Terminal Renewal and Improvement
ADE Program Status Report
July 2014
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Terminal A

Terminal A, Phase 1, Section A construction began February 21, 2011 and was substantially complete on March 26, 2013. Terminal A, Phase 2, Section B started March 26, 2013 and is scheduled to be substantially complete on May 7, 2015. Terminal A, Phase 3, Section C enabling and make ready construction began in May 2014. Terminal A, Phase 3 Section C construction is scheduled to begin by November 5, 2014 and to be substantially complete by March 11, 2016.

Terminal B

Terminal B, Phase 1 construction began November 1, 2012 and is projected to be substantially complete by October 17, 2014. Terminal B, Phase 2 started May 19, 2014 and substantial completion is currently anticipated by January 22, 2016. Terminal B, Phase 3 is scheduled to begin January 23, 2016 and the projected substantial completion is March 25, 2017.

Terminal C

Terminal C construction is anticipated to begin by October 26, 2015 after the completion of Terminal A, Phase 3. Actual phasing and sequencing of this work will be reevaluated during design.

Terminal E

Terminal E, Phase 1 (Satellite Reactivation) construction began on September 8, 2011 and substantial completion was achieved on October 18, 2012. Terminal E, Phase 1 (B/C Infill) construction started September 8, 2011 and substantial completion was achieved on September 17, 2013. Terminal E, Phase 2, Section C construction started on September 19, 2013 and will reach substantial completion by October 24, 2014. Terminal E, Phase 3, Section B is scheduled to begin construction on October 25, 2014 and be substantially complete by October 20, 2015. Terminal E, Phase 4, Section A construction is currently scheduled to begin October 21, 2015 and be substantially complete by October 20, 2016.

Terminal A DART Station

Terminal A DART Station construction began June 28, 2012. Substantial completion was achieved on March 22, 2014.

Terminal A Enhanced Parking Structure

Terminal A Enhanced Parking Structure construction began May 7, 2012. Phase 1, North was substantially complete on March 4, 2013. Phase 2, Center began April 4, 2013 and substantial completion was achieved May 17, 2014. Phase 3, South began May 30, 2014 and it is currently scheduled to be substantially complete by June 15, 2015. The Infield area is scheduled to be substantially complete by October 26, 2015.

Terminal E Landside Improvements

Terminal E Enhanced Parking Structure is currently scheduled to begin January 2, 2015 and is projected to be substantially complete by October 31, 2016. Terminal E Roadways is scheduled to begin July 7, 2014 and is projected to be substantially complete April 17, 2015.

- Executive Summary for TRIP and Non-TRIP projects are reflected as of July 31, 2014.
TRIP Project Status
DESCRIPTION OF PROJECT

Terminal A is currently planned to include, but is not limited to, the following improvements:

- **Temporary facilities:**
  - To facilitate the construction of Terminal A, temporary facilities are required. Improvements will include the renovation of the 3rd level Executive Conference Center, and the demolition and reconstruction of the South SkyLink Federal Inspection Station (FIS) area. These spaces will be utilized for temporary offices for employees that are displaced due to construction.

- **Removal of existing escalators at main entries and replacement with large-capacity elevators.**
- **Reconfiguration of ticket counters with self-service equipment and devices, and passenger assistance counters**
- **Rotation of the security checkpoints so that queues parallel the building**
- **Redistribution and expansion of concessions opportunities throughout the terminal**
- **New interior finishes and signage to improve aesthetic appearance**
- **Upgrades to mechanical, electrical, and plumbing (MEP) systems to meet new building and energy codes and DFW sustainability initiative**
- **Replacement of fire alarm, fire protection and other life safety systems**
- **Modification of baggage handling system to coordinate with the new passenger check-in positions**
- **Minor renovations to A/B Skybridge and A/C Connector**
- **Demolition of Terminal A garage structures and reconstruction (see separate project report)**
- **Upgrades to Information Technology (IT) System (Fiber Backbone and IT Communications Rooms):**
  - Construction of two main and eight smaller communication rooms on the ramp level in the Terminal is necessary in order for DFW and airline personnel to maintain operations and uninterrupted services for passengers during the program. They will provide permanent accommodations for critical IT systems both during and after the program. A fiber optic cable backbone will be constructed from the DFW Data Center and Energy Plaza to the Main Communication Rooms (MCR) in each Terminal to facilitate connecting to other areas of the airport.

- **Re-gating:**
  - Installation of new passenger boarding bridges (PBB), provide new gate support equipment, relocate existing PBBs and gate equipment serving the gates at the Terminal, and revise the gate lead-in lines, apron markings, and fuel distribution system. This work is necessary to maximize the dependability of the gates during the various construction phases of TRIP, which requires closing several gates simultaneously.

- **Terminal exterior glazing system:**
  - Demolition of existing discolored canted glazing system and installation of new non-tinted energy efficient glazing system with larger viewing angles.

- **Install natural gas system to serve concessionaires cooking needs.**

Terminal A design and construction is broken into three (3) distinct phases that are numbered in the order in which each section is currently planned to be completed. Terminal A sections and respective phases are as follows: Section A (Phase 1), Section B (Phase 2) and Section C (Phase 3). Each phase will have several internal construction sequences.
TERMINAL A BUDGET SUMMARY

<table>
<thead>
<tr>
<th>TRIP Category Number</th>
<th>Baseline Budget (B)</th>
<th>Budget Changes (C)</th>
<th>Current Budget (D)=(B+C)</th>
<th>Current Commit (E)</th>
<th>Budget Remaining (F)=(D-E)</th>
<th>Incurred (G)</th>
<th>Pending Trend (H)</th>
<th>New EAC (J)=(G+H)</th>
<th>Variance (K)=(D-J)</th>
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</tbody>
</table>

*Data source Terminal Renewal Implementation Program, Level 2 Forecast as of July 31, 2014.

* Project Status % Completion based on Contract Status

TERMINAL A PROJECT STATUS

Terminal A Temporary Facilities – SA02

This project is complete.

Terminal A and C IT Communications Rooms – SA03

This project is closed.

Terminal A, Section A Remodel Mobilization – SA04

This project is closed.

Terminal A, Section A - Phase 1 – SA05

**Tramway and Lower Level Landside** – The BHS C-1/MCP17 re-wire, termination, static testing and functional testing, between columns 21-24, grid lines A/B is complete.

**Ramp Level** – The PLC software upload submittal approval process is ongoing. The BHS summit meetings are complete resolving submittal review and submission issues.

**Concourse Level** – The CMAR continues to work on punch-list items identified by the CMAR, EOR, Owner’s Representative, and AA.

**Concessions** – The construction of Hudson News concessionaire located between columns 13-14, grid line C is ongoing. The Martini Bar between located between columns 12.5-14, grid lines D/E is currently under construction.

**F.I.S. Corridor and Roof** – There was no work performed by the CMAR during this period.

**PA/VE Terminals A and C – SA07**

This project is closed.
Terminal A, Section B – Phase 2 – SA09

Enabling - There was no work performed during this period.

Tramway and Lower Level Landside – The CMAR continues the installation of the elevators A1056YEV16, A1064YEV18, A1065YEV19 and A1072YEV23. The conveyance contractor completed equipment installation in elevator equipment room A1072Y03/A22A165. The CMAR completed the installation of the PA/VE pathway and the wire and devices on the lower level curb side. The electrical subcontractor continued the installation of the electrical pathway rough-in from the concessions LODs to the concessions electrical rooms at A1055Y01/A19A105 and A1090A01/A25A129. The drywall contractor completed the installation of stucco on the exterior walls between columns 56-57, 66-68, and 72-74, grid line Y. The CMAR continued the installation of acoustic metal paneling and completed the terrazzo installation in the enhanced entry vestibule.

Ramp Level – The insulation of the glycol main piping along building face between columns 81-93, grid line F is complete. The stop work order on the A21 MEN’s A1065B01/A21A133 and WOMEN’s A1066B01/A21A153 restroom/locker-rooms HVAC system installation was lifted due to the release of DCN 20 and this work will resume upon the approval of the C-Letter. The electrical rough-in and the mechanical work in the TSA Resolution Room A1077B02/A24A104 between columns 78-79, grid lines C/F is complete. The CMAR has begun the low voltage, electrical rough-in and mechanical work above the AA bag-piers between columns 56-58, grid lines B/F. The CMAR completed electrical and mechanical demolition in the AA C-Con services area between columns 80-82, grid lines D/F. The CMAR began populating AA TR rooms A1-04, and A1-05 with CAT-6 cabling between columns 68-69 and 82-83, grid lines B/C.

Concourse Level – The CMAR completed the installation of the light fixtures in the ceiling grid and the tech strips in the metal panel ceilings between columns 50-66, grid lines Y/C.5. The CMAR’s conveyance contractor continues the installation on the elevators A2058YEV17. The CMAR completed the installation of the lighting fixtures in the ceiling grid and in the metal panel ceilings tech strips between columns 50-77, grid lines A/C.5. The CMAR continues to perform TAB and commissioning of AHU’s and FPTU above ceiling between columns 51-80, grid lines A/C.5. The contractor continues to install the phenolic paneling and corner guards between columns 57-77, grid lines A/C.5.

