

*A Grand Parkway Transportation  
Corporation Project*

Quarter Ending October 31, 2013



Construction Progress Report  
**THE GRAND PARKWAY SYSTEM**

Submitted December 6, 2013

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## CONSTRUCTION PROGRESS REPORT FOR THE GRAND PARKWAY SYSTEM

### GEC PRINCIPAL IN CHARGE'S LETTER

CH2M HILL was selected as the Texas Department of Transportation's General Engineering Consultant (GEC) for the implementation of Grand Parkway Segments F-1, F-2, and G with a Master Service Agreement executed in November 2012. Subsequently, CH2M HILL was appointed as the GEC for the Grand Parkway Transportation Corporation (GPTC) as defined in the Trust Agreement Section 704(a).

As described in the requirements set forth in the GPTC Trust Agreement Section 407, the General Engineering Consultant shall prepare a progress report at least quarterly during the acquisition and construction of any portion of the Grand Parkway System which are financed in whole or in part with Obligations, commencing within 120 days from the initial delivery of the initial Obligations or Obligations financing an additional System Segment.

GPTC adheres to the requirements outlined in the Trust Agreement which governs the acquisition or construction of such System Segments financed with Obligations. As specified in the Trust Agreement, this report includes current estimates of: (i) the date on which such System Segment will be opened for traffic, unless such System Segment shall have been opened for traffic prior to the date of such System Segment, (ii) the Estimated Date of Completion and an Estimated Date of Substantial Completion of such System Segment, (iii) the cost of such System Segment, but excluding any Obligation discount, and the interest during construction and for one year after completion of construction, and (iv) the amount of funds required each six (6) months during the remaining estimated period of construction to meet the above described cost of such System Segment exclusive of funds provided for construction contingencies, and accompanied by a progress schedule for such construction, and further including, as to construction, comparisons between the actual times elapsed and the actual costs, and the original estimates of such times and costs. This information, as well as other items relevant to each System Segment, is presented in greater detail within this report.

Based on the information available to the General Engineering Consultant, the GEC is of the view that Segments F-1, F-2, and G will reach completion by the end of 2015 in accordance with representations in the Official Statement dated July 17, 2013. Similarly, based upon information available from the General Engineering Consultant for Segment D (Harris County) and Segment E, the GEC is of the view that the contracts for Segments D and E will reach completion by December 2013 with the exception of the Lone Star Company, Inc. contract for 2.6 miles in Segment D. Based upon all information available, the Grand Parkway System funding is sufficient to enable timely system completion.

Respectfully submitted by CH2M HILL, Inc.  
General Engineering Consultant

Philip S. Yerby, P.E.  
South Central General Manager  
Transportation Business Group, CH2M HILL, Inc.  
Principal in Charge, GPTC GEC

## Introduction

The Grand Parkway (State Highway 99) Project is a proposed 184-mile highway around the greater Houston area from State Highway 146 in Galveston County, Texas to State Highway 146 in Baytown, Texas and spread across the seven counties of Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty and Montgomery (the "Grand Parkway Project"). The primary purpose of the Grand Parkway Project is to provide an outer loop around the Houston metropolitan area to improve connectivity within the existing network, reduce transportation congestion and enhance mobility and travel options, reduce unsafe "stop and go" conditions and accommodate demographic and economic growth. The Grand Parkway Project is divided into 11 segments designated A through I-2 as depicted on the map on the back cover page.

The segments located in Harris and Montgomery Counties comprise the "Grand Parkway System" which was financed with the Grand Parkway System, Toll Revenue Bonds, Series 2013. The proceeds of the Bonds will be used in part to finance the design, development, acquisition and construction of five segments of the Grand Parkway Project including the portion of Segment D located in Harris County, Texas

and Segments E, F-1, F-2 and G located in northwest Harris County and southeast Montgomery County. These segments total approximately 54.5 miles of tollway.

Segment D (Harris County) and Segment E are currently under construction pursuant to five different design-bid-build contracts. Segments F-1, F-2 and G will be constructed as part of a single design-build comprehensive development agreement. On March 22, 2013, TxDOT and Zachry-Odebrecht Parkway Builders, J.V. executed the Development Agreement and TxDOT issued the first Notice to Proceed (NTP) under the Development Agreement. The second NTP was issued by TxDOT on June 14, 2013.

