in Phases 2 and 3, not including any future expansion lane widening or interest earned before or after construction, remains unchanged from the Engineer's Estimate at \$546,598,381.

The 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

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

No.	Description	Engineer's Estimate, April 2011	Estimate at Completion Cost, as of August 2012	Actual Expenditures, as of August 2012
1	Administration (incl. Corridor Management, Legal)	\$22,100,000	\$21,657,352	\$18,687,552
2	Planning	\$8,500,000	\$8,467,872	\$6,203,401
3	Design	\$5,000,000	\$4,234,676	\$3,160,612
4	Construction, Construction Management, Miscellaneous Construction <sup>1</sup>	\$461,904,130	\$468,447,363	\$370,748,902
5	ITS and Toll Gantry Equipment	\$12,146,440	\$6,996,719	\$4,310,144
6	ROW, Utilities	\$1,989,145	\$1,752,525	\$1,752,525
7	Project Contingencies	\$34,958,666	\$35,041,874	\$ -
<b>Project Total (1-7) <sup>2,3,4</sup></b>		<b>\$546,598,381</b>	<b>\$546,598,381</b>	<b>\$404,863,136</b>

**NOTES:**

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

<sup>2</sup> Under the Project Agreement, TxDOT is responsible for the design, construction, and construction management of Phases 1, 2 and 3, except for toll gantries and lane equipment.

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

<sup>4</sup> An Advance Funding Agreement with TxDOT provides for a reimbursement of \$12M to the NTTA for construction related to the UPRR bridge over the main lanes, the frontage road at-grade highway- railroad crossings, and the frontage road intersections with Main and Jefferson Streets.

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

## SCHEDULE

The major milestones for the Project are as follows:

### Phase 1:

- Opened in stages between 2007 and 2009.

### Phase 2:

- Opened to traffic in August 2, 2009.

- Landscape design anticipated to begin late in 2012, with construction to begin in late 2013.

### Phase 3:

- Opened to traffic on April 10, 2010.
- Landscape design anticipated to begin late in 2012, with construction to begin in late 2013.

### Phase 4:

- Mainlanes opened to traffic on October 13, 2012.
- The UPRR crossings are anticipated to be open to traffic at the end of 2012.
- Two remaining low volume connectors from WB I-30 are anticipated to be open to traffic in early 2013.
- Landscape design anticipated to begin late in 2012, with construction to begin in late 2013.

**TABLE 4 - DRAW SCHEDULE**

Period Ending <sup>1</sup>	Original Semi-Annual Estimate, August 2011	Original Cumulative Estimate, August 2011	Semi-Annual Actual, August 2012	Cumulative Actual, August 2012	Semi-Annual Estimate, August 2012 <sup>2</sup>	Cumulative Estimate, August 2012
Aug. 31, 2009	\$14,339,716	\$14,339,716	\$14,339,716	\$14,339,716		
Feb. 28, 2010	\$20,280,411	\$34,620,127	\$20,280,411	\$34,620,127		
Aug. 31, 2010	\$52,114,142	\$86,734,270	\$52,114,142	\$86,734,270		
Feb. 28, 2011	\$65,489,269	\$152,223,538	\$65,489,269	\$152,223,538		
Aug. 31, 2011	\$89,614,175	\$241,837,714	\$89,614,175	\$241,837,714		
Feb. 29, 2012	\$101,223,329	\$343,061,043	\$68,273,861	\$310,111,574		
Aug. 31, 2012	\$97,238,659	\$440,299,702	\$94,751,562	\$404,863,136		
Feb. 28, 2013	\$46,740,001	\$487,039,703			\$77,234,644	\$482,097,781
Aug. 31, 2013	\$14,966,117	\$502,005,820			\$14,635,766	\$496,733,547
Feb. 28, 2014	\$11,187,306	\$513,193,126			\$2,008,782	\$498,742,328
Aug. 31, 2014	\$245,700	\$513,438,826			\$1,158,414	\$499,900,742
Feb. 28, 2015	\$33,159,556	\$546,598,381			\$236,111	\$500,136,853
Aug. 31, 2015					\$180,000	\$500,316,853
Feb. 29, 2016					\$46,281,528	\$546,598,381

### NOTES:

<sup>1</sup> By Project Agreement with TxDOT, expenses are reported and forecasted in TxDOT fiscal year periods.