The interior glazing contractor continues the installation of the mullions and the glass between columns 53-74, grid line A/C. The metal panel subcontractor completed installing the metal paneling on the enhanced entry between columns 64-67, grid lines Y/A. The installation of the metal tech strips, ceiling grid, and stainless steel neutral frames between columns 53-91, grid lines A/C.5 is complete.

The flooring subcontractor is in various stages of the installation of the iso-crack, zinc strip layout, and terrazzo placement between columns 50-53, 81-82, and 89-90 grid lines A, B/C, and B/C. The installation of concession blade signs between columns 53-68, and 78-91 grid line C is ongoing.
**Concessions** – The Concession White Boxes have not been turned over to the Concessionaires.

The CMAR has continued the infrastructure installation, which includes plumbing, utilities, HVAC duct taps, power and data rough-ins at the following concession spaces between columns 54-91, grid lines A/C:

<table>
<thead>
<tr>
<th>Concessionaire</th>
<th>Room No.</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pinkberry</td>
<td>A2053B03 / A18A225</td>
<td>Checklist submitted to Concessions 7-14-14</td>
</tr>
<tr>
<td>Juicy Couture</td>
<td>A2053D01 / A18A216</td>
<td>Checklist submitted to Concessions 7-14-14</td>
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<tr>
<td>L'Occitane / TUMI</td>
<td>A2053B06 / A19A201</td>
<td>Checklist submitted to Concessions 7-14-14/Ceiling Height conflicts with Contract Doc</td>
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<tr>
<td>Concession Storage</td>
<td>A2055B02 / A19A209</td>
<td>No conflict observed for Turnover</td>
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<tr>
<td>CNBC</td>
<td>A2060B01 / A20A213</td>
<td>Checklist submitted to Concessions 7-14-14</td>
</tr>
<tr>
<td>Starbucks</td>
<td>A2062D01 / A20A220</td>
<td>Turnover Pending Tunnel Flip</td>
</tr>
<tr>
<td>Auntie Anne’s</td>
<td>A2063D01 / A20A224</td>
<td>Turnover Pending Tunnel Flip</td>
</tr>
<tr>
<td>iStore Boutique</td>
<td>A2064B01 / A21A200</td>
<td>Checklist submitted to Concessions 7-14-14/Ceiling Height conflicts with Contract Doc</td>
</tr>
<tr>
<td>Cowboys Stadium Legend's Club</td>
<td>A2068D01 / A21A216</td>
<td>Turnover Pending Tunnel Flip</td>
</tr>
<tr>
<td>Swarovski</td>
<td>A2078B01 / A23A229</td>
<td>Turnover Pending Ph2/Ph3 construction</td>
</tr>
<tr>
<td>Concession Storage</td>
<td>A2080A03 / A24L208</td>
<td>Turnover Pending Know Crew Member Portal</td>
</tr>
<tr>
<td>Sunglass Hut</td>
<td>A2080B01 / A24A217</td>
<td>Ceiling Height conflicts with Contract Doc/Turnover Pending Ph2/Ph3</td>
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<tr>
<td>XpressSpa</td>
<td>A2080B01 / A24A217</td>
<td>Ceiling Height conflicts with Contract Doc/Turnover Pending Ph2/Ph3</td>
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<tr>
<td>LaMadeleine</td>
<td>A2085A01 / A25A209</td>
<td>Ceiling Height conflicts with Contract Doc/Turnover Pending Ph2/Ph3</td>
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<tr>
<td>Concession Storage</td>
<td>A2086A01 / A25A225</td>
<td>Turnover Pending Ph2/Ph3 construction</td>
</tr>
<tr>
<td>Brookstone</td>
<td>A2086A02 / A25A213</td>
<td>Ceiling Height conflicts with Contract Doc/Turnover Pending Ph2/Ph3</td>
</tr>
<tr>
<td>Talie</td>
<td>A2090B01 / A25A229</td>
<td>Turnover Pending Ph2/Ph3 construction</td>
</tr>
</tbody>
</table>

**Turnover Date Color Key**

- Green: No Conflict observed for turnover
- Red: IFC Work Completed SC Letter Submitted / Ceiling Height Conflict Work Proceeding
- Orange: Phase II Tunnel Flip Impacts
- Purple: Phase III Tunnel/Construction Impacts
- Brown: Phase III Tunnel/Construction Impacts

**3rd floor (Platform level)** – The mechanical contractor completed start-up and continued control wiring installation on AHUs 3065, and 3067, between columns 64-67, grid lines B/C. The fabrication of the hydronic piping HW and CW tie-ins between columns 60-86, grid lines A/D is complete. The CMAR has completed installation of ceiling grid and devices in the ceiling at the Pilots Lounge and Flight Services between columns 50-63, grid lines A/C. The fire prevention contractor performed the smoke detector test on AHUs 3065, and 3067.

**Terminal A, Section B - Phase 3 – SA11**

**Enabling** – The electrical subcontractor completed relocating, installing and terminating temporary electrical gear for Phase 3 construction. The CMAR began selective demolition in the AA Facilities Maintenance area and break room A128B01. The installation of temporary electrical in the AA shop workstations A38A111A01 is complete.
TERMINAL A DESIGN

Jacobs Engineering Group, Inc. is providing Professional Architectural and Engineering Services for the Design and Construction Support Services (CSS).

Temporary Facilities
Design 100% Complete
CSS is in closeout

Re-gating
Design 100% complete
CSS 100% complete

IT Communications Rooms
Design 100% Complete
CSS is complete

Section A / Phase 1
Design 100% complete
Re-glazing Design and procurement 100% complete
Ramp Re-programming and Re-design 100% complete
AOF Changes and DCN’s 100% complete

Section B / Phase 2 and Section C / Phase 3
Early enabling Phase 2 100% complete
Phase 2 Design Issue for Construction (IFC) 100% complete – (IFR) will be included in future DCN
Phase 3 Design IFB 100% complete including (IFR)

TERMINAL A PROCUREMENT

BARC (a joint venture comprised of Balfour, Azteca Enterprises, H.J. Russell & Company, and CARCON) under a Construction Manager at risk (CMAR) contract with DFW for Terminal A is managing all contracting procurements.

SA01 Terminals A and C Re-gating
SA02 Terminal A Temporary Facilities
SA03 Terminals A and C - IT Communication Rooms
SA04 Terminal A Section A – Remodel Mobilization
SA05 Terminal A Section A - Phase 1
SA07 PA/VE Terminal A and C
SA09 Terminal A Section B - Phase 2
SA11 Terminal A Section C – Phase 3
## TERMINAL A CONSTRUCTION

BARC (a joint venture comprised of Balfour, Azteca Enterprises, H.J. Russell and Company and CARCON) is managing all construction work.

**SA01 – Terminals A and C Re-gating**
- Contract 100% complete
- Construction 100% complete
- Certificate of occupancy issued November 2012

**SA02 – Terminal A Temporary Facilities**
- Contract 95.1% complete
- Construction 100% complete, close-out in progress
- Sequence I construction complete and Temporary Certificate of Occupancy (TCO) issued
- Sequence II construction complete and TCO issued
- Sequence III construction complete and TCO issued

**SA03 – Terminals A and C IT Communication Rooms**
- Contract 100% complete
- Construction 100% complete
- Project Closed
- Substantially complete as of September 2012
- Final Acceptance November 23, 2012

**SA04 – Terminal A Section A – Remodel Mobilization**
- Contract 100% complete
- Project Closed

**SA05 – Terminal A Section A - Phase 1**
- Contract 99.3% complete
- Construction 99.6% complete
- Phase 1 open for operation in March 2013
- Remaining work includes BHS closeout

**SA07 – PA/VE Terminal A and C**
- Contract 100% complete
- Construction 100% complete
- Project Closed

**SA09 - Terminal A Section B - Phase 2**
- Contract 78.2% complete
- Construction 78% complete
- Enhanced Entry Structure is in place
- All Phase 2 Air Handlers in place
- Partial Landside Passenger Corridor opened for Garage access

**SA11 – Terminal A Section C – Phase 3**
- Contract 1.0% complete
- Construction 3% complete (Asbestos Abatement to facilitate Enabling)
TERMINAL A PROGRESS PHOTOS

TA Lower Level Enhanced Entry

TA Baggage Claim at Gate A17

TA Hold Room at Gate A21 Column Line 64
Terminal B

DESCRIPTION OF PROJECT

Terminal B is currently planned to include, but is not limited to, the following improvements:

Temporary facilities:

- To facilitate the construction of Terminal B, temporary facilities are required. Improvements will include the renovation of the North Federal Inspection Station (FIS) area. These spaces will be utilized for temporary offices for employees that are displaced due to construction.
  - Removal of existing escalators at main entries and replacement with large-capacity elevators
  - Reconfiguration of ticket counters with self-service equipment and devices, and passenger assistance counters
  - Rotation of the security checkpoints so that queues parallel the building
  - Redistribution and expansion of concessions opportunities throughout the terminal
  - New interior finishes and signage to improve aesthetic appearance
  - Upgrades to mechanical, electrical, and plumbing (MEP) systems to meet new building and energy codes and DFW sustainability initiative
  - Replacement of fire alarm, fire protection and other life safety systems
  - Major modification of baggage handling system to coordinate with the new passenger check-in positions
  - Repair and renovation of Terminal B garage structures that include new concrete paving, replacement of expansion joints, minor structural repairs, waterproofing, replacement of light fixtures and restriping.
  - Upgrades to Information Technology (IT) System (Fiber Backbone and IT Communications Rooms):
    - Construction of two main and six smaller communication rooms located on the ramp level of the Terminal and two smaller communication rooms on the concourse level in the B-D connector is necessary in order for DFW and airline personnel to maintain operations and uninterrupted services for passengers during the program. They will provide permanent accommodations for critical IT systems both during and after the program. A fiber optic cable backbone will be constructed from the DFW Data Center and Energy Plaza to the Main Communication Rooms (MCR) in each Terminal to facilitate connecting to other areas of the airport
    - Auto-docking system for each aircraft parking position on the ramp
    - Terminal B North Stinger consisting of nine additional jet gates
    - Terminal B B-D Connector gate conversion of gates B4A, B4B, and B5 to International/Domestic swing gates for RJ’s