Roadway within Segments D and E will be maintained by TxDOT, Houston District, but paid for by the System. Roadway within Segments F-1, F-2 and G will be maintained by the Developer under a Capital Maintenance Agreement (CMA) for the first five years with the possibility of CMA extension for two additional five year periods. The CMA commences at the end of the one-year warranty period or, one year after Final Acceptance of the first Segment of Segments F-1, F-2 or G to be constructed.



## Segment E

Segment E will be a 14.4 mile, four lane, controlled access toll road with intermittent frontage roads from 0.30 miles north of Colonial Parkway to US290 through northwest Harris County. Segment E is currently under construction by TxDOT on behalf of the Corporation pursuant to three design bid build contracts.

In accordance with the Project Agreement, TxDOT has assigned three design bid build contracts to the Corporation. CSJ No. 3510 05 018 pertains to work in both Segment D (Harris County) and Segment E.

### CSJ No. 3510-05-018

This project will be constructed from 0.720 miles north of Kingsland Blvd. to north of the Colonial Parkway. The project will involve constructing the new SH99 mainlanes from north of Kingsland Blvd to north of Colonial Parkway (including new direct connector ramps from IH10 WB to SH99 and from SH99 SB to IH10 EB). A portion of this project is located in Segment D (Harris County) and a portion is located in Segment E.

**Contractor:** Williams Brothers Construction, Co., Inc.

Data Date	11/1/2013
Original Substantial Completion Date	7/22/2013
Current Substantial Completion Date	12/18/2013
Original Final Completion Date	9/12/2013
Current Final Completion Date	2/1/2014
Time Needed to Complete (Days)	598
Awarded Contract Value	\$49,439,342.58
Adjusted Contract Value	\$48,922,771.96
NTP	9/15/2011
Total Paid to Date	\$48,684,662.40
% Complete (Value)	99.51%
% Complete (Time)	100.00%

### CSJ No. 3510-05-022

This project will be constructed from north of Colonial Parkway to north of Morton Road. The project will construct the new SH99 from north of Colonial Parkway to north of Morton Road.

**Contractor:** Hassell Construction Company, Inc.

Data Date	10/31/2013
Original Substantial Completion Date	9/7/2013
Current Substantial Completion Date	12/18/2013
Original Final Completion Date	10/10/2013
Current Final Completion Date	1/20/2014
Time Needed to Complete (Days)	602
Awarded Contract Value	\$32,334,777.01
Adjusted Contract Value	\$33,370,287.44
NTP	9/30/2011
Total Paid to Date	\$31,353,873.80
% Complete (Value)	93.66%
% Complete (Time)	100.00%

**CSJ No. 3510-05-023**

This project will be constructed from north of Morton Road to south of Bridgeland Lake Parkway. The project will construct the new SH99 from north of Colonial Parkway to north of Morton Road.

**Contractor:** J.D. Abrams, L.P.

Data Date	10/25/2013
Original Substantial Completion Date	9/27/2013
Current Substantial Completion Date	11/23/2013
Original Final Completion Date	11/14/2013
Current Final Completion Date	1/14/2014
Time Needed to Complete (Days)	650
Awarded Contract Value	\$122,892,918.02
Adjusted Contract Value	\$124,454,280.92
NTP	9/13/2011
Total Paid to Date	\$121,537,318.39
% Complete (Value)	97.66%
% Complete (Time)	94.77%



**Segment E**  
Bridgeland Creek Parkway Interchange



**Segment E**  
US290 Interchange



**Segment E**  
Morton Road Interchange

**CSJ No. 3510-05-019**

This project will be constructed from south of Bridgeland Lake Parkway to US290. The project will construct the new SH99 from south of Bridgeland Lake Parkway to US290 including four direct connector ramps at the SH99 – US290 interchange and reconstruction portions of the US290 frontage roads.

**Contractor:** WW Webber, LLC

Data Date	10/25/2013
Original Substantial Completion Date	11/11/2013
Current Substantial Completion Date	11/30/2013
Original Final Completion Date	12/14/2013
Current Final Completion Date	1/22/2014
Time Needed to Complete (Days)	691
Awarded Contract Value	\$115,670,596.33
Adjusted Contract Value	\$116,794,434.99
NTP	9/14/2011
Total Paid to Date	\$107,860,205.32
% Complete (Value)	92.35%
% Complete (Time)	88.13%

# Segment D (Harris County)

Segment D (Harris County) extends 2.6 miles from the Fort Bend/ Harris County line to 0.30 miles north of Colonial Parkway. Segment D (Harris County) is currently under construction by TxDOT on behalf of the Corporation (concurrent with Segment E) pursuant to two design bid build contracts.