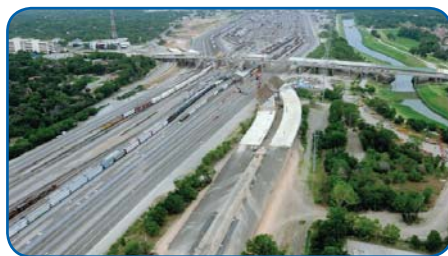
<sup>2</sup> The estimate shown in Table 4 includes contingency that may or may not be expended.



# Chisholm Trail Parkway

## Semi-Annual Progress Report No. 2

### August 2012



## GENERAL INTRODUCTION



The Chisholm Trail Parkway (CTP) progress report describes the location of the Project, as well as engineering design features, schedule and construction cost estimates for the Project. CTP is a 27.6 mile extension of the existing State Highway 121 (SH 121) from Interstate Highway 30 (I-30) to Farm-to-Market Road 1187 (FM 1187) in Tarrant County, and extending further south to United States Highway 67 (US 67) in Johnson County. CTP is a joint effort of the NTTA, TxDOT, the Federal Highway Administration (FHWA), the Regional Transportation Council (RTC) which is a policy making body of the North Central Texas Council of Governments (NCTCOG), Union Pacific Railroad (UPRR), Fort Worth and Western Railroad (FWWRR), the city of Fort Worth, the city of Burleson and the city of Cleburne working in concert with Tarrant County and Johnson County.

The project is an all electronic toll collection facility consisting of two to six-lane controlled-access main lanes with discontinuous two-lane frontage roads. The project will be six lanes from the

I-30 northern terminus to Altamesa Boulevard in south Fort Worth, four lanes from Altamesa Boulevard to FM 1187, and two main lanes with intermittent passing lanes from FM 1187 to the US 67 southern terminus. The project scope also includes utility relocation and environmental commitments.

Construction along the corridor varies based on the site conditions. The northern sections require reconstruction and new construction in an urban setting, while further south, the majority of construction is new. The corridor construction includes the main lane and ramp pavement, bridge and drainage structures, retaining walls, screen walls, illumination, signing, pavement markings, corridor master plan elements (where required), landscape, main lane and ramp toll collection gantries and Intelligent Transportation System (ITS) infrastructure.

The CTP has been divided into six sections (nine projects: 1, 2, 2B, 2C, 3A, 3B, 4, 5 and 6) for design and construction purposes. Figure 2 depicts the Project sections and limits of each of the nine projects.