Terminal B design and construction is broken into three distinct Phases that are numbered in the order in which each section is currently planned to be completed. Terminal B sections and respective phases are as follows: Section C (Phase 1), Section A (Phase 2), and Section B (Phase 3).
### TERMINAL B BUDGET SUMMARY

<table>
<thead>
<tr>
<th>TRIP Category Number</th>
<th>Baseline Budget (B)</th>
<th>Budget Changes (C)</th>
<th>Current Budget (D) = (B+C)</th>
<th>Current Commit (E)</th>
<th>Budget Remaining (F) = (D-E)</th>
<th>Incurred (G)</th>
<th>Pending Trend (H)</th>
<th>New EAC (J) = (G+H)</th>
<th>Variance (K) = (D-J)</th>
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<tr>
<td>1 - Construction</td>
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<td>6,957,504</td>
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Terminal B Subtotal: 551,353,541

*Data source Terminal Renewal Implementation Program, Level 2 Forecast as of July 31, 2014.*

*Project Status % Completion based on Contract Status

### TERMINAL B PROJECT STATUS

**IT Communication Rooms – SA03**

This project is complete.

**Terminal B Auto Docking – SA04**

This project is complete.

**Terminal B Phase 1 – SA05**

**Tramway Lower Level (Landside)**

- Installed the fire sprinkler branch piping at column lines 106-114.

**Curbside Lower Level (Landside)**

- **Subphase 1B-1 (column lines 87-130, grid line Y/A/C)**
  - Began demolition of fire sprinkler stand pipes in stairwells from the ramp to roof levels at column lines 82, 89, 105, and 122.
  - Completed the welding and grinding the joints smooth for the installation of handrails within stairwell at column lines 88-89, grid line Y/A.
  - Completed the underside metal framing for the soffit at column lines 98-99, grid line Y-A and began exterior finishes.
  - Continued demolition on the underside of metal soffit at column lines 101-102 and 109-110, grid line Y/A.
  - Completed installing exterior finishes over sheathing and insulation at column lines 105-106, grid line Y/A.
  - Completed installing the new storefront frame and glass at the elevator lobby and BHS extension area at column lines 106-107, grid line Y.
  - Began and continued the metal stud framing for overhead soffit and installed the brown coat for plaster finish at column lines 107-107.2, grid line Y.
  - Began installing the ceiling grid at the curbside baggage area at column lines 107-109, grid line A.
  - Completed installing the metal lath, then began the scratch and brown coat on bulkhead above.
  - Began the demolition of the security grills and installing drywall ceiling support framing at column lines 108-110, grid line Y/A.
  - Completed installing separation wall between curbside baggage check-in at column lines 109-110, grid line Y/A. Completed adding the flashing tape and installing new storefront frame and glass.
  - Began installing the membrane roofing, metal cornice panels and soffit framing for lower entry vestibule at column lines 111-114.5, grid line Y.
  - Completed enclosing the stairway with drywall and began layout for interior finishes at curbside.
  - Completed initial installation of glass handrail from curbside to concourse for elevator vestibule at column lines 112-115, grid line Y.
  - Completed the storefront frame and glass for elevator vestibule at column lines 111-114, grid line Y.
  - Completed the installation of the two elevators with cables, counterweights and sheaves within the elevator shafts at column lines 112-113, grid line A. The cabs and the door units were then completed.
- Completed exterior sheathing and applied the concrete coats on the finishes for curbside mechanical room at column lines 114-116 grid line Y.
- Completed the storefront frame and doors to enclose curbside terminal entry at column lines 121-122, grid line Y/A.

**Ramp Level (Airside)**

- **Subphase IB: (column lines 99-116, grid line B/E)**
  - Continued installation of bollards by MCP-11 at column lines 82-83, grid line D.
  - Continued installing electrical branch circuit conduits column lines 91-101, grid line C/E.
  - Continued installing data and microphone conduit branch circuits at column lines 101-106.
  - Continued the touch up painting and installation of ceiling grid and tiles.
  - Completed framing and installation of the exterior sheathing for overhead door opening at column lines 103-104, grid line D.
  - Completed the interior finishes, flooring and installation of the PAVE and MEP systems for the AE PAX offices from column lines 104 to 113, grid line B/E.

**Concourse Level (Landside)**

- **Subphase 1B-1 (column lines 87-119, grid line A/C)**
  - Continued framing and installing drywall for office walls and soffits at column lines 82-85, grid line A.
  - Completed and protected in-place tile floor finish and stored millwork for installation in credit union offices at column lines 87-88, grid line A/C.
  - Continued installation of the HVAC duct and VAV boxes at column lines 89-90, grid line B/C.
  - Completed installation of metal wall framing and insulation.
  - Completed installation of clerestory glass above and setting of the perimeter glazing and sliding doors for entry vestibule.
  - Completed installing membrane roof over entry vestibule and continued to make a weather-tight enclosure at column lines 89-90, grid line Y/A.
  - Completed layout for restroom stalls and fixtures at column lines 90-91.
  - Began metal framing of perimeter walls for restrooms.
  - Completed final float and paint of drywall ceilings and soffits.
  - Continued installing various ceiling tiles as required for the restrooms.
  - Began terrazzo floor leveling and prep at column lines 90-92, grid line A/B.
  - Continued installing neutral frames and MEP for future concession space at column lines 92-93, grid line A/D.
  - Completed mesh and layout of zinc strips for terrazzo and began installation of terrazzo at column lines 92-94, grid line A/C.
  - Continued layout for phenolic panels and final float and touch-up paint for walls and soffits at column lines 93-94, grid line B/C.
  - Completed work on diffusers, sprinkler heads and installing ceiling tiles around BHS carousels at column lines 93-99, grid line A/C.
  - Continued installation of metal supports for monitor brackets located above the BHS carousel.
  - Continued placing blue terrazzo around BHS carousel at column lines 94-97, grid line B/C.
  - Continued installation of phenolic panels at column lines 96 and 99, grid line A/C.
  - Continued working to make vestibule area weather-tight at column lines 98-99, grid line Y/A.
  - Continued touch up paint on soffits, furr-downs and columns.
  - Completed installation of carpet and base in offices at column lines 99-102, grid line Y/A.
  - Completed the installation of the terrazzo flooring at column lines 102-111, grid line A/B.
  - Continued the touch-up paint on walls, furr-downs, columns and soffits at column lines105-106, grid line A.
  - Continued drywall to enclose priority ticketing area; completion pending updated graphics package at column lines 106-109, grid line B/C.
  - Continued the soffit panels at column lines 112-114, grid Y/A. On the exterior roadway canopy, the underside metal framing and panels for the soffit continued with the exterior side panels underway.
  - Continued miscellaneous shelving and punch list for the Ambassador’s offices at column lines 114.4-119, grid line A/B.
- **Subphase 1C (column lines 82-92, grid line A/D concourse)**
  - Completed drywall float for offices and installed door frames, hardware, ceiling grid and fixtures at column lines 82-84, grid line A/B.
  - Continued installation of the phenolic panels at column lines 83-87, grid line A/C.
  - Completed wall demolition in existing office and began metal stud wall framing for new conference room layout at column lines 84-86, grid line B/C.
  - Completed work to finish float drywall panels and continued skimming columns and beam above at column lines 84-89, grid line A/C.
  - Continued installation of VAV boxes, ductwork and fire sprinkler systems in the subphase.

**Concourse Level (Airside)**

- **Subphase 1A2b (column lines 95-108, grid line C/E)**
  - Completed installation for magnetic hold open and layout for gate millwork at gate B29 at column lines 97-98, grid line C.
  - Began and continued installing tenant demising wall between proposed future concessions spaces under at column lines 98-99, grid line 1.
  - Setup temporary partitions to enclose current construction activities from public view at column lines 106-109, grid line D.

- **Subphase 1B-2 (column lines 109-119, grid line D/E)**
  - The area was opened to the public and the Airlines early in May and construction is complete.

- **Subphase 1B-3 (column lines 94-110, grid line E and Skylink) Subphase area revised.**
  - Continued painting and prep for phenolic panels in jet bridge access areas at column lines 97-98, grid line E/2.
  - Began tape and float walls and furr-downs at column lines 99-101 and 108-109, grid line E/1.
  - Completed touch-up of paint and general cleaning of AE offices.
  - Conducted the stakeholder walk through at column lines 101-105, grid line E/2.
  - Completed touch-up painting for soffits above and prep for painting on walls above panels.
  - Installed temporary partition walls to screen current construction activities at column lines 106-109, grid line D/1.
  - Began wet grinding terrazzo to remove scratches and clean-up from construction activity where emergency PAX tunnel had been demolished at column lines 108-109, grid line D/2.
  - Completed installing phenolic panels for children's play area at column lines 109/110, grid line D/1.