A portion of Segment D (Harris County) is already constructed and open to traffic.

In accordance with the Project Agreement, TxDOT has assigned the two design bid build contracts to the Corporation. CSJ No. 3510 05 018 pertains to work in both Segment D (Harris County) and Segment E.

**CSJ No. 3510-05-017**

Within the existing IH10 corridor, this project will construct four new direct connectors between the IH10 Westbound to SH99 Southbound and SH99 Northbound with IH10 Eastbound.

**Contractor:** Lone Star Company, Inc.

Data Date	10/1/2013
Original Substantial Completion Date	2/12/2013
Current Substantial Completion Date	3/20/2014
Original Final Completion Date	3/12/2014
Current Final Completion Date	4/8/2014
Time Needed to Complete (Days)	362
Awarded Contract Value	\$31,203,249.82
Adjusted Contract Value	\$31,651,243.78
NTP	9/24/2012
Total Paid to Date	\$29,291,520.31
% Complete (Value)	92.54%
% Complete (Time)	75.14%

**Based upon information available from the General Engineering Consultant for Segment D (Harris County) and Segment E, the GEC is of the view that the contracts for Segments D and E will reach completion by December 2013 with the exception of the Lone Star Company, Inc. contract for 2.6 miles in Segment D. Based upon all information available, the Grand Parkway System funding is sufficient to enable timely system completion.**

**All information pertaining to Segment D (Harris County) and Segment E is provided by Atkins, the General Engineering Consultant for those segments**

## Segments F-1, F-2, and G

Segment F-1 will be a 12.1-mile, four-lane, controlled access toll road with intermittent frontage roads from US290 to SH249 through northwest Harris County. Segment F-2 will be a 12.2-mile, four-lane, controlled access toll road with intermittent frontage roads from SH249 to IH45(N) through northwest Harris County. Segment G will be a 13.5-mile, four-lane, controlled access toll road with intermittent frontage roads from IH45(N) to IH69(N) through northwest Harris County and southeast Montgomery County. Segments F-1, F-2 and G are expected to be open to traffic by January 2016.

Segments F-1, F-2 and G will be developed, designed and constructed pursuant to the Development Agreement between TxDOT and the Developer. On March 22, 2013, TxDOT issued the first notice-to-proceed under the Development Agreement. The second NTP was issued by TxDOT on June 14, 2013. In accordance with the Project Agreement, TxDOT has assigned the Development Agreement to GPTC, however, TxDOT will retain certain obligations, including obligations with respect to environmental risks, hazardous substances risks and the cost of right-of-way acquisition.



Segment F-1

### Project Schedule

The following are project timelines showing milestones and deadlines. ZOPB has provided schedules that indicate that ZOPB will reach substantial completion and final acceptance per contractual deadlines.

	Completion Dates & Future Deadlines
Contract Signature Effective Date	3/22/2013
NTP 1	3/22/2013
NTP 2	6/14/2013
Construction Work Commencement	6/25/2013
NTP 3	TBD
Completion IH45 N. Interchange Frontage Roads	NTP 3 plus 365 days
NTP 4	TBD
Completion IH69 N. Interchange Frontage Roads	NTP 4 plus 365 days
Substantial Completion for Segment F-1*	8/14/2015
Substantial Completion for Segment F-2*	8/14/2015
Substantial Completion for Segment G*	8/14/2015
Final Acceptance for Segment F-1*	12/12/2015
Final Acceptance for Segment F-2*	12/12/2015
Final Acceptance for Segment G*	12/12/2015
Final Acceptance for All Segments*	12/12/2015
Service Commencement Deadline	1/1/2016

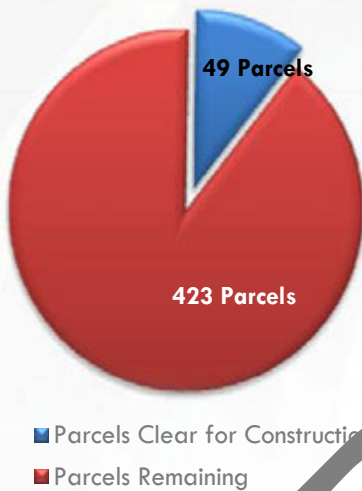
\*Adjusted dates per executed Change Order No. 1 (please refer to Design & Construction Section on page 9.) The schedule includes an additional 30 days granted by TxDOT to Developer for substantial completion and final acceptance deadlines.



