

*A Grand Parkway Transportation  
Corporation Project*

Quarter Ended June 30, 2016  
(April 1, 2016 – June 30, 2016)



Construction Progress Report  
**THE GRAND PARKWAY SYSTEM**

Submitted August 12, 2016

# CONTENTS

GEC Principal in Charge Letter .....	2
Introduction .....	3
Segment D (Harris County) .....	4
Segment E .....	5
Segments F-1, F-2, and G .....	6
Project Milestones .....	7
Right of Way .....	7
Utility Relocation .....	7
Construction Indicators .....	8
Status of Change Orders .....	8
Related Third Party Agreements .....	8
Cumulative Earned Value .....	9
Construction Draw Schedule .....	9
Project Cost Summary for the Grand Parkway System .....	11
Glossary .....	12
Grand Parkway Project Map .....	13



## GEC PRINCIPAL IN CHARGE LETTER

HNTB was selected by the Texas Department of Transportation and subsequently appointed by the Grand Parkway Transportation Corporation (GPTC) on February 29, 2016 as the General Engineering Consultant (GEC) for the Grand Parkway System as defined in the Trust Agreement Section 704(a).

As 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 is 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. Previously these quarterly reports were prepared and provided by CH2M, the GEC during the implementation of Grand Parkway Segments F-1, F-2, and G. This is the final quarterly construction report since Substantial Completion was achieved on all three segments during the reporting period ending March 31, 2016.

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 such progress report, (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.

Respectfully submitted by HNTB Corporation  
General Engineering Consultant

Stephen A. Hrncir, P.E.  
Vice President  
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 page 14.

The segments located in Harris and Montgomery Counties comprise the Grand Parkway System which was originally financed with the Grand Parkway System, Toll Revenue Bonds, Series 2013. The proceeds of the Bonds are being used 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 northeast Harris County and southwest Montgomery County. These segments total approximately 54.8 miles of tollway.

Segment D (Harris County) and Segment E were constructed under five different design-bid-build contracts. Segments F-1, F-2, and G are being constructed as part of a single design-build comprehensive development agreement. On March 22, 2013, TxDOT and Zachry-Odebrecht Parkway Builders, J.V. (ZOPB) 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. The third NTP was issued by TxDOT for the 365-day period from April 3, 2014 to April 2, 2015. NTP 3 was completed on April 1, 2015.

Substantial Completion of Segment F-1 was achieved on February 2, 2016; Segment F-2 on February 5, 2016; and Segment G on March 28, 2016. Segments F-1 and F-2 were opened to traffic on February 5th with tolling commencement on February 15, 2016. Segment G was opened to traffic on March 29th with tolling commencement on April 4, 2016.

Four direct connectors at the Hardy Toll Road and Grand Parkway interchange are scheduled to open on July 18, 2016. These direct connectors are being designed and constructed by Harris County as part of a three-party agreement between TxDOT, GPTC, and Harris County. GPTC and Harris County will equally share the cost of the project. GPTC will reimburse the County for GPTC's share of the project costs not to exceed \$20 Million. Harris County will be responsible for all future maintenance activities and costs on these connectors.

TxDOT Houston District will be responsible for routine maintenance activities on all segments and for major capital maintenance activities on Segments D and E. These maintenance costs will be reimbursed by the System through GPTC.

Major capital maintenance activities for Segments F-1, F-2, and G will be performed by the Developer under a Capital Maintenance Agreement (CMA) for the first five years with the possibility of CMA extensions for two additional five year periods. The CMA commences at the end of the one-year warranty period, which occurs one year after Final Acceptance is achieved on the first segment of the three Segments F-1, F-2, or G.

## 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) was constructed by TxDOT on behalf of the Corporation pursuant to two design bid build contracts.

The main lanes of Segment D opened to traffic on December 21, 2013 and tolling began February 1, 2014. All of the direct connectors serving Segment D (Harris County) are now open for traffic.

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

### CSJ No. 3510-05-017

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

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

The contracts for Segments D and E reached substantial completion in December 2013 with the exception of three of the four direct connectors constructed by the Lone Star Company, Inc. in Segment D. Direct Connector D (SH99 Southbound to IH10 Westbound) was opened to traffic at substantial completion on December 21, 2013.