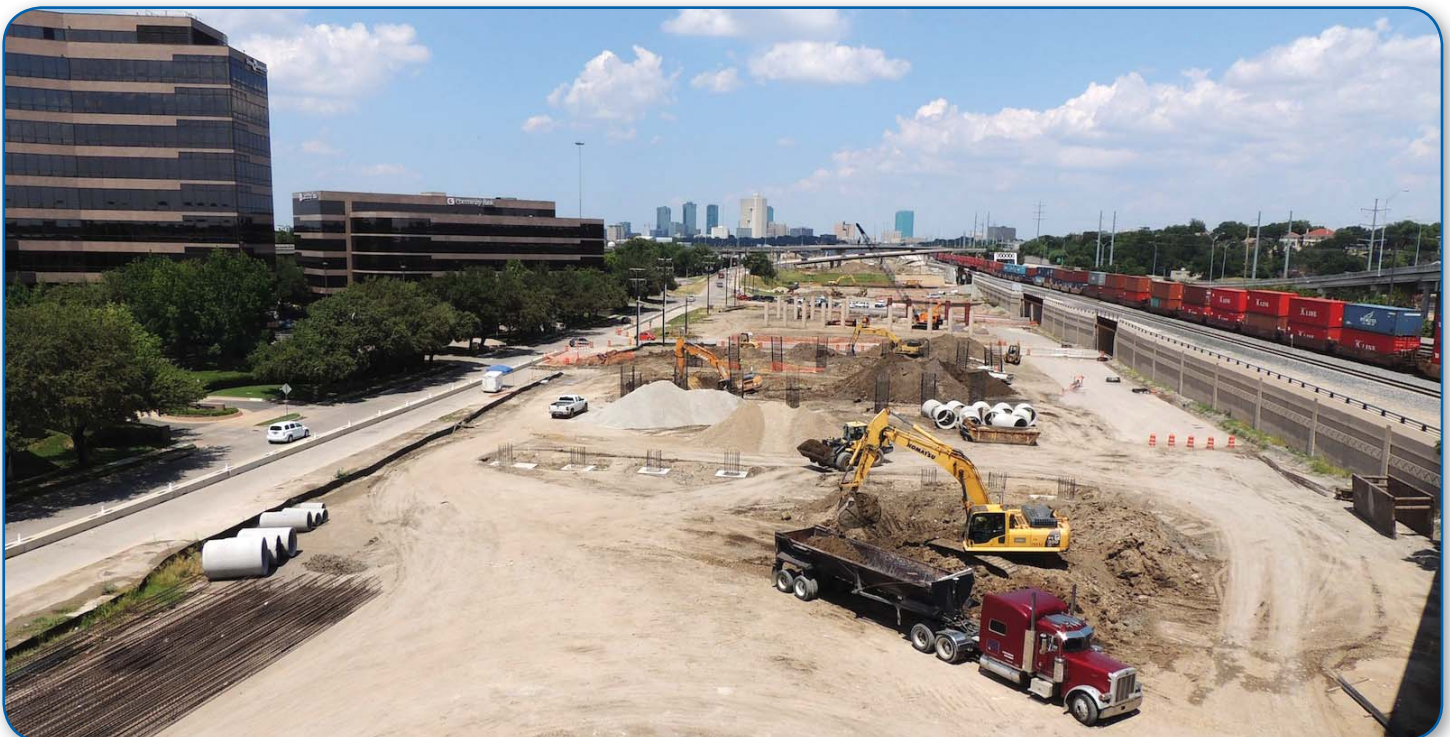
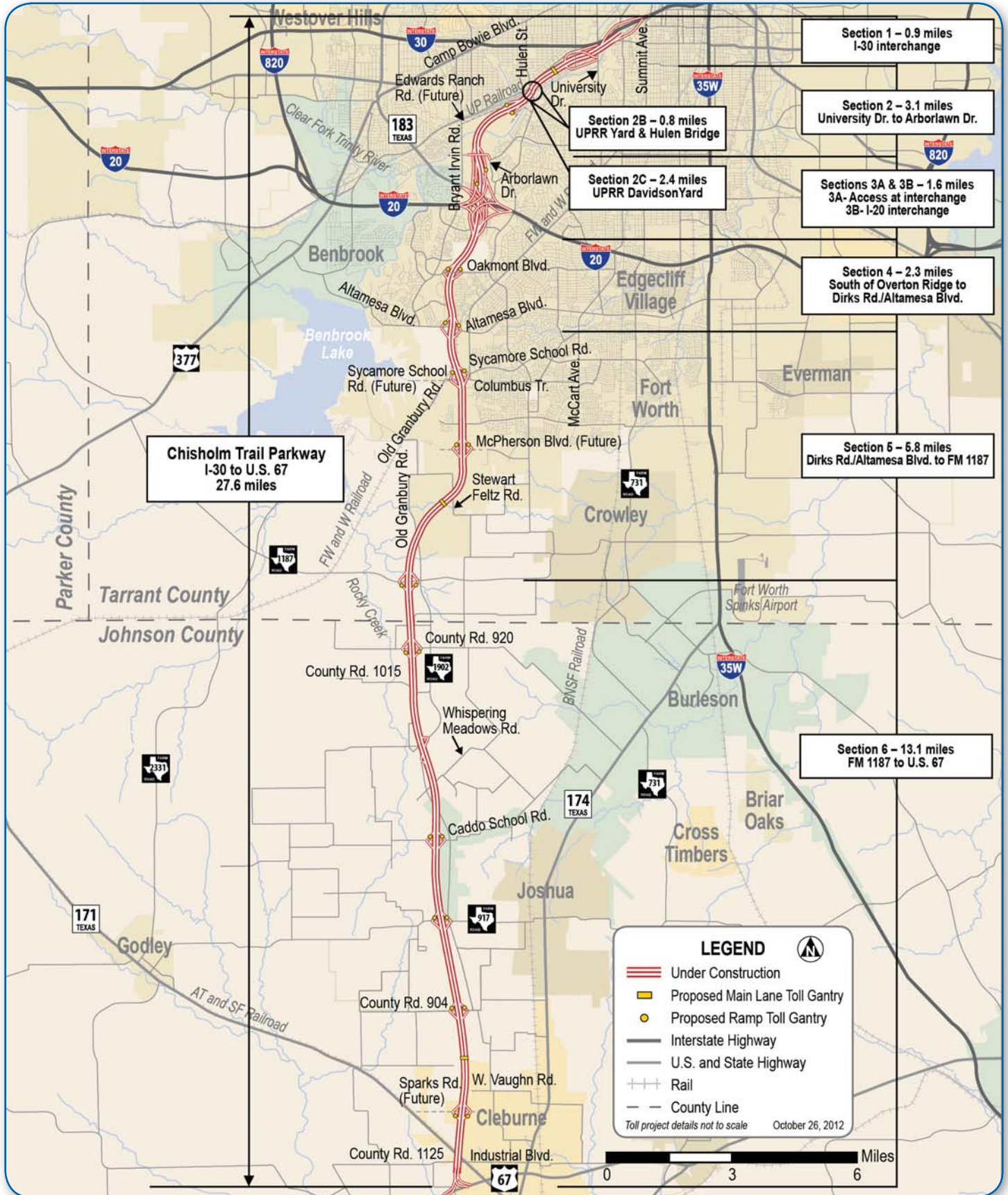