- **Subphase 1C (column lines 82-93, grid line D/E)**
  - Completed ACM abatement throughout area and conducted final clean-up of containment area at column lines 82-93, grid line D/E.
  - Demolished the overhead conduits and wiring at column lines 83-89, grid line D/E.
  - Began installing ductwork and fittings, fire sprinkler and plumbing piping at column lines 82-93, grid line D/E.
  - Continued demolition of overhead equipment and the temporary glazing panels.
  - Began installation of new aluminum storefront and glazing at column lines 89-91 and 91-93, grid line C/D.
  - Installing AACS conduits at column lines 94-95, grid line D/E.

**Level 3 Mezzanine**

- Voltage and rotation test: Mechanical room B-3-78A, electrical equipment B-81C-3-HPB1, B-81C-9-3T01, and at B-81C-3-9-LPB1.
- Purged 4 inch natural gas supply line from gas meter located at top of berm across from south pump room column line 138 to main line ending at column line 62.
- Purged gas drop-line to McDonald’s concessions space at column lines 106-108 in the north Skylink area.
- Vault C: column lines 81-82, grid line B/C; Performed start-up for capacitor banks MSB-9 and MSB-10, room B-3-81A.
- Continued installing HW/CW piping for AHU-90C at column lines 90-91.
- Demolished the grease waste line inside B2 matrix column line 91, grid line B/C.
- Continued demolition of existing AHU and pad in mechanical room B-3-96B at column lines 94-95, grid line B.
- Continued HVAC ductwork and hangers at mechanical room 96-B.
• Began installing AHU on pad in mechanical room at column line 86.
• Continued demolition and clean-up in AHU 86 mechanical room.

**BHS Make Ready**
• Completed setting bollards at crossover ladders and LEO stairways in tramway between column lines 64-90, grid line A/B.

**Garage Section C**
• Continued the concrete demolition of the expansion joints on top level of garage in area A.
• Painted the new electrical room exterior.

**Phase 2 at B/D Connector - Ramp Level (column line T to Z)**
• Continued installing PAVE raceways throughout and data cable to I.T. room at column lines U-Z.
• Continued installing fire sprinkler system in tenant spaces to a hold point of inspection by design team.
• Continued installing ceiling grid throughout at column lines A.5-A.7 and T-Z.
• Continued work adjusting the HVAC equipment controls.

**Terminal B Baggage Handling System and Regating – SA07**
**BHS – Concourse level (Landside)**
• Completed terminations for TC4 and TC5 at CL 108, grid line Y to D.
• Continued performing a 900 bag volume sorting testing on X3, TC4, TC5, ML1 and 2, MU1-4, CS 3 and 4, B2 matrix at air and landside at ramp and concourse levels.

**BHS – Ramp Level (Airside)**
• Continued performing a 900 bag volume pre-tests on X3, OS, TC4, TC4, TC5, MLs, MU’s 1-4, CS 3 and 4, B2 matrix at airside and landside for the ramp and concourse levels.

**BHS – Lower level Landside and Tramway**
• Completed detailing the X3 line with graphics, stenciling at column lines 82-102, grid line A/B.
• Completed pulling wire and wiring control devices for all MCP’s and controls.
• Completed applying phenolic tags throughout entire BHS system.
• Continued performing 900 bag volume pre-test on X3, OS, TC4, TC5, ML 1 and 2, MU 1-4, CS 3 and 4, and B2 matrix at Air and Landside at Ramp and Concourse levels.

**Terminal B Hot Water/Chilled Water – SA10**
**North and South Pump Room** – All work is completed.

**Tramway piping** – All work is completed.

**Public Address/Voice Evacuation System (PA/VE) – SA11**
The construction has been completed.

**Terminal B, Phase 2 – SA12**
**Phase 2 – Tramway level (column lines 11-40, grid line A/B)**
• Completed demolition of existing soffit at column lines 11 to 35, grid line A/B.
• Completed installation of temporary electrical power in tramway CL 11/22, gridline A/B.
• Installed protection and began ACM abatement.

**Phase 2 – (column lines 11-40, grid line B/E)**
• Began construction of wood framed protective cover over the existing HWCW lines in tramway at column lines 25-37, grid line A/B.
• Began and continued demolition of remaining ceiling tile and grid removing debris from construction area.
• Began demolition of existing overhead way-finding signs at column lines 11-17, grid line C/D.
• Completed preparation of above tunnel temporary lighting and handrails.
• Installed, tested and activated temporary fire sprinkler system at column lines 11-17.
• Demolished the existing data cables at column lines 12-14, grid line B/C.
• Began and continued demolition of the existing Texas stadium concessions space at column lines 12-14, grid line A/B.
• Began and continued ceiling demolition for the restrooms at column lines 14-17, grid line A/B.
• Began and completed demolition of the existing ceiling tile and grid above PAX tunnel construction from column lines 17-24, grid line C/D.
• Demolished the lay-in light fixtures in the restroom at column lines 16-17, grid line C/D.
• Continued constructing PAX tunnel sections behind temporary wall at column lines 18-24, gridline D/E.
• Continued installing PAX tunnel sections, kickboard and handrails above tunnel at column lines 20-25, grid line C/D.

Phase 2 – Level 3 Mezzanine

• Continued assembly for temporary electrical switchgear and begin installing secondary side feeders to AHU rooms.
• Installed a tap box for temporary primary feeders and begin terminations.
• Cored the outer wall for armored cable feeder entry to room AHU-2 temporary switchgear.
• Demolished glazing in room AHU-2 and room AHU-6 at column line 57.
• Outage conducted for electrical disconnection of escalators at column lines 33-34 for Phase 2 demolition.

B/D Connector and FIS Corridor – SA14

The CMAR is waiting for the design team concurrence. Construction activities are complete in all areas as noted below:

Stair Tower, Exit Stairs, Electrical Room, Ramp Level, Concourse Level – All work is completed.

FIS Sterile Corridor Level – All work is completed.

Gate B4/B5 (New B1, B2, and B3) – All work is completed.

Terminal B North Stinger – SA16

Phase 1 - This phase is complete.

Phase 2 – Stinger Building Site Work - This phase is complete.

Phase 3 – Building – The building is complete.
TERMINAL B DESIGN

DMJM/EJES Joint Venture (a joint venture between DMJM and EJES) is providing Professional Architectural and Engineering Services for the Design and Construction Support Services.

IT Communications Rooms
Design 100% Complete

Auto Docking (AVDGS)
Design 100% complete

Hot Water/Chilled Water System
Design 100% complete

Baggage Handling System
Design 100% complete
CSS ongoing

Phases 1, 2 and 3 (Sections C, A and B)
Design Phase 1 - 100% complete pending DCN’s
Design Phase 2 and 3 - 100% complete pending future DCN’s
CSS ongoing for Phase 1 only
Phase 2 CSS ongoing

Exterior Glazing Design
Design 100% complete
CSS complete

Terminal B North Stinger
Base Design 100% complete
IFR Design 100% complete
CSS complete

Terminal B B/D Connector FIS Corridor
Design 100% complete
CSS complete

TERMINAL B PROCUREMENT

MBJ3 (a joint venture comprised of Manhattan, BYRNE, JRT, and 3i) under a Construction Manager at risk (CMAR) contract with DFW for Terminal B is managing all contracting procurements.

SA02 Construction Fiber Backbone Terminals A, B, C and E
SA03 IT Communication Rooms Terminal B and E
SA04 Terminal B Auto-Docking
SA05 Terminal B Phase 1
SA07 Terminal B Re-gating and Baggage Handling System
SA10 Terminal B Hot Water/Chilled Water
SA11 PA/VE Terminals B and E
SA12 Terminal B Phase 2
SA14 B/D Connector FIS Corridor
SA16 Terminal B North Stinger
TERMINAL B CONSTRUCTION

MBJ3 (a joint venture comprised of Manhattan, Byrne, JRT, and 3i) is managing all construction work in this terminal.

SA02 - Construction Fiber Backbone Terminals A, B, C and E
Contract 98.9% complete, close-out recommended
Construction 100% complete

SA03 – Construct IT Communication Rooms Terminal B and E
Contract 100% complete
Construction 100% complete

SA-04 Terminal B Aircraft Auto Docking
Contract 99% complete, close-out recommended
Construction 100% complete

SA-05 Terminal B Phase 1
Contract 77.1% complete
Construction 75% complete
Phase 1 Projected Substantial Completion in October 2014

SA07 – Terminal B Re-Gating and Baggage Handling System
Contract 60.5% complete
Construction 60% complete

SA10 – Terminal B Hot Water/Chilled Water
Contract 92.7% complete
Construction 100% complete

SA11 - PA/VE Terminals B and E
Contract 63.9% complete
Package 1 Construction 100% complete
Package 2 transferred to SA05.