The remaining direct connectors opened to traffic on the following dates:

- Direct Connector B (IH10 Eastbound to SH99 Northbound) on June 16, 2014
- Direct Connector E (IH10 Eastbound to SH99 Southbound) on June 16, 2014
- Direct Connector F (SH99 Northbound to IH10 Westbound) on August 2, 2014.

TxDOT District Construction issued Segment D for final acceptance on December 12, 2014. Final payment estimate has been approved and project closed. The Total Paid to date Contract Value is \$33,364,196.





## Segment E

Segment E is 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 was constructed by TxDOT on behalf of the Corporation pursuant to four design bid build contracts.

Segment E opened to traffic on December 21, 2013 and tolling began February 1, 2014.

In accordance with the Project Agreement, TxDOT has assigned 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**

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

The project involved 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.

TxDOT District Construction issued this section for final acceptance on November 17, 2014. Final payment estimate has been approved and project closed. The Total Paid to date Contract Value is \$49,788,585.

### **CSJ No. 3510-05-022**

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

The project constructed the new SH99 from north of Colonial Parkway to north of Morton Road and opened to traffic on December 21, 2013.

TxDOT District Construction issued this section for final acceptance on October 9, 2014. Final payment estimate has been approved and project closed. The Total Paid to date Contract Value is \$33,688,969.

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

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

The project constructed the new SH99 from north of Morton Road to south of Bridgeland Lake Parkway.

TxDOT District Construction issued this section for final acceptance on September 23, 2014. Final payment estimate has been approved and project closed. The Total Paid to date Contract Value is \$126,176,722.

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

**Contractor:** *WW Webber, LLC*

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

TxDOT District Construction issued this section for final acceptance. Final payment estimate has been approved and project closed. The Total Paid to date Contract Value is \$116,989,412.

*Information pertaining to Segment D (Harris County) and Segment E has been provided by Atkins, the General Engineering Consultant, through September 2015 and by TxDOT thereafter for those segments.*

# Segments F-1, F-2 and G

Segments F 1 and F 2 were opened to traffic on February 5, 2016 with tolling commencement on February 15, 2016. Segment G was opened to traffic on March 29, 2016 with tolling commencement on April 4, 2016.

**CSJ No. 0912-00-471**

**Contractor: Zachry-Odebrecht Parkway Builders**

Segment F-1 is 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 is 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 is a 13.5-mile, four-lane, controlled access toll road with intermittent frontage roads from IH45(N) to IH69(N)/US59(N) through northeast Harris County and southwest Montgomery County.

Segments F-1, F-2, and G are being developed, designed, and constructed pursuant to the Development Agreement between TxDOT and the Developer ZOPB. Substantial Completion was achieved on February 2<sup>nd</sup>, 5<sup>th</sup>, and March 28<sup>th</sup>, 2016 for Segments F-1, F-2, and G respectively.

Punch list activities are on-going and the final acceptance process is underway for all three segments.



SH 99 at FM 2920 (Looking West)



SH 99 at Springwoods Village Parkway (Looking West)



SH 99 at Springwoods Village Parkway (Looking East)

### Project Milestones

The following are actual milestones achieved to date on Segments F & G as well as the anticipated Final Acceptance timelines for each Segment.

Milestones	Actual Completion Dates
Contract Signature Effective Date	3/22/2013
NTP 1 Issued	3/22/2013
NTP 2 Issued	6/14/2013
Construction Work Commencement	6/25/2013
NTP 3 Work Commencement	4/3/2014
NTP 3 Frontage Roads Completion at IH45	4/1/2015
Segment F-1	
Substantial Completion	2/2/2016
Open to Traffic	2/5/2016
Tolling Commences	2/15/2016
Segment F-2	
Substantial Completion	2/5/2016
Open to Traffic	2/5/2016
Tolling Commences	2/15/2016
Segment G	
Substantial Completion	3/28/2016
Open to Traffic	3/29/2016
Tolling Commences	4/4/2016

Milestones	Final Acceptance Timelines*
Final Acceptance for Segment F-1	5/31/2016
Final Acceptance for Segment F-2	6/3/2016
Final Acceptance for Segment G	7/26/2016
Final Acceptance for All Segments	7/26/2016

\*Contractual dates as of June 30, 2016. These milestones may be adjusted pending requests for additional extensions of time. These do not include completion of the Hardy Toll Road Direct Connectors (Third Party Agreement).