Figure 2 – Chisholm Trail Parkway Project Location and Sections





## DESIGN AND CONSTRUCTION STATUS

### CTP Section 1 (0.9 miles)

From I-30/Summit Avenue to Rogers Road (I-30 Interchange)

- Design Consultant: AECOM USA, Inc.
- Right of Way: Acquisition by the City of Fort Worth
- Prime Contractor: Williams Brothers Construction Co., Inc.
- Open-to-Traffic Date: Spring 2014
- Construction Status: 28% Complete

The section consists of limited discontinuous frontage roads, cross streets, direct connectors, slip ramps and main lanes, additional signing, adding pavement markings, installing all-ETC equipment and Intelligent Transportation System (ITS) infrastructure. Additionally, the NTTA is responsible for the implementation of specific unique design elements agreed to with the City of Fort Worth, referred to as the Corridor Master Plan (CMP). The design speed for this section is 50 miles per hour (mph) for main lanes and 40 mph for slip ramps and frontage roads. The main lanes will be four 12-foot lanes (two in each direction). The outside and inside shoulders will be 2 feet wide to the face of the curb in urban sections and 4 feet wide inside shoulders and the shoulders will be color differentiated in accordance with the CMP.

### CTP Section 2 (3.1 miles)

From University Drive to south of Arborlawn Drive at a distance of 3.1 miles (distance includes Section 2B and 2C below)

- Design Consultant: Kimley-Horn & Associates, Inc.
- Right of Way: Acquisition by the City of Fort Worth
- Prime Contractor: Webber, LLC
- Open-to-Traffic Date: Spring 2014
- Construction Status: 21% Complete

The section consists of cross streets, slip ramps and main lanes, retaining walls, additional signing, adding pavement markings, and installing all-ETC equipment and ITS infrastructure. In addition, the NTTA is responsible for the implementation of CMP elements. The design speed for this section is 50 mph for main lanes and 40 mph for slip ramps and frontage roads. The main lanes will be six-12 foot lanes (three in each direction). The outside shoulder will be 10 feet wide and the inside shoulder will be 4 feet wide and the shoulders will be color differentiated in accordance with the CMP.

### CTP Section 2B (0.8 miles)

Between Rogers Road and Arborlawn Drive at the Hulen Street bridge, crossing the UPRR Davidson Yard (distance is included in Section 2 above)

- Design Consultant: Bridgefarmer & Associates, Inc.
- Right of Way: Acquisition by the City of Fort Worth
- Prime Contractor: Austin Bridge & Road, LP
- Open-to-Traffic Date: Spring 2014
- Construction Status: 68% Complete

The section consists of main lanes and bridges over the UPRR Davidson Yard, reconstruction of the Hulen Street Bridge over the Davidson Yard, design and construction of additional signing, additional pavement markings, and installation of all-ETC equipment and ITS infrastructure. Additionally, the NTTA is responsible for the implementation of CMP elements. The design speed for this section is 50 mph for main lanes and 40 mph for slip ramps and frontage roads. The main lanes will be six-12 foot lanes (three in each direction). The outside shoulder will be 10 feet wide and the inside shoulder will be 4 feet wide and the shoulders will be color differentiated in accordance with the CMP.