SA12- Terminal B Phase 2
Contract 0% complete
Construction 0% complete

SA14 – B/D Connector FIS Corridor
Contract 97.8% complete
Construction 99% complete

SA16 – Terminal B North Stinger
Contract 96.4% complete
Construction 99% complete
TB Enhanced Entry

TB Hold Rooms at Gates B40 and B41  TB Main Cabin Check-in
DESCRIPTION OF PROJECT

Terminal C is currently planned to include, but is not limited to, the following improvements:

- Removal of existing escalators at main entries and replacement with large-capacity elevators
- Reconfiguration of ticket counters with self-service equipment and devices, and passenger assistance counters
- Redistribution and expansion of concessions opportunities throughout the terminal
- Rotation of the security checkpoints so that queues parallel the building
- New interior finishes and signage to improve aesthetic appearance
- Upgrade of mechanical, electrical, plumbing (MEP) systems to meet new building and energy codes and DFW sustainability initiatives
- Replacement of fire alarm, fire protection and other life safety systems
- Modification of baggage handling system to coordinate with the new passenger check-in positions
- Repair and renovation of Terminal C garage structures to include the replacement of expansion joints, minor structural repairs, waterproofing, replacement of light fixtures, and restriping

- Upgrades to Information Technology (IT) System (Fiber Backbone and IT Communications Rooms):

  - Construction of two main and eight smaller communication rooms on the ramp level in the Terminal is necessary in order for DFW and airline personnel to maintain operations and uninterrupted services for passengers during the program. They will provide permanent accommodations for critical IT systems both during and after the program. A fiber optic cable backbone will be constructed from the DFW Data Center and Energy Plaza to the Main Communication Rooms (MCR) in each Terminal to facilitate connecting to other areas of the airport.

- Re-gating

  - Installation of new passenger boarding bridges (PBB), provide new gate support equipment, relocate existing PBBs and gate equipment serving the gates at the Terminal, and revise the gate lead-in lines, apron markings, and fuel distribution system. This work is necessary to maximize the dependability of the gates during the various construction Phases of TRIP, which requires closing several gates simultaneously.

- Demolition of southern 25% of terminal originally built as a temporary facility

Terminal C design and construction is broken into three (3) distinct Phases that are numbered in the order in which each section is currently planned to be completed. Terminal C sections and respective Phases are as follows: Section B (Phase 1), Section A (Phase 2), and Section C (Phase 3).
TERMINAL C BUDGET SUMMARY

<table>
<thead>
<tr>
<th>TRIP Category Number</th>
<th>Baseline Budget (B)</th>
<th>Budget Changes (C)</th>
<th>Current Budget (D=B+C)</th>
<th>Current Commit (E)</th>
<th>Budget Remaining (F=D-E)</th>
<th>Incurred (G)</th>
<th>Pending Trend (H)</th>
<th>New EAC (J=G+H)</th>
<th>Variance (K=D-J)</th>
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</table>

*Data source Terminal Renewal Implementation Program, Level 2 Forecast as of July 31, 2014.*

*Project Status % Completion based on Contract Status

TERMINAL C DESIGN

Jacobs Engineering Group is contracted for Professional Architectural and Engineering services for the Design and Construction Support Services for this terminal.

Planning and Schematic Design Re-validation for Terminal C began in January 2013 but was stopped to accommodate IFR enhancements in Terminal A and future related impacts to Terminal C. Revalidation is scheduled to restart in the first quarter of 2014 and continue until October 2014. A Contract Modification will provide for the continuation of design of Terminal C to 35 % complete, beginning in November 2014.

TERMINAL C PROCUREMENT

BARC (a joint venture comprised of Balfour, Azteca Enterprises, H.J. Russell & Company, and CARCON) under a Construction Manager at risk (CMAR) contract with DFW for Terminal A is managing all contracting procurements.

SA01 Terminal A and C Re-gating
SA03 Construct IT Communication Rooms Terminal A and C
SA07 PA/VE Terminals A and C
SA09 Enabling
SA11 Enabling

Terminal C, Enabling SA-09

There was no work observed during this period.

Terminal C, Enabling SA-11

*Ramp Level* – The Asbestos Abatement contractor continued asbestos abatement in the Medical Swing Space rooms:

- Storage
- Lead Nurse
- Hearing Exam
- Drug Office
- Drug RR
- Exam-1
- Corridor
- Drug RR
- Exam-2
- Flu-Shots
- Reception
- Waiting
- Workroom
TERMINAL C CONSTRUCTION

BARC (a joint venture comprised of Balfour, Azteca Enterprises, H.J. Russell & Company, and CARCON) is expected to be contracted to manage all construction work in this terminal.

Terminal C Construction Phase 1 is projected to begin in 2015. BARC is beginning to investigate existing conditions and trace utilities and systems, including electrical, HVAC, plumbing and fire protection systems in Terminal C.

TERMINAL C PROGRESS PHOTOS

No photos at this time
DESCRIPTION OF PROJECT

Terminal E is currently planned to include, but is not limited to, the following improvements:

- Removal of existing escalators at main entries and replacement with large-capacity elevators.
- Reconfiguration of ticket counters with self-service equipment and devices, and passenger assistance counters.
- Rotation of the security checkpoints so that queues parallel the building.
- Redistribution and expansion of concessions opportunities throughout the terminal.
- New interior finishes and signage to improve aesthetic appearance.
- Upgrades to mechanical, electrical, and plumbing (MEP) systems to meet new building and energy codes and DFW sustainability initiative.
- Replacement of fire alarm, fire protection and other life safety systems.
- Replacement of baggage handling system (BHS).
- Reactivation of Terminal E Satellite to assist in phasing during renovation.
- Existing building HVAC/MEP systems will be made operational and maintainable; building finishes refreshed, communications systems modified and seven new passenger boarding bridges added. Common use airline premium services club design is included.

✓ Construction of new B/C infill between existing exterior walls of sections B and C:

- Temporary terminal space will be provided for displacement of airline operations during renovation to include new Airport Terminal Office (ATO), security checkpoint and baggage claim.
- New structure, interior finishes, millwork, all building systems, and exterior envelope will be designed to integrate new space and shell with existing Terminal E structure and infrastructure. New design will provide seamless connection with existing Terminal E (MEP), lighting, fire protection, building alarms, public address, security, baggage handling, vertical transportation, and voice/data communication systems.

✓ Repair and renovation of Terminal E garage structures to include replacement of expansion joints, minor structural repairs, waterproofing, replacement of light fixtures, and restriping.

✓ Upgrade to Information Technology (IT) System (Fiber Backbone and IT Communications Rooms):

- Construction of two main and eight smaller communication rooms on the ramp level in the Terminal is necessary in order for DFW and airline personnel to maintain operations and uninterrupted services for passengers during the program. They will provide permanent accommodations for critical IT systems both during and after the program. A fiber optic cable backbone will be constructed from the DFW Data Center and Energy Plaza to the Main Communication Rooms (MCR) in each Terminal to facilitate connecting to other areas of the airport.

Terminal E construction is broken into four (4) primary Phases: B/C Infill and Satellite Reactivation (Phase 1), Section C (Phase 2), Section B (Phase 3), and Section A (Phase 4).
**TERMINAL E BUDGET SUMMARY**

<table>
<thead>
<tr>
<th>TRIP Category Number</th>
<th>Baseline Budget (B)</th>
<th>Budget Changes (C)</th>
<th>Current Budget (D)=[B+C]</th>
<th>Current Commit (E)</th>
<th>Budget Remaining (F)=[D-E]</th>
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<th>Pending Trend (H)</th>
<th>New EAC (J)=[G+H]</th>
<th>Variance (K)=[D-J]</th>
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<td><strong>685,493,899</strong></td>
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<td><strong>444,011,164</strong></td>
<td><strong>685,493,899</strong></td>
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</tbody>
</table>

*Data source Terminal Renewal Implementation Program, Level 2 Forecast as of July 31, 2014.
*Project Status % Completion based on Contract Status

**TERMINAL E PROJECT STATUS**

**IT Communication Rooms Terminal B and E – SA03**

Final Acceptance has been issued.

**Terminal E Satellite Reactivation and B/C Infill – SA08**

**B-C Infill, Ramp / Concourse / Platform Levels (Airside and Landside)**

The CMAR completed punch list items identified by TRIP, EOR, and stakeholders. The A/E Team verified satisfactory completion of listed items. The commissioning verification activities were ongoing; contractor continued addressing items listed on commissioning log. The contract close out update is as follows:

- O&M’s – (3) CMAR, (5) ADE, and (18) are complete. ETAM has requested interim copies.
- Cx Draft Report – The complete draft was submitted in the week of June 23, 2014.
- Cx Issues Log – Continued addressing items listed on issues log:
  - B/C Infill & Satellite - (12) Complete, open issues with final Cx inspections pending.
  - Training:
    - Video submissions to SKIRE pending; will require DFW/TRIP assistance.

The verification of completeness by TRIP Commissioning Team for items listed on Cx Log was ongoing throughout July 2014. All areas are functionally complete and remain occupied. Hot/cold calls and miscellaneous repairs were fielded by CMAR throughout June.

**Satellite, Ramp / Lower / Concourse Level**

The CMAR completed punch list items identified by TRIP, EOR, and stakeholders. A/E Team verified satisfactory completion of listed items.