### Right of Way

All 433 parcels totaling 2,124 acres were released-for-construction (100% complete as of March 16, 2015). There remain 25 eminent domain actions pending to finalize parcel acquisition as of June 30, 2016. These resolution activities will continue for several years after construction is complete. The activities include settlements, court ordered mediations, agreed judgments, and jury trial awards.

### Utility Relocation

All Project Utility Adjustment Agreements (52 of 52) and Supplemental Utility Adjustment Agreements (58 of 58) have been executed by ZOPB.



**Construction Indicators – Segment F-1**

- Substantial Completion of Segment F-1 was achieved on February 2, 2016.
- Segment F-1 was opened to traffic on February 5, 2016.
- Installation of riprap, mow strips and drainage aprons/outlet structures continued in various locations throughout the segment.
- Ride quality evaluations and pavement surface corrections continued throughout the segment.
- Painting continued at various locations throughout the segment.
- Slope grading, seeding/sodding and landscaping continued throughout the segment.
- Punch list activities are on-going throughout the segment.

**Construction Indicators – Segment F-2**

- Substantial Completion of Segment F-2 was achieved on February 5, 2016.
- Segment F-2 was opened to traffic on February 5, 2016.
- Installation of riprap, mow strips and drainage aprons/outlet structures continued in various locations throughout the segment.
- Ride quality evaluations and pavement surface corrections continued throughout the segment.
- Painting continued at various locations throughout the segment.
- Slope grading, seeding/sodding and landscaping continued throughout the segment.
- Punch list activities are on-going throughout the segment.

**Construction Indicators – Segment G**

- Substantial Completion of Segment G was achieved on March 28, 2016.
- Segment G was opened to traffic on March 29, 2016.
- Construction of the intersection at Future Riverwalk Drive is on-going.
- Excavation and riprap installation continued at detention ponds throughout the segment.
- Small/large sign installation continued throughout the segment.
- Installation of riprap, mow strips and drainage aprons/outlet structures continued in various locations throughout the segment.
- Ride quality evaluations and pavement surface corrections continued throughout the segment.
- Painting continued at various locations throughout the segment.
- Slope grading, seeding/sodding and landscaping continued throughout the segment.
- Punch list activities are on-going throughout the segment.