### CTP Section 2C (2.4 miles)

From Forest Park Boulevard to the south of the Hulen Street Bridge, crossing the UPRR Davidson Yard (distance is included in Section 2 above)

- Design Consultant: Kimley-Horn & Associates, Inc.
- Right of Way: Acquisition by the City of Fort Worth

- Prime Contractor: Austin Bridge & Road, LP
- Open-to-Traffic Date: Not applicable, this section is support structure only
- Construction Status: 99% Complete

The section consists of retaining walls, bridge substructure elements and appurtenances within the UPRR Davidson Yard. These project components are those required to facilitate the early construction of UPRR Davidson Yard track and drainage improvements needed to accommodate the Chisholm Trail Parkway crossing.

### CTP Section 3A (1.6 miles)

I-20 and SH 183 interchange (local access improvements, distance includes Section 3B below)

- Design Consultant: HDR Engineering, Inc.
- Right of Way: Acquisition by the City of Fort Worth/TxDOT
- Prime Contractor: Webber, LLC
- Open-to-Traffic Date: Spring 2013
- Construction Status: 75% Complete

As a result of the American Recovery and Reinvestment Act of 2009 (ARRA) funding, the NTTA and TxDOT have collaborated to advance Section 3A as the first segment to be constructed. TxDOT is constructing Section 3A of the project, and is responsible for the construction of frontage road pavement, surface street tie-ins, bridge and drainage structures, retaining walls, illumination, signing, pavement markings, landscape and ITS infrastructure related to the I-20/SH 183 interchange (Phase 1). This section constructs most of the local access improvements associated with the interchange, which will be built subsequently as Section 3B. The anticipated final completion date for Section 3A is the spring of 2013.



### CTP Section 3B (1.6 miles)

From South of Arborlawn Drive to south of Overton Ridge Boulevard (distance is included in Section 3A above).

- Design Consultant: HDR Engineering, Inc.
- Right of Way: Acquisition by the City of Fort Worth
- Prime Contractor: Texas Sterling Construction, LP
- Open-to-Traffic Date: Spring 2014
- Construction Status: 18% Complete

The section consists of discontinuous frontage roads, cross streets, slip ramps and main lanes, design and construction of four direct connector ramps, additional signing, added pavement markings, installing all-ETC equipment and ITS infrastructure. Additionally, the NTTA is responsible for the implementation of CMP elements. The design speed for this section is 60 mph for main lanes and 40 mph for slip ramps and frontage roads. The main lanes will be six-12 foot lanes (three in each direction). The outside shoulder will be 10 feet wide and the inside shoulder will be 4 feet wide and the shoulders will be color differentiated in accordance with the CMP.

### CTP Section 4 (2.3 miles)

From south of Overton Ridge Boulevard to south of Altamesa Boulevard

- Design Consultant: Kennedy Consulting, Ltd
- Right of Way: Acquisition by the City of Fort Worth
- Prime Contractor: SEMA Construction, Inc.
- Open-to-Traffic Date: Spring 2014
- Construction Status: 27% Complete



The section consists of cross streets, slip ramps and main lanes, signing, pavement markings and installation of all-ETC equipment and ITS infrastructure. Additionally, the NTTA is responsible for the implementation of CMP elements. The design speed for this section is 60 mph for main lanes and 40 mph for slip ramps and frontage roads. The main lanes will be six-12 foot lanes (three in each direction). The outside shoulder will be 10 feet wide and the inside shoulder will be 4 feet wide and the shoulders will be color differentiated in accordance with the CMP.



## CTP Section 6 (13.1 miles)

From FM 1187 to U.S. 67 in Cleburne

- Design Consultant: Granite Construction Co.
- Lead Design Consultant: Dannenbaum Engineering Corporation
- Right of Way: Acquisition of remaining parcels by NTTA's Design-Build Contractor
- Open-to-Traffic Date: Spring 2014
- Design/Build Status: 27% Complete

This section was originally designed by TxDOT as a four lane Highway (two lanes in each direction). In an effort to reduce costs and to make the project more feasible, the main lanes for this section will be two 12-foot barrier separated lanes (one in each direction) with intermittent passing lanes. The outside shoulder will be 10 feet wide. Instead of redesigning this section for construction using the traditional design-bid-build method, the NTTA is implementing a design-build process in Section 6 to allow timely completion of this section along with the rest of CTP. The section consists of cross streets, slipramps, mainlanesandintermittentpassinglanes, signing, pavement markings and installation of all-ETC equipment and ITS infrastructure. There is no landscaping in this section, only native grasses (where appropriate and as specified). The design speed for this section is 70 mph for main lanes and 40 mph for slip ramps.