Parcels	TxDOT Acquired	ZOPB Segments			Total
		F 1	F 2	G	
Total Number of Parcels	33	62	183	194	472
Possession & Use Agreements Currently in Effect	9	1	12	1	23
Parcels Closed By Deed or Award	12	14	29	21	76
Parcels Pending Relocation Assistance	4	7	23	16	50
Parcels Clear for Construction	17	8	18	6	49
Remaining Parcels to Acquire	21	48	154	173	396

**Right of Way**

**Parcels Clear for Construction**



- » Parcels Closed by Deed or Award - Total number of parcels which TxDOT has taken possession of by deed or award.
- » Parcels Pending Relocation Assistance - Total number of parcels in possession currently requiring relocation assistance. Once relocation is complete parcel is Clear for Construction.
- » Parcels Clear for Construction - Total number of parcels that are ready for the construction process to begin (demo, brush clearing, etc.).
  - Current PUAs Closed by Deed or Award - Relocation Asst. = Clear for Construction
- » Remaining Parcels to Acquire - Total number of parcels which TxDOT has not yet taken possession of by deed or award.
  - Total Parcels Closed by Deed or Award = Remaining Parcels to Acquire

- » Prior to NTP 1, TxDOT initiated advanced acquisition activities on 33 parcels, including the Coventry Development parcels located near the Exxon gas station. TxDOT gained possession of the Coventry Development tract which allowed for over 125 acres of ROW available to the Developer for construction activities. ZOPB utilized existing survey in an effort to optimize time and effort for survey revisions and to advance the submittal of acquisition packages to TxDOT.
- » After NTP 1 ZOPB began pre-negotiation activities and submitting Acquisition Packages in accordance with the CDA
  - As of October 31, 2013, TxDOT has 340 acquisition packages submitted by the Developer.
  - As of October 31, 2013, TxDOT has approved 328 of the acquisition packages submitted by the Developer.
  - As of October 31, 2013, TxDOT Advanced Acquisition ROW has 17 out of 33 parcels clear for construction
- » In order to help progress the project, TxDOT is in the process of acquiring ROW at certain parcels. 10 out of the remaining 21 parcels to be acquired are on the critical path schedule for construction. As of October 14, 2013, TxDOT notified ZOPB that the original estimate of acquisition has slipped by 1-3 months due to project design and property access issues.

### Grand Parkway Segments F-1, F-2, and G ROW and Relocation Cost Projections

Source: ZOPB October 10, 2013



#### Utility Relocation

Utilities	TxDOT	F 1	F 2	G	Total
Project Utility Adjustment Agreements (PUAA) Required/Executed	0/0	17/0	31/1	27/0	75/1
Supplemental Utility Adjustment Agreements (UAAA) Anticipated/Executed	0/0	20/0	67/2	44/0	131/2

- » Prior to NTP 1, TxDOT initiated execution of a Utility Agreement with CenterPoint to accelerate the project.
- » At NTP 1, ZOPB initiated discussions with Utility Owners regarding Owner Managed/Developer Managed Utilities and execution of Agreements.
- » In September, ZOPB and TxDOT have identified a new utility (Suddenlink Communications) in the IH69(N) area.

**Design and Construction**

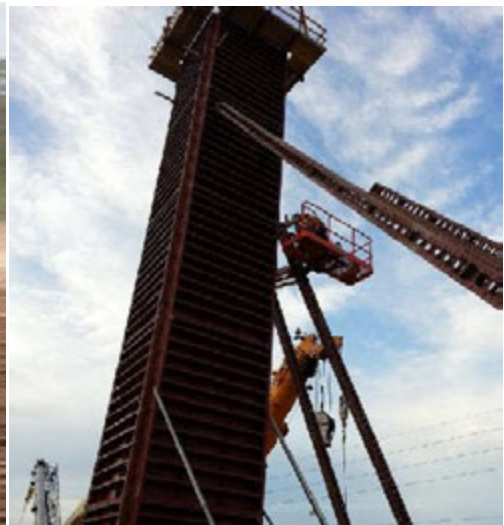
- » ZOPB has provided 100% design submittals for bridge foundation and girders, early maintenance of traffic and early grading, walls and drainage work. The initial construction work has primarily been located at interchanges within existing TxDOT ROW.
- » During the quarter, ZOPB prepared 100% design submittals for the remaining bridge design, and 93 of the 125 submittals for remaining bridge design have been approved for construction as of October 31, 2013.
- » All design submittals are expected to be approved for construction by December 31, 2013.