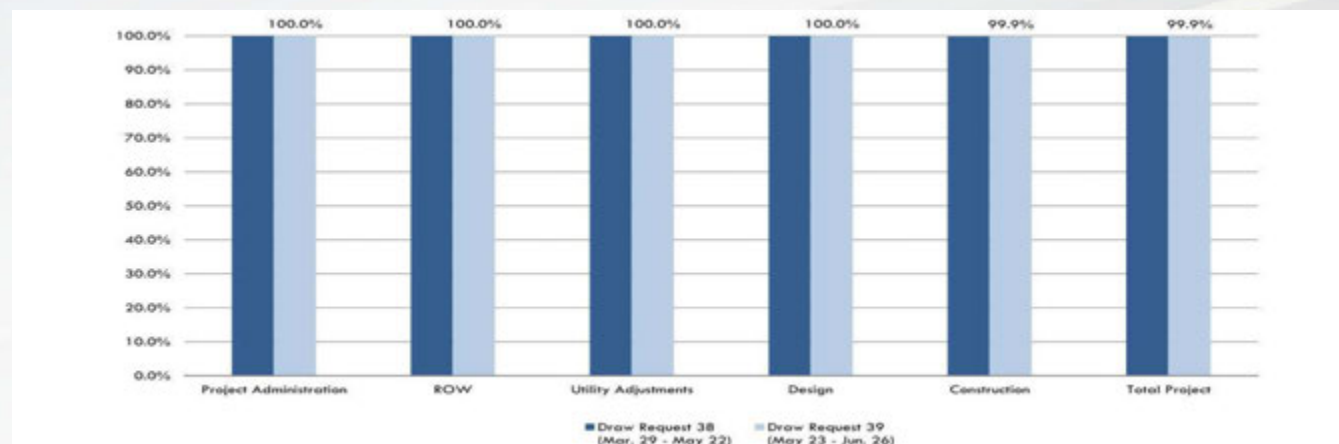
**Status of Change Orders**

To date, Change Order Nos. 1-12 have increased the Contract Price from \$1,043,553,000 (inclusive of eight Options) to \$1,045,663,127 (inclusive of six Options and twelve Change Orders). Change Order No. 12 Traffic Signal Modifications to Technical Provisions was fully executed on April 1, 2016. Change Order No. 12 has nil value with no schedule impacts.

**Related Third Party Agreements**

To date, nine Third Party Agreements (as previously described in Quarterly Construction Progress Reports) have been fully executed.

### Cumulative Earned Value



The Cumulative Earned Value estimate is calculated on the draw request submitted monthly by the developer.

The value of the total work completed to date is \$1.0448 billion, approximately 99.9% of the total project cost of \$1.0456 billion (based on PBS3, including executed Change Orders Nos. 1-12).

Since execution of the Development Agreement, 1,192 days have elapsed, which is approximately 128.9% of the total contracted schedule time (925 days) to substantial completion.

### Construction Draw Schedule

#### DEVELOPER CORRIDORWIDE & ROW CONSTRUCTION DRAW SCHEDULE

Period Ending	Original Estimate Semiannual	Original Estimate Cumulative	Actual Semiannual	Actual Cumulative	Estimate Semiannual	Estimate Cumulative
3/31/2013	\$2,320,098	\$2,320,098	\$1,872,678	\$1,872,678		
9/30/2013	\$53,024,128	\$55,344,226	\$92,437,427	\$94,310,105		
3/31/2014	\$36,040,666	\$91,384,892	\$34,074,637	\$128,384,742		
9/30/2014	\$29,999,666	\$121,384,557	\$18,786,676	\$147,171,418		
3/31/2015	\$2,636,546	\$124,021,103	\$14,250,711	\$161,422,129		
9/30/2015	\$1,460,558	\$125,481,662	\$10,581,280	\$172,003,409		
3/31/2016	\$4,757,395	\$130,239,056	\$20,330,419	\$192,333,827		
9/30/2016					\$0	\$192,333,827

#### SEGMENT F-1 CONSTRUCTION DRAW SCHEDULE

Period Ending	Original Estimate Semiannual	Original Estimate Cumulative	Actual Semiannual	Actual Cumulative	Estimate Semiannual	Estimate Cumulative
3/31/2013	\$1,135,055	\$1,135,055	\$295,006	\$295,006		
9/30/2013	\$36,790,557	\$37,925,612	\$8,728,890	\$9,023,896		
3/31/2014	\$44,801,394	\$82,727,006	\$24,412,303	\$33,436,199		
9/30/2014	\$95,173,798	\$177,900,804	\$77,717,222	\$111,153,421		
3/31/2015	\$44,873,705	\$222,774,508	\$56,562,339	\$167,715,760		
9/30/2015	\$12,992,005	\$235,766,514	\$34,909,206	\$202,624,966		
3/31/2016	\$13,386,463	\$249,152,976	\$12,280,027	\$214,904,992		
9/30/2016					\$0	\$214,904,992

\*Original Estimate is based on the Maximum Payment Schedule

**SEGMENT F-2 CONSTRUCTION DRAW SCHEDULE**

Period Ending	Original Estimate Semiannual	Original Estimate Cumulative	Actual Semiannual	Actual Cumulative	Estimate Semiannual	Estimate Cumulative
3/31/2013	\$45,442	\$45,442	\$1,376,674	\$1,376,674		
9/30/2013	\$23,257,875	\$23,303,317	\$17,340,253	\$18,716,927		
3/31/2014	\$42,326,528	\$65,629,845	\$39,007,377	\$57,724,304		
9/30/2014	\$63,120,594	\$128,750,438	\$47,946,412	\$105,670,716		
3/31/2015	\$49,924,735	\$178,675,173	\$63,778,945	\$169,449,661		
9/30/2015	\$18,113,968	\$196,789,142	\$58,665,827	\$228,115,488		
3/31/2016	\$5,726,883	\$202,516,025	\$21,556,301	\$249,671,789		
9/30/2016					\$0	\$249,671,789