**Satellite, PBB’s**

The CMAR completed punch list items identified by TRIP, EOR, and stakeholders. A/E Team verified satisfactory completion of listed items. Commissioning activities were completed and contractor addressed items listed on commissioning log. Contract close out update:

- Warranty Binder – Complete with the exception of final inserts which are forthcoming.

**PA/VE Terminals B and E – SA11**

All work has been completed.
Terminal E, Phase 2 – SA15

Ramp Level

The CMAR continued overhead mechanical piping and HVAC duct installation, installation of electrical conduit pathway, and pulled wire for power and lighting at column lines 115-125, grid lines B/F. The CMAR continued pulling feeders at electrical pull boxes throughout the Ramp Level. The CMAR continued coring, setting, and concrete placement activities for new bollard locations at column lines 96-128, grid lines D to F/H; open holes were covered for safety.

The CMAR coordinated with ETAM to set trash compactors at new enclosure and completed remaining work; punch list items were marked off from coordinated A/E punch list. The CMAR installed copper piping, sealed concrete and began the installation of floor and wall tile at MEN REST E-1-117F-01 and WOMEN REST E-1-117E-01 at column lines 117-118, grid lines C/E.

Lower Level (Landside)

The CMAR installed DensGlass sheathing, base coat for EIFS system, exterior framing and storefront at BAG CLAIM VEST E-1-125Y-01. The contractor installed rail system and cables for elevator and began construction of platform for elevator car at BAG CLAIM VEST E-1-125Y-01 and E35 Entry Vestibule.

Guideway

The CMAR continued metal stud framing, DensGlass sheathing, and base coat for EIFS wall at building line A, column lines 109-135. The CMAR finalized the installation of conduit pathway and equipment for Delta V control station. Owner training is complete on the Delta V control system. The CMAR continued applying fire resistive material to areas where material was scraped off during installation activities.

Concourse Level

The CMAR continued terrazzo floor prep, layout, placement, and finishing at column lines 123-133, grid lines A/E. The installation of conduit pathway and pulling of wire for fire alarm, power, and lighting continued throughout July at column lines 96-135, grid lines A-F/H. The contractor continued installation of pipe for new fire sprinkler system at column lines 96-117, grid lines A-F/H. The contractor continued mechanical and plumbing rough-in, as well as, associated duct and pipe insulation between column lines 97-117, grid lines A-F/H.

The contractor continued layout, framing, and installed drywall at framed walls and overhead soffits/furr-downs from column lines 98-117, grid lines A-F/H. The contractors continued floating, sanding, and painting furr-downs, walls, and ceilings at column lines 118-135, grid lines A-F/H. The CMAR continued FPT unit and mechanical pipe installation, duct installation, and related insulation and sealing activities at column lines 96-135, grid lines A-F/H.

The CMAR installed conduit for the relocation of CCTV from EQ7 quad box to new EQ7 communications closet and terminated fiber optic cable in EQ7E quad box at column lines 102-109, grid lines B-C. The CMAR continued installation of conduit for fire alarm and CCTV at column lines 98-135, grid lines A-F/H. The contractors installed ceiling grid, metal ceiling systems, lighting, phenolic panels, and pulling wire for power and lighting at Ticketing Counter E-2-123B-01 at column lines 118-124, grid lines A-C.

The CMAR began installation of hard and metal system, light fixtures, removed existing exterior wall system, sanded and painted gypsum walls, and pulled wire for power and lighting at column lines 124-135, grid lines A-F/H. The DFW Concessions contractor began installation of mounting brackets and cabling for CNN monitors.
**Platform Level**

The CMAR continued reconfiguration of CHWS/R and HWS/R mains at AHU E-3-098B-01. The contractors continued MEP activities at MECHANICAL E-3-113B-01 and AHU E-3-098B-01. The CMAR set motors, installed rail system, and ran control wires at ELEV MACHINE ROOM E-3-118-02 (E35) and ELEV MACH ROOM E-3-123A-01 (E36).

The CMAR completed roof framing and installation activities for ELEV E35L-EV01 and ELEV MACH ROOM E-3-118A-02. The contractors continued installation of hangers, conduit for power and lighting, VAV’s, duct work, and copper mechanical piping at DFW Office and Training areas.

**Gates E18, 20 and 21**

The CMAR fielded issue requests related to facility use throughout this reporting period (hot/cold calls, repair of equipment, etc.).

**Terminal E, BHS Phase 2 – SA17**

**Guideway**

The CMAR continued the installation of wire gutters for TC4 conveyor and landed control wires for TC4, CS4, and XT4 conveyors. The contractors continued catwalk installation for OS4 line at column lines 98-117, grid lines A/B. The CMAR maintained protective covering over exposed CS3 bed sections at column line 98, grid lines A/Y.

**Ramp Level (Airside)**

The contractor continued the assembly of CLC4 conveyor extension sections, hung header steel, and installed all-thread hangers toward CBIS E-1-113B-01 at column lines 110-112, grid lines E/F. The contractor continued installation of wireway for CLC4 conveyor at column lines 94-98, grid line C.

The CMAR removed HSD on existing MU3, which has become MU17, conveyor and relocated power turn to align with center of make-up unit. The contractor completed the assembly of vertical sorters and queue sections extending to and from CTX machines. The CMAR completed the assembly of protective cages which were configured to allow access to vertical sorters. The CMAR began setting catwalks for CLC1, CLC2, and ALC1 conveyors within CBIS E-1-113B-01.

**Concourse Level**

The CMAR completed the installation of plywood decking at CDE37 and began deck installation at CDE38. The CMAR set dual badge readers and installed conduit pathway and back-boxes for amber notification lights on upper and lower level. The CMAR completed “rough setting” of TC4 and OS4 conveyors at Ticketing Counter E-2-123B-01. The measurements were taken for stainless cladding on TC4 conveyor at Phase 2 Ticketing Counter and Phase 1 Pet/Oversize conveyor.
TERMINAL E DESIGN

DMJM/EJES Joint Venture is providing Professional Architectural and Engineering Services for the Design and Construction Support Services for this terminal.

IT Communications Rooms
100% complete
CSS is complete

Terminal E Satellite Reactivation
100% complete
CSS ongoing

Terminal E Renovation
B/C Bag Room Design and Enabling Package – 100% complete
CD/Permit set overall Terminal E Design – 100% complete
100% CD Addendum #1 Hoteling completed in November 2012
100% CD Addendum#2 Hoteling submitted December 3, 2012
100% CD/IFC Terminal E Hoteling submitted December 12, 2012
100% CD Addendum #3 submitted December 18, 2012
100% CD Addendum #4 submitted February 1, 2013
Hotel DCN-1 (Phase 2) submitted February 8, 2013
100% CD IFC (Phases 2, 3, and 4) submitted February 11, 2013
Hotel DCN-2 submitted March 18, 2013
Terminal E IFC DCN-01 submitted April 12, 2013
Phase 4 Reprogramming commenced May 2014
CSS ongoing

Terminal E Baggage Handling System
Design process on-going
BHS Submittal 100% complete
100% BHS permit set completed October 2012
100% IFC set completed January 2013
BHS DCN-1 submitted March 5, 2013
100% IFC, TSA submitted March 8, 2013
CSS ongoing

TERMINAL E PROCUREMENT

MBJ3 (a joint venture comprised of Manhattan, BYRNE, JRT, and 3i) under a Construction Manager at risk (CMAR) contract with DFW for Terminal E is managing all contracting procurements.

SA02 Construction Fiber Backbone Term A, B, C, and E
SA03 Construct IT Communication Rooms Term B and E
SA06 Terminal E Satellite Re-Gating
SA08 Terminal E Satellite Reactivation and B/C Infill
SA11 PA/VE Terminals B and E
SA15 Terminal E, Phase 2
SA17 Terminal E BHS, Phase 2
TERMINAL E CONSTRUCTION

MBJ3 (a joint venture comprised of Manhattan, BYRNE, JRT, and 3i) is managing all construction work in this terminal.

SA02 - Construction Fiber Backbone Terminals A, B, C and E
Contract 98.9% complete, close-out recommended
Construction 100% complete

SA03 – Construct IT Communication Rooms Terminal B and E
Contract 100% complete
Construction 100% complete

SA06 - Terminal E Satellite Re-Gating
Contract 95.6% complete
Construction 100% complete

SA08 - Terminal E Satellite Reactivation and B/C Infill
Contract 97.4% complete
Construction 99% complete
Terminal E B/C infill construction 99% complete
Satellite Reactivation construction 100% complete
Spirit Airlines flight operations relocated to Satellite Facility and first operation started on October 23, 2012
Completion of Satellite Club room and punch- list items is projected to be completed mid of February 2014.

Passenger Boarding Bridges (PBBs) – all nine PBB’s have been commissioned, final commissioning report is pending close-out.

SA11 - PA/VE Terminals B and E
Contract 63.9% complete
Package 1 Construction 100% complete
Package 2 will transfer to SA08

SA15 – Terminal E, Phase 2
Contract 56.6% complete
Construction 62% complete
Make-ready work underway

SA17 – Terminal E BHS, Phase 2
Contract 26.6% complete
Construction 29% complete
Make-ready work underway
TERMINAL E PROGRESS PHOTOS

TE E37-E38 Hold Room at Column Line 133

TE Airport Ticketing Office Hall

TE E35 Passenger Entry
Non-TRIP Project Status
DESCRIPTION OF PROJECT

This project will construct the Terminal A Rail Station that will connect DFW Airport to DART’s Orange Line. The rail station is located between Northbound International Parkway and the North Service Road immediately south of Crossunder No. 2. A covered walkway to Terminal A and a bus transfer area will also be constructed. The project will require demolition of a portion of the existing Airtrans Guideway within the rail station and will include a bus transfer area on Crossunder No. 2 and in the “A” section of Terminal A.