<b>Number of Submittals Approved for Construction thru October 31, 2013</b>				
	Segment F-1	Segment F-2	Segment G	Total
Bridge foundations and girders	12	0	22	34
Remaining bridge design	37	19	37	93
Grading, walls and drainage work	1	1	2	4
Early maintenance of traffic	1	1	2	4
Civil work (includes pavement, signals, illumination)	0	0	0	0
Maintenance of traffic	0	0	0	0
<b>Total</b>	<b>51</b>	<b>21</b>	<b>63</b>	<b>135</b>

*Note: Approved for construction drawings are plans that ZOPB designers have completed for final processing*



**Segment F-2**



**Segment G**

**Construction Indicators**

**Segment F-1**

- » Clearing and grubbing near US290
- » Drill shaft installation near US290
- » Coordination with Segment E contractor (WW Webber)

**Segment F-2**

- » Girder bridge installation
- » Drill shaft installation and columns at the interchange with SH249
- » Excavation and embankment in the Springwoods Village area

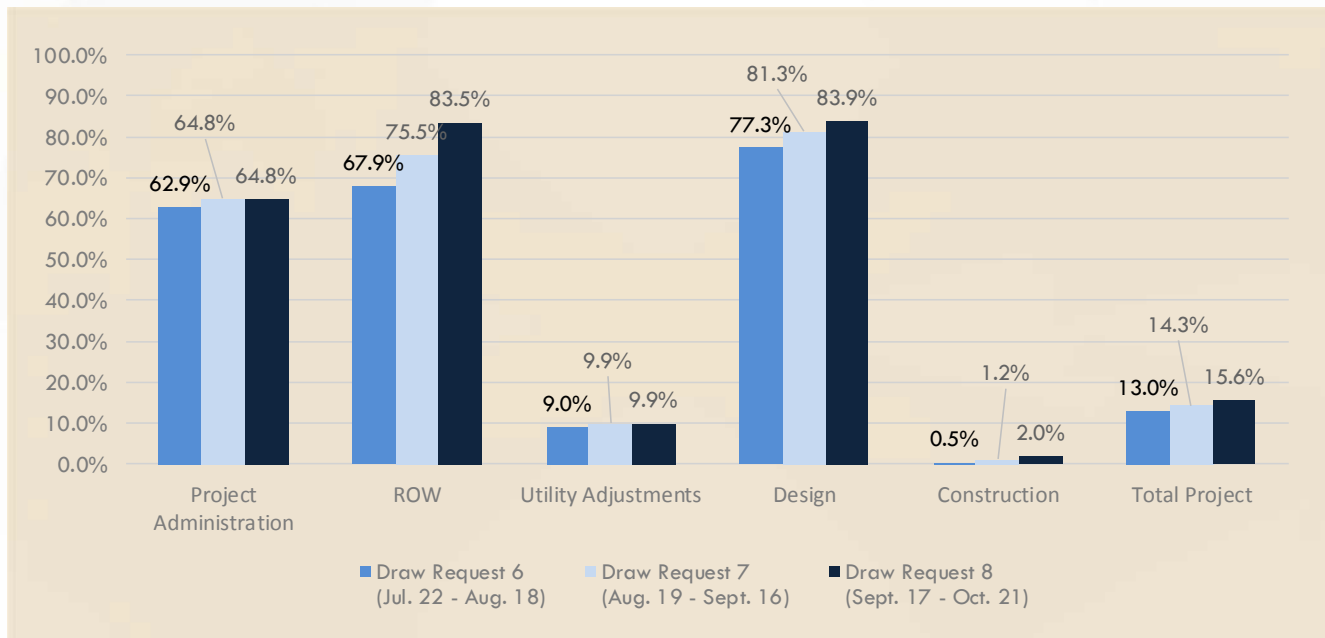
**Segment G**

- » Drill shaft and column installation for bridges
- » Drill shaft installation and columns at the interchange with IH45
- » Demolition of Community Drive Bridge over IH69(N)