## CTP Section 5 (5.8 miles)

From south of Altamesa Boulevard to FM 1187

- Design Consultant: HNTB Corporation
- Right of Way: Acquisition by NTTA and TxDOT – expected completion by July 2012
- Prime Contractor: Texas Sterling Construction, LP
- Open-to-Traffic Date: Spring 2014
- Construction Status: 21% Complete

The section consists of cross streets, slip ramps and main lanes, additional signing, added pavement markings and installation of all-ETC equipment and ITS infrastructure. There is no landscaping in this section, only native grasses (where appropriate and as specified). The design speed for this section is 70 mph for main lanes and 40 mph for slip ramps. The main lanes will be four-12 foot lanes (two in each direction). The outside shoulder will be 10 feet wide and the inside shoulders will vary from four to ten feet wide.



In addition to the firms identified above for each Section, Table 5 on the next page lists the contracts that have been awarded for additional services related to the Project. Table 6 on page 22, provides a snapshot of the status of the construction contracts.

**TABLE 5 – ADDITIONAL ENGINEERING SERVICE PROVIDERS**

<b>Contract Number</b>	<b>Firm</b>	<b>Description</b>
02005-NTT-00-PS-AD	HNTB Corporation	Project Management Office Services
02075-SWP-01-PS-EN	AECOM USA, Inc.	Section 1, 2C PS&E
02077-SWP-01-PS-EN	Kimley-Horn & Associates, Inc.	Section 2, 2C PS&E
02079-SWP-01-PS-EN	Bridgefarmer & Associates, Inc.	Section 2B, 2C PS&E
02081-SWP-01-PS-EN	HDR Engineering, Inc.	Section 3A, 3B PS&E
02083-SWP-01-PS-EN	Kennedy Consulting, LTD	Section 4 PS&E
TxDOT Contract	HNTB Corporation	Section 5 PS&E
02947-SWP-03-DB-PM	Granite Construction Company	Section 6 PS&E as part of Design-Build Contract
02424-NTT-00-PS-PM : WA 07	Tollway Transportation Team	Section 1 Construction Management
02875-SWP-01-PS-PM : WA 01	Lamb-Star Engineering, LP	Section 2 Construction Management
02058-NTT-00-PS-EN : WA 13	Atkins North America, Inc.	Section 2B Construction Management
02058-NTT-00-PS-EN : WA 12	Atkins North America, Inc.	Section 2C Construction Management
02058-NTT-00-PS-EN : WA 11	Atkins North America, Inc.	Section 2C Construction Management
02876-SWP-01-PS-PM : WA 01	DFW Construction Management Partners	Section 3B Construction Management
02877-SWP-01-PS-PM : WA 01	Brown & Gay Engineers, Inc.	Section 4 Construction Management
02916-SWP-02-PS-PM : WA 01	Southwest Mobility Partners	Section 5 Construction Management
02917-SWP-03-PS-PM : WA 01	HDR Engineering, Inc.	Section 6 Construction Management
02166-NTT-00-IL-EN : TO 06 CTP	TxDOT	Material Inspection & Testing Services
02941-NTT-00-IL-PM : TO 06	TxDOT	Sections 1 – 5 Material Inspection & Testing Services 2011 – 2012
02883-SWP-01-PS-PM : WA 01	AMEC Environment & Infrastructure, Inc.	Section 1 Materials Testing Services
02879-SWP-01-PS-PM : WA 01	Alliance Geotechnical Group	Section 2 Materials Testing Services
02812-SWP-02-PS-PM : WA 02	Alpha Testing, Inc.	Section 2B Materials Testing Services
02812-SWP-02-PS-PM : WA 01	Alpha Testing, Inc.	Section 2C Materials Testing Services
02878-SWP-01-PS-PM : WA 01	Mas-Tek Engineering & Associates, Inc.	Section 3B Materials Testing Services
02880-SWP-01-PS-PM : WA 01	AMEC Environment & Infrastructure, Inc.	Section 4 Materials Testing Services
02918-SWP-02-PS-PM : WA 01	Team Consultants, Inc.	Section 5 Materials Testing Services
02557-NTT-00-PS-PM : WA 06	Kleinfelder Central, Inc.	Section 2C Wall Engineer Construction Phase Services
02557-NTT-00-PS-PM : WA 07	Kleinfelder Central, Inc.	Section 3A Wall Engineer Construction Phase Services
02557-NTT-00-PS-PM : WA 09	Kleinfelder Central, Inc.	Section 3B, 4 Wall Engineer
02618-SWP-00-PS-PM	Jacobs Engineering Group, Inc.	Corridor Management Services
03097-SWP-00-PS-PM : WA 01	Kleinfelder Central, Inc.	Section 1, 2, 3B, 4, 5 & 6 Independent Assurance
02644-NTT-00-PS-PM : WA 06	Raba-Kistner Infrastructure, Inc.	Section 2B Independent Assurance Services
02644-NTT-00-PS-PM : WA 05	Raba-Kistner Infrastructure, Inc.	Section 2C Independent Assurance Services
02919-SWP-03-PS-PM : WA 01	Raba-Kistner Infrastructure, Inc.	Section 6 Owner Verification Services
03373-SWP-01-PS-PM	Fort Worth and Western Railroad	Section 1 Flagging Services
03106-SWP-01-PS-PM	Union Pacific Railroad Co.	Section 2 Flagging Services
02991-SWP-01-PS-PM	Union Pacific Railroad Co.	Section 2C Flagging Services
03082-SWP-01-PS-PM	Union Pacific Railroad Co.	Section 2B Flagging Services
03378-SWP-02-PS-PM	Fort Worth and Western Railroad	Section 5 Flagging Services
03432-SWP-00-IL-PM	Fort Worth and Western Railroad	Sections 1 and 5 Consultant Review Services
SWP-7	Gorrondona & Associates, Inc.	Surveying Services
02671-NTT-00-PS-PM:WA03-09	U.S. Right of Way Acquisition Company, Inc.	ROW and Utility Coordination, Sections 5,6 & Maint. Center