**SEGMENT G CONSTRUCTION DRAW SCHEDULE**

Period Ending	Original Estimate Semiannual	Original Estimate Cumulative	Actual Semiannual	Actual Cumulative	Estimate Semiannual	Estimate Cumulative
3/31/2013	\$1,481,618	\$1,481,618	\$1,437,856	\$1,437,856		
9/30/2013	\$72,116,933	\$73,598,551	\$26,243,561	\$27,681,417		
3/31/2014	\$118,557,299	\$192,155,850	\$61,617,282	\$89,298,699		
9/30/2014	\$140,720,113	\$332,875,963	\$115,121,251	\$204,419,950		
3/31/2015	\$71,887,243	\$404,763,206	\$80,967,370	\$285,387,320		
9/30/2015	\$33,853,758	\$438,616,964	\$58,511,833	\$343,899,153		
3/31/2016	\$23,027,978	\$461,644,942	\$43,999,990	\$387,899,143		
9/30/2016					\$853,376	\$388,752,519

**AGGREGATE CONSTRUCTION DRAW SCHEDULE**

Period Ending	Original Estimate Semiannual	Original Estimate Cumulative	Actual Semiannual	Actual Cumulative	Estimate Semiannual	Estimate Cumulative
3/31/2013	\$4,982,213	\$4,982,213	\$4,982,214	\$4,982,214		
9/30/2013	\$185,189,493	\$190,171,706	\$144,750,131	\$149,732,345		
3/31/2014	\$241,725,886	\$431,897,592	\$159,111,599	\$308,843,944		
9/30/2014	\$329,014,170	\$760,911,762	\$259,571,561	\$568,415,505		
3/31/2015	\$169,322,229	\$930,233,991	\$215,559,365	\$783,974,870		
9/30/2015	\$66,420,290	\$996,654,281	\$162,668,146	\$946,643,015		
3/31/2016	\$46,898,719	\$1,043,553,000	\$98,166,737	\$1,044,809,752		
9/30/2016					\$853,376	\$1,045,663,128

\*Original Estimate is based on the Maximum Payment Schedule

Draw Schedule source data includes: (a) The Original Estimate that is based on the Maximum Payment Schedule. The Original Estimate includes the base price (\$1.007 billion) and assumes that all options are executed (\$36.5 million), which aggregates to \$1.0435 billion; (b) the Actual amounts, which reflect actual draw requests received; and (c) the Estimate, including Change Orders Nos. 1-12, which are based on the approved baseline schedule, PBS3r3, provided by ZOPB, which aggregates to \$1.0456 billion.

The Original Estimate and Actual draw requests 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 Corridor-wide & ROW costs based on the PBS2r2 schedule for the Original Estimate and the remaining contract value for the final Estimate.

**Project Cost Summary (In Thousands)**

The table below reflects costs for the calendar quarter ended June 30, 2016, costs expended since inception through June 30, 2016, remaining costs required to complete the project, and the total project cost estimate.