DART TERMINAL A RAIL STATION BUDGET SUMMARY

<table>
<thead>
<tr>
<th>Category Number</th>
<th>Baseline Budget (B)</th>
<th>Budget Changes (C)</th>
<th>Current Budget (D)=(B+C)</th>
<th>Current Commit (E)</th>
<th>Budget Remaining (F)=(D-E)</th>
<th>Incurred (G)</th>
<th>Pending Trend (H)</th>
<th>New EAC (J)=(G+H)</th>
<th>Variance (K)=(D-J)</th>
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</tbody>
</table>

* Data source Terminal Renewal Implementation Program, Level 2 Forecast as of July 31, 2014.
* Project Status % Completion based on Contract Status

DART TERMINAL A RAIL STATION PROJECT STATUS – SA06

Punch List is ongoing. Revenue service will begin on August 18, 2014.

DART TERMINAL A RAIL STATION DESIGN

Jacobs Engineering Group, Inc. is providing Professional Architectural and Engineering Services for the Design and Construction Support Services (CSS).

Design 100% complete
Jacobs is now providing CSS to project the project, reviewing submittals and answering requests for information (RFI’s) from the contractor.

DART TERMINAL A RAIL STATION PROCUREMENT

BARC (a joint venture comprised of Balfour, Azteca Enterprises, H.J. Russell & Company, and CARCON) under a Construction Manager at risk (CMAR) contract with DFW for Terminal A is managing all contracting procurements.

SA06 – Terminal A Rail Station

DART TERMINAL A RAIL STATION CONSTRUCTION

BARC (a joint venture comprised of Balfour Beatty, Azteca Enterprises, H.J. Russell & Company and CARCON) is managing all construction work.

Contract 99.7% complete
Construction 99.9% complete
DART Terminal A Walkway Reverse View

DART Station Platform (Looking North to South)

DART Bus Shelter
DESCRIPTION OF PROJECT

This project will expand the parking capabilities within Terminal A through the demolition and reconstruction of the parking facilities with improved circulation patterns and configuration. The increase in parking capacity will yield an additional 2,700 parking spaces for a total of approximately 7,700 parking spaces.

The parking expansion will provide flat plate parking configuration in all garages in order to provide the capacity mentioned above. The garages will be interconnected at all levels 1-5 to improve the vehicle flow and allow patrons to find a parking space without having to exit and enter the roadway system. A reconfigured carousel roadway system, as well as direct access into the garage system from International Parkway (similar to Terminal D), will be constructed as part of this program.

Other items in this program include a parking guidance system, lighting upgrades, architectural elements, elevators, fire protection and life safety systems and customer service amenities.

TERMINAL A ENHANCED PARKING STRUCTURE BUDGET SUMMARY

<table>
<thead>
<tr>
<th>Category Number</th>
<th>Baseline Budget (B)</th>
<th>Budget Changes (C)</th>
<th>Current Budget (D=B+C)</th>
<th>Current Commit (E)</th>
<th>Budget Remaining (F)=D-E</th>
<th>Incurred (G)</th>
<th>Pending Trend (H)</th>
<th>New EAC (J)=G+H</th>
<th>Variance (K)=D-J</th>
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<td>Total (Terminal A EPS)</td>
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</tbody>
</table>

* Data source Terminal Renewal Implementation Program, Level 2 Forecast as of July 31, 2014.
* Project Status % Completion based on Contract Status

TERMINAL A EPS PROJECT STATUS

Phase 2 Overall Work

Overall punch list work is approximately 80% complete as of July 31, 2014 for Phase 2 - Terminal A EPS.

Phase 2 Exterior Wall and Roof System at Pedestrian Bridge

The installation of the Reynobond aluminum panel, adjacent aluminum curtainwall and glass system work are complete at the pedestrian bridge. The membrane roofing system work is complete at the pedestrian bridge. The Reynobond aluminum panel system work is complete for the full height of the enclosure at the elevator hoistway abutting the pedestrian bridge. The work on the exterior aluminum soffit at the pedestrian bridge is ongoing.

Phase 2 Finishes Work

The installation of the interior aluminum ceiling at the pedestrian bridge is ongoing.

Phase 2 MEP, Electrical, and Parking Guidance System

The work is substantially complete on the linear LED tubular lighting wave along the west exterior of Phase 2. The installation of the trough lighting fixtures is ongoing at the pedestrian bridge. The surface mounted light fixtures have been installed at the Infield core area on the finished aluminum soffit at the west end of the pedestrian bridge.
Phase 3 Demolition

The structural demolition work started on May 27, 2014 and is currently substantially complete, except for the isolated discoveries of existing foundations requiring removal to two foot below proposed subgrade. The recycling of rebar, PT tendons, and miscellaneous steel has been ongoing during demolition operations.

Phase 3 Earthwork

The bulk excavation operations are substantially complete in Sections F and G. The photo ionization testing and screening has been conducted and reports filed on excess soil spoils materials hauled from the jobsite to the 17th Street stockpile. The subgrade preparation work for the slab on grade is in progress at Section G, north of core area G.

Three moisture cap soil borings were taken at the northeast portion of Section F on July 1, 2014 and four moisture cap soil borings were taken at Sections F and G on July 21, 2014. Findings of these soil borings were that the moisture content and swell potential of onsite soils are consistent with conditions encountered during the original geotechnical study.

Phase 3 Underground Utilities

The 10” and 12” PVC storm sewer trunk lines are complete along the west side of Section G-II and 8” PVC storm truck lines are complete between grid lines C and D in Section G-II. The work is starting on the electrical duct bank run from the ONCOR manhole, located just south of the underground Main Electrical Room D2101 at the Infield area.

Phase 3 Structure

The drilled pier work is complete in Section G-II, 26% complete in Section G-I, and 40% complete in Section F. The grade beam installation work is complete at the section G core area and Stairs No. 12 and 15. In addition, concrete has been placed for the elevator pit walls at Section G core area. Pier cap installation work is ongoing at Section G-II.

The placement of carton forms, rebar, and formwork for grade beams at the Section F Helix area is ongoing. The pier cap installation and backfilling of same is ongoing at Section G. The concrete has been placed for approximately 20% of the Level 1 concrete columns in Section G, between grid lines 69 and 87. The membrane waterproofing has been completed at the elevator pit walls of Section G core area. The tower crane is erected and operating in the Section G area.

Phase 3 Roads and Bridges

The precast concrete beams are in place at Bridge 4 between bents 4-4 and 4-5. The underground storm sewer lines ST-12DD, ST-12DE, ST-12DF, and ST-12DG are complete, outside of the south exterior wall of the Phase 3 Terminal A Enhanced Parking Structure. The lower carousel road replacement is complete at cutouts areas required for trenching and placement of storm sewer lines ST-12DD, ST-12DE, and ST-12DF.

The existing upper and lower carousel roads along Terminal A - Phase 3, receiving traffic flow from Temporary Road P, are now opened continuously on a 24/7 basis. The Temporary Road U remains in operation for use by Terminal A and B traffic movement northbound onto International Parkway.

The concrete infill work is approximately 50% complete along the north edge of the upper carousel roadway, adjacent to Terminal A – Phase 3. The rebar is in place for the concrete rail along the north edge of the upper carousel roadway, adjacent to Terminal A EPS – Phase 3.

Phase 2 Project Close-Out

The Architectural, Structural, and MEP punch list walk-thru was conducted on April 28, 2014 and this punch list was issued on May 2, 2014. The communication/IT punch list was prepared on May 5, 2014 and issued on May 8, 2014. The training videos have been uploaded into SKIRE.
TERMINAL A EPS DESIGN

Jacobs Engineering Group, Inc. is providing Professional Architectural and Engineering Services for the Design and Construction Support Services (CSS).

All Design is completed.

TERMINAL A EPS PROCUREMENT

BARC (a joint venture comprised of Balfour, Azteca Enterprises, H.J. Russell & Company, and CARCON) under a Construction Manager at risk (CMAR) contract with DFW for Terminal A is managing all contracting procurements.

SA08  Terminal A Enhanced Parking Structure

TERMINAL A EPS CONSTRUCTION

BARC (a joint venture comprised of Balfour Beatty, Azteca Enterprises, H.J. Russell & Company and CARCON) is managing all construction work.

Contract 69.0% complete
Construction 84% complete (Phases 1 through 3)
Phase 1 – 2205 spaces complete with TRIP Terminal A, Phase 1
Site work/Utilities/Roadwork, Phase 2 completed May 17, 2014
Phase 2 – 2565 spaces completed May 17, 2014
Phase 3 – Scheduled completion is Mid June 2015
TERMINAL A ENHANCED PARKING STRUCTURE PROGRESS PHOTOS

TA Enhanced Parking Structure July 5, 2014

TA EPS July 12, 2014

TA EPS July 19, 2014
DESCRIPTION OF PROJECT

This project will include the demolition of the existing B and C sections of the existing Terminal E garage, the demolition of the existing carousel roadway and the demolition of the existing infield parking lot.