**Change Order No. 1**

- » On October 25, 2013, Change Order No.1 was executed between GPTC and ZOPB. The change order was negotiated to design and construct the vertical alignment of the third level of SH99 mainlane above SH249 and to mitigate the impacts of overlapping construction sites.
- » Change Order No.1 added an additional \$4.5 million to the total cost under the Development Agreement and extended the timeline 30 days for substantial completion and final acceptance of Segments F-1, F-2, and G.

**Cumulative Earned Value**



- » The cumulative earned value estimate is calculated on the draw requests submitted monthly by ZOPB.
- » ZOPB has completed 83.9% of the design (\$86.3 million out of \$102.9 million).
- » The value of the total work completed to date is \$162.7 million, approximately 15.6% of the total project cost of \$1.0435 billion (assuming all options are executed). Since execution of the Development Agreement, 213 days have elapsed which is approximately 24.3% of the total contracted schedule time to substantial completion of 875 days (adjusted by Change Order No. 1).

**Construction Draw Schedule<sup>1,2,3,4</sup>**

**DEVELOPER CORRIDORWIDE & ROW CONSTRUCTION DRAW SCHEDULE**

Period Ending	Original Semiannual Estimate March 2013	Original Cumulative Estimate March 2013	Actual Semiannual October 2013	Actual Cumulative October 2013	Estimate Semiannual October 2013	Estimate Cumulative October 2013
4/30/2013	\$7,074,156	\$7,074,156	\$7,974,037	\$7,974,037		
10/31/2013	\$26,863,537	\$33,937,693	\$57,129,752	\$65,103,789		
4/30/2014	\$21,320,823	\$55,258,516			\$39,549,525	\$104,653,314
10/31/2014	\$4,789,889	\$60,048,405			\$26,874,727	\$131,528,041
4/30/2015	\$3,040,840	\$63,089,245			\$23,978,340	\$155,506,381
10/31/2015	\$6,120,837	\$69,210,082			\$15,887,321	\$171,393,701
4/30/2016	\$3,392,702	\$72,602,784			\$1,549,687	\$172,943,388

**SEGMENT F-1 CONSTRUCTION DRAW SCHEDULE**

Period Ending	Original Semiannual Estimate March 2013	Original Cumulative Estimate March 2013	Actual Semiannual October 2013	Actual Cumulative October 2013	Estimate Semiannual October 2013	Estimate Cumulative October 2013
4/30/2013	\$3,488,655	\$3,488,655	\$3,073,715	\$3,073,715		
10/31/2013	\$41,960,414	\$45,449,069	\$22,021,538	\$25,095,253		
4/30/2014	\$74,305,723	\$119,754,791			\$32,329,106	\$57,424,359
10/31/2014	\$84,012,866	\$203,767,657			\$77,934,017	\$135,358,376
4/30/2015	\$28,285,137	\$232,052,794			\$71,694,679	\$207,053,055
10/31/2015	\$17,881,881	\$249,934,675			\$11,945,163	\$218,998,218
4/30/2016	\$12,316,208	\$262,250,883			\$1,403,805	\$220,402,022

**SEGMENT F-2 CONSTRUCTION DRAW SCHEDULE**

Period Ending	Original Semiannual Estimate March 2013	Original Cumulative Estimate March 2013	Actual Semiannual October 2013	Actual Cumulative October 2013	Estimate Semiannual October 2013	Estimate Cumulative October 2013
4/30/2013	\$3,394,622	\$3,394,622	\$3,417,844	\$3,417,844		
10/31/2013	\$42,279,097	\$45,673,718	\$24,487,040	\$27,904,884		
4/30/2014	\$55,031,296	\$100,705,015			\$45,023,211	\$72,928,095
10/31/2014	\$90,951,721	\$191,656,736			\$113,823,941	\$186,752,035
4/30/2015	\$39,969,529	\$231,626,265			\$58,265,954	\$245,017,989
10/31/2015	\$7,043,534	\$238,669,798			\$6,176,957	\$251,194,946
4/30/2016		\$238,669,798			\$586,407	\$251,781,353