	Costs Apr. Jun. '16 <sup>(1)</sup> (current quarter)	Costs Inception Jun. 16 (all costs to date)	Estimated Remaining Costs to Complete Project	Total Project Cost Estimate
<b>Construction Costs</b>				
<b>Segments D and E</b>				
Construction	\$336	\$360,008	-	\$360,008
Management, Oversight & Mtl. Testing	(\$5,582)	\$8,749	-	\$8,749
Right-of-Way Acquisition	-	\$10,035	-	\$10,035
Toll Integration	-	\$7,923	\$1,486	\$9,408
<b>Total Segments D and E</b>	<b>(\$5,246)</b>	<b>\$386,714</b>	<b>\$1,486</b>	<b>\$388,200</b>
<b>Segments F-1, F-2, and G</b>				
Construction - ZOPB	\$9,817	\$1,044,809	\$854	\$1,045,663
Management, Oversight & Mtl. Testing	(\$11,568)	\$40,392	\$1,978	\$42,371
Right-of-Way Acquisition	\$10,624	\$440,301	\$46,376	\$489,678
Toll Integration Costs	\$5,150	\$26,364	\$10,184	\$36,548
<b>Total Segments F-1, F-2, and G</b>	<b>\$14,022</b>	<b>\$1,551,867</b>	<b>\$62,393</b>	<b>\$1,614,260</b>
<b>Total Segments D-G</b>	<b>\$8,776</b>	<b>\$1,938,582</b>	<b>\$63,879</b>	<b>\$2,002,460</b>
<b>Segments H&amp;I Pre-Dev. Costs – Ineligible<sup>(2)</sup></b>	<b>\$13,963</b>	<b>\$15,526</b>	<b>\$284,474</b>	<b>\$300,000</b>
<b>Total Construction Costs</b>	<b>\$22,739</b>	<b>\$1,954,107</b>	<b>\$348,353</b>	<b>\$2,302,460</b>
<b>Other Costs</b>				
Reimbursements (HCTRA) <sup>(3)</sup>	\$2,169	\$76,304	\$26,185	\$102,490
Project Contingency	-	-	\$46,846	\$46,846
<b>Total Other Costs</b>	<b>\$2,169</b>	<b>\$76,304</b>	<b>\$73,031</b>	<b>\$149,335</b>
<b>Total Project Costs, before Financing Costs</b>	<b>\$24,908</b>	<b>\$2,030,411</b>	<b>\$421,384</b>	<b>\$2,451,796</b>
<b>Financing Costs</b>				
Capitalized Interest	\$46,245	\$243,363	\$51,101	\$294,464
Capitalized Interest – Ineligible <sup>(2)</sup>	\$9,378	\$50,017	\$9,378	\$59,395
<b>Total Capitalized Interest</b>	<b>\$55,623</b>	<b>\$293,380</b>	<b>\$60,479</b>	<b>\$353,859</b>
Debt Service Reserve Fund	-	\$17,964	-	\$17,964
Rate Stabilization Fund	-	\$100,000	-	\$100,000
Cost of Issuance	\$421	\$16,545	-	\$16,545
Cost of Issuance – Ineligible <sup>(2)</sup>	-	\$2,533	-	\$2,533
<b>Total Financing Costs</b>	<b>\$56,044</b>	<b>\$430,422</b>	<b>\$60,479</b>	<b>\$490,901</b>
<b>Grand Total Project Costs</b>	<b>\$80,952</b>	<b>\$2,460,833</b>	<b>\$481,863</b>	<b>\$2,942,696</b>
<b>Summary of TIFIA Eligible &amp; Ineligible Costs<sup>(2)</sup></b>				
Eligible	\$57,611	\$2,392,758	\$188,011	\$2,580,769
Ineligible	\$23,341	\$68,075	\$293,853	\$361,928

Source: TxDOT

**Notes:**

- (1) Actual costs for the calendar quarter reflect payments for the quarter, offset by adjustments to previous reserves for certain costs based on review and recommendation of the General Engineering Consultant.
- (2) Project costs are required to be classified as TIFIA-Eligible or TIFIA-Ineligible as reflected in SCHEDULE I of the TIFIA Loan Agreement dated February 6, 2014, available at <http://emma.msrb.org>. Eligible costs generally include project costs for Segments D-G. Ineligible costs generally reflect costs not connected with Segments D-G or predevelopment costs for Segments H and I.
- (3) Payments to HCTRA include costs for right-of-way acquisition and certain construction costs for Segments D-G. Costs were not assigned to any specific segment's construction costs in accordance with the "SCHEDULE I Grand Parkway Project Budget" of the TIFIA Loan Agreement dated February 6, 2014.

## *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.
DA	Development Agreement, the ZOPB Design-Build agreement for segments F through G
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

## Map of Proposed State Highway 99 (Grand Parkway) Project