**TABLE 6 – CONSTRUCTION STATUS**

Section	Construction Contract	Contractor	Bid Opening Date	Bid Award Date	Construction Notice to Proceed	% Complete	Projected Open to Traffic	Roadway Final Completion Date
1	02076-SWP-01-CN-PM	Williams Brothers Construction Co., Inc.	Nov. 16, 2010	June 7, 2011	Nov. 11, 2011	28%	Spring 2014	Summer 2014
2	02078-SWP-01-CN-PM	Webber, LLC	Nov. 11, 2010	June 7, 2011	Nov. 11, 2011	21%	Spring 2014	Summer 2014
2B	02080-SWP-01-CN-PM	Austin Bridge and Road, LLC	Oct. 18, 2010	Feb. 9, 2011	Feb. 9, 2011	68%	Spring 2014	Summer 2013
2C	02789-SWP-00-CN-PM	Austin Bridge and Road, LLC	Jan. 15, 2010	March 10, 2010	March 10, 2010	99%	Spring 2014	2012
3A	TxDOT	Webber, LLC (for TxDOT)	Nov. 5, 2009	Nov. 19, 2009	Feb. 26, 2010	75%	Spring 2013	Summer 2013
3B	02720-SWP-01-CN-PM	Texas Sterling Construction, LP	Oct. 22, 2010	June 7, 2011	Nov. 11, 2011	18%	Spring 2014	Summer 2014
4	02084-SWP-01-CN-PM	SEMA Construction, Inc.	Sept. 16, 2010	March 21, 2011	Nov. 11, 2011	27%	Spring 2014	Summer 2014
5	03033-SWP-02-CN-PM	Texas Sterling Construction, LP	June 14, 2011	July 21, 2011	Nov. 11, 2011	21%	Spring 2014	Summer 2014
6	02947-SWP-03-DB-PM	Granite Construction Company	Dec. 17, 2010	April 20, 2011	Dec. 5, 2011	27%	Spring 2014	Summer 2014

## ESTIMATE OF PROJECT FUNDS

The cost estimate for the Project is based upon 100 percent complete design prepared by the NTTA for Sections 1 through 4, TxDOT for Section 5, the best value design-build proposal accepted by the NTTA for Section 6, and actual construction bids



for all sections. The estimate does not include four I-20 and SH 183 direct connectors and two additional main lanes south of FM 1187 which were removed from the Project during the design phase to reduce cost. The final lane configuration for Section 6 was based on the Design/Build proposal that the NTTA deemed to offer the best value to the Authority.