**SEGMENT G CONSTRUCTION DRAW SCHEDULE**

Period Ending	Original Semiannual Estimate March 2013	Original Cumulative Estimate March 2013	Actual Semiannual October 2013	Actual Cumulative October 2013	Estimate Semiannual October 2013	Estimate Cumulative October 2013
4/30/2013	\$5,971,421	\$5,971,421	\$5,463,257	\$5,463,257		
10/31/2013	\$89,748,150	\$95,719,571	\$39,141,342	\$44,604,599		
4/30/2014	\$114,471,355	\$210,190,926			\$79,422,586	\$124,027,185
10/31/2014	\$131,541,495	\$341,732,421			\$126,007,818	\$250,035,004
4/30/2015	\$76,368,574	\$418,100,995			\$99,222,322	\$349,257,326
10/31/2015	\$30,149,857	\$448,250,852			\$14,640,395	\$363,897,721
4/30/2016	\$21,778,683	\$470,029,535			\$1,085,969	\$364,983,690

**AGGREGATE CONSTRUCTION DRAW SCHEDULE**

Period Ending	Original Semiannual Estimate March 2013	Original Cumulative Estimate March 2013	Actual Semiannual October 2013	Actual Cumulative October 2013	Estimate Semiannual October 2013	Estimate Cumulative October 2013
4/30/2013	\$19,928,853	\$19,928,853	\$19,928,853	\$19,928,853		
10/31/2013	\$200,851,198	\$220,780,051	\$142,779,672	\$162,708,525		
4/30/2014	\$265,129,197	\$485,909,247			\$196,324,429	\$359,032,954
10/31/2014	\$311,295,971	\$797,205,218			\$344,640,503	\$703,673,456
4/30/2015	\$147,664,081	\$944,869,299			\$253,161,294	\$956,834,751
10/31/2015	\$61,196,108	\$1,006,065,407			\$48,649,835	\$1,005,484,586
4/30/2016	\$37,487,593	\$1,043,553,000			\$4,625,867	\$1,010,110,453

1. The Original estimate is based on the Maximum Payment Schedule per the Development Agreement executed March 22, 2013. The Original estimate includes the base price (\$1.007 billion) and assumes that all options are executed (\$36.5 million). The Actual amounts reflects actual invoices received. The Estimate is based on the PBS2r8 schedule provided by ZOPB. The exact distribution of the Estimate broken down by segments (F-1, F-2, G, and Corridorwide & ROW) will depend upon ROW sequencing and could vary significantly.
2. The Estimate derived from the PBS2r8 schedule is the only data source aligned according to calendar months.
3. The Original estimate and Actual invoices do not contain breakout by segments. Therefore, an approximation has been used for the breakout of costs for Segments F-1, F-2, G and the Corridorwide & ROW costs based on the PBS2r2 and PBS2r8 schedules respectively.
4. The total cumulative Estimate for the Aggregate differs from the Original estimate for the Aggregate by \$33 million which is the difference between the PBS2r8 and the actual amount invoiced by ZOPB.

- » Per total Actual draws as of October 31, 2013, ZOPB has invoiced \$58 million less than the Maximum Payment Schedule as agreed upon in the Development Agreement.
- » For the past three months, ZOPB has invoiced 55% less than the expected invoices projected by the Maximum Payment Schedule; ZOPB is in the initial stages of construction activities (2% of cumulative earned value)

**Based on the information available to the General Engineering Consultant, the GEC is of the view that Segments F-1, F-2, and G will reach completion by the end of 2015 in accordance with representations in the Official Statement dated July 17, 2013. Based upon all information available, the Grand Parkway System funding is sufficient to enable timely system completion.**

# Glossary

CSJ	Control-section-job number. It is the key descriptor for the record of each project within TxDOT's system. Each project's CSJ is a nine-digit number consisting of four digits representing the control, two digits representing the section and a three digit job number.
GEC	General Engineering Consultant
GPTC	Grand Parkway Transportation Corporation
IH	Interstate Highway
NTP	Notice to Proceed
PBS	Project Baseline Schedule
ROW	Right of Way
SH	State Highway
TxDOT	Texas Department of Transportation
ZOPB	Zachry-Odebrecht Parkway Builders

# Grand Parkway Project Map