The 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.

**TABLE 7 – ESTIMATE OF PROJECT COSTS AT COMPLETION**

No.	Description	Engineer's Estimate, October 2011	Estimate at Completion Cost, as of August 2012	Actual Expenditures, as of August 2012
1	Administration (incl. Corridor Management, Legal)	\$38,681,458	\$45,377,105	\$31,073,717
2	Planning	\$15,765,360	\$15,810,071	\$14,708,606
3	Design	\$42,090,620	\$42,294,892	\$40,583,566
4	Construction, Construction Management, Miscellaneous Construction <sup>1</sup>	\$621,446,685	\$630,333,185	\$194,684,543
5	ITS and Toll Gantry Equipment	\$11,144,870	\$9,923,925	\$168,453
6	ROW, Utilities	\$82,713,883	\$76,985,321	\$38,929,980
7	Project Contingencies	\$47,950,007	\$39,068,383	\$ -
<b>NTTA Project Total (1-7) <sup>1, 2</sup></b>		<b>\$859,792,883</b>	<b>\$859,792,883</b>	<b>\$320,148,866</b>
8	Work Performed by Others	\$537,350,973		
<b>TOTAL PROJECT</b>		<b>\$1,397,143,856</b>		

**NOTES:**

<sup>1</sup> Under the Project Agreement, TxDOT is responsible for the design, construction, and construction management of Section 3A.

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

**TABLE 8 - DRAW SCHEDULE**

Period Ending <sup>1</sup>	Original Semi-Annual Estimate, February 2012	Original Cumulative Estimate, February 2012	Semi-Annual Actual, August 2012	Cumulative Actual, August 2012	Semi-Annual Estimate, August 2012 <sup>2</sup>	Cumulative Estimate, August 2012
Aug. 31, 2009	\$61,262,179	\$61,262,179	\$61,262,179	\$61,262,179		
Feb. 28, 2010	\$10,006,785	\$71,268,964	\$10,006,785	\$71,268,964		
Aug. 31, 2010	\$19,441,284	\$90,710,248	\$19,441,284	\$90,710,248		
Feb. 28, 2011	\$8,449,770	\$99,160,019	\$8,449,770	\$99,160,019		
Aug. 31, 2011	\$20,126,666	\$119,286,685	\$20,126,666	\$119,286,685		
Feb. 29, 2012	\$67,073,504	\$186,360,189	\$67,073,504	\$186,360,189		
Aug. 31, 2012	\$150,990,986	\$337,351,174	\$133,788,677	\$320,148,866		
Feb. 28, 2013	\$179,605,524	\$516,956,698			\$133,968,714	\$454,117,579
Aug. 31, 2013	\$153,279,076	\$670,235,774			\$189,192,035	\$643,309,615
Feb. 28, 2014	\$113,386,498	\$783,622,272			\$135,928,586	\$779,238,201
Aug. 31, 2014	\$45,092,827	\$828,715,099			\$35,149,699	\$814,387,900
Feb. 28, 2015	\$11,611,553	\$840,326,652			\$5,846,978	\$820,234,878
Aug. 31, 2015	\$2,781,742	\$843,108,394			\$1,085,319	\$821,320,197
Feb. 29, 2016	\$16,684,489	\$859,792,883			\$38,472,686	\$859,792,883

**NOTES:**

<sup>1</sup> By Project Agreement with TxDOT, expenses are reported and forecasted in TxDOT fiscal year periods.

<sup>2</sup> The estimate shown in Table 8 includes contingency that may or may not be expended.



## SCHEDULE

For Sections 1 through 5 of the Project, the traditional Design-Bid-Build procurement methodology is being used. Construction bids in a staged approach were received for Sections 1 through 5. Notice to Proceed was issued based on the criticality of the project start and completion of the financing.

For Section 6 of the Project, the NTTA elected to implement a Design-Build (D-B) delivery method. The D-B delivery method is designed to give the NTTA the ability to identify the best combination

of price and value, reduce the project risk to the NTTA, and to ensure that a quality project is delivered on time.

Some of the recent or upcoming major completion events for the Project are:

- Section 1: Opening of EB I-30 access ramp (Late 2012)
- Section 2B: Partial opening of Hulen Street bridge (September 2012)
- Section 3A: Opening of Arborlawn bridge (Spring 2013)
- Section 4: Opening of Oakmont bridge (Late 2012)