The new construction services will include a new carousel roadway system built adjacent to the existing roadway, a new infield parking lot, and a new five level Enhanced Parking Structure. The new Enhanced Parking Structure will be flat plat, contain one double helix, contain a parking guidance system and accommodate approximately 4000 vehicles.

TERMINAL E ENHANCED PARKING STRUCTURE BUDGET SUMMARY

<table>
<thead>
<tr>
<th>Category Number</th>
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<th>Current Commit (E)</th>
<th>Budget Remaining (F)=D-E</th>
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<th>New EAC (J)=G+H</th>
<th>Variance (K)=(D-J)</th>
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</thead>
<tbody>
<tr>
<td>1 - Construction</td>
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<tr>
<td>2 - Program Cost</td>
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* Data source Terminal Renewal Implementation Program, Level 2 Forecast as of July 31, 2014.
* Project Status % Completion based on Contract Status

TERMINAL E LANDSIDE IMPROVEMENTS PROJECT STATUS

The CMAR, Turner Omega Howard, and the General Contractor, Archer-Western, mobilized this month and began weekly O/A/C meetings. Field crews set up new traffic control signage, placed and removed a temporary bypass road and completed the demolition of the passenger walkway over the terminal carousel roadway.

The Infield Pedestrian Bridge was demolished and hauled off. Mobilization and Construction fencing is complete.
TERMINAL E EPS AND ROADWAYS DESIGN
Jacobs Engineering Group is contracted for Professional Architectural and Engineering services for the Design and Construction Support Services for the Terminal E EPS.

SA20 - Terminal E EPS and Roadways
Design Contract 28.4% complete

TERMINAL E LANDSIDE IMPROVEMENTS (EPS AND ROADWAYS) PROCUREMENT
TOH (a joint venture comprised of Turner, Omega, and Howard) under a Construction Manager at risk (CMAR) contract with DFW for Terminal E is managing all contracting procurements.

SA05 – Terminal E Landside Improvements (EPS and Roadways)

TERMINAL E EPS CONSTRUCTION
TOH (a joint venture comprised of Turner, Omega and Howard) is managing all construction work.

SA05 – Terminal E Landside Improvements (EPS and Roadways)
Contract 0 % complete
Construction 2% complete
TE Demolition on West Pedestrian Bridge Tower at Outer Carousel Road

TE Preparing for Passenger Walkway Demolition
Schedule Summary
Terminal A – BARC

*Phase 2 – SA09*

The projected substantial completion date for Phase 2 remains May 7, 2015 as reported in June 2014. Terminal A Gates A19-A23 will be available October 31, 2014. The Airport Ticketing Office (ATO) area will be available November 19, 2014. In June 2014, Terminal A Gates A19-A23 availability was reported as November 3, 2014, and the ATO area availability date was reported as January 14, 2015. The improvement in each of these dates reflects new baseline dates agreed upon by the TRIP Management Team and the CMAR.

Terminal A Enhanced Parking Structure - BARC

*Phase 2 – SA08*

The center construction began April 4, 2013 and was substantially complete May 17, 2014.

*Phase 3 – SA08*

The south construction started May 30, 2014 and is projected to be substantially complete June 15, 2015.

*Infield – SA08*

The projected construction start date is June 23, 2015 and the substantial completion date is currently scheduled for October 26, 2015. In June, the projected construction start date was June 2, 2015 and the substantial completion date was scheduled for September 21, 2015. This delay is being driven by the delay of the Phase 3 parking structure completion.

Terminal B – MBJ3

*Phase 1 - SA05*

The projected completion date for the Phase 1 Renovation remains October 17, 2014.

*Phase 2 - SA12*

Phase 2 Renovation started May 19, 2014 and is projected to finish date remains January 22, 2016.

*Phase 3 - SA13*

The Phase 3 Terminal Renovation projected start date remains January 23, 2016 and the projected finish date remains March 25, 2017.

*B/D Connector - SA14*

The current projected completion date of the B/D Connector (FIS corridor, Phase 2, Lower Level) is September 30, 2014. In June, it was reported to be complete as August 12, 2014. This delay is being driven by PAVE and ITS testing.

*North Stinger - SA16*

The substantial completion for the North Stinger was achieved on March 24, 2014.

Terminal C - BARC

*Phase 1 – SA05*

The construction is projected to start after the completion of Terminal A, Phase 3.
Terminal E – MBJ3

Phase 2 – SA15

The Phase 2 Terminal Renovation work (concourse level) started September 19, 2013 and the substantial completion date is October 24, 2014.

Phase 3 - SA19

The Phase 3 Terminal Renovation work is projected to start by October 25, 2014 and the substantial completion date is October 20, 2015.

Phase 4 - SA20

The Phase 4 Terminal Renovation is projected to start by October 21, 2015 and the substantial completion date is October 20, 2016.

Terminal E Enhanced Parking Structure Design - Jacobs

Design (Roadways) – SA20

Design for Roadways began December 23, 2013 was complete by May 6, 2014.

Design (EPS) – SA20

The design for the Terminal E Enhanced Parking Structure began December 23, 2013 and is projected to complete by September 5, 2014.

Terminal E Enhanced Parking Structure - TOH

Construction (Roadways) – SA05

The construction of Roadways started on July 7, 2014 and is projected to be substantially complete by April 17, 2015. In June 2014, the substantial completion date was reported to be April 10, 2014; the seven day delay is being driven by the interim milestone for Bridge 2 completion moving from October 30, 2014 to November 6th, 2014. It was delayed as a result additional shoring being required.

Construction (EPS) – SA05

The construction of the EPS projected start date is January 2, 2015 and the projected substantial completion date is October 31, 2016.
Budget Summary
Categories represented in line items and related subtotals include the following:

TRIP Categories are by Terminal (Construction, Program Costs, Staff Costs, Design and Construction Support Costs, Miscellaneous and Owner's Contingency).

Columns represent the following:

- "Baseline Budget" reflects the original budget.
- "Budget Changes" reflects added budget and/or budget moves.
- "Current Budget" reflects the sum of the Baseline Budget and Budget Changes (B + C).
- "Current Commit" reflects amounts encumbered on executed contract and minor expenditures not requiring contract commitments.
- "Budget Remaining" reflects the Current Budget less Current Commits (D - E).
- "Incurred" reflects the value of the work paid and or accrued in the airport's financial system (Oracle) as the report date.
- "Pending Trend" reflects program managements "best estimate" as of the report date of the cost to complete the program.
- "Prior EAC" is the Estimate at Completion (EAC) reported in the previous period.
- "New EAC" is the current period Estimate at Completion (Incurred plus Pending Trend).
- "Variance" reflects projected (Over)/Under budget estimates (Current Budget less New EAC).
## TRIP Budget Summary

### Terminal Renewal and Improvement Program

**Level 2 DFW Category Report**

**July 31, 2014**

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<th>Code Number</th>
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<th>Budget Changes (C)</th>
<th>Current Budget (D=B+C)</th>
<th>Current Commitment (E)</th>
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<th>Incurred (G)</th>
<th>Pending Trend (H)</th>
<th>Prior EAC (I)</th>
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## TRIP Contingency Report

### Project Contingency Report

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<th>Budget Transfers</th>
<th>Design</th>
<th>Construction</th>
<th>Testing</th>
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* TRIP Contingency Report as of July 31, 2014.

* Credits indicated by $(xx,xxx) indicate an increase to available contingency budget.
### Additional Approved Projects

#### Level 2 DFW Category Report

**July 31, 2014**

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#### ADDED APPROVED PROJECTS TOTAL

481.9 | 0.0 | 481.9 | 324.9 | 157.0 | 239.2 | 242.7 | 498.0 | 481.9 | 0.0 | 0.0%
The Information provided herein in the Contract Status Program Summary is designed to furnish users of Terminal Renewal and Improvement Program (TRIP) with greater knowledge and a better understanding of current contract activity being managed by the Contract Administrators, Implementation Managers and Project Managers.

Categories represented in the graphs include the following:

- **Original Contract Amount** which includes general contractor overhead, payment and performance bonds, fees, and all costs incurred through a subcontract for "pure" construction activity such as plumbing, electrical, finishes, etc.

- **Contract Amount** (thru report date) includes all changes to the original contract amount.

- **Amount Invoiced** includes all costs incurred to date.

- **Amount Remaining** includes all costs remaining to be paid.

- **% Paid** indicates the percent complete based on Contract Amount versus Amount Invoiced.

- **The Program Contract Status Report reflects contract financial information included in the TRIP and Additional Approved Projects financial report.**
<table>
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<tr>
<th>Contract Number / SA / Consultant / Description</th>
<th>Original Contract Amount</th>
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<td>169,722.51</td>
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## TRIP CONSTRUCTION SUPPLEMENTAL AGREEMENTS

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<td>9500406 SA07 BARC PAVE Terminals A and C</td>
<td>8,513,716.00</td>
<td>6,125,851.95</td>
<td>6,125,851.95</td>
<td>0.00</td>
<td>100.0%</td>
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<td>9500406 SA09 BARC Terminal A Section B Phase 2</td>
<td>47,747,055.00</td>
<td>137,737,070.00</td>
<td>107,716,233.82</td>
<td>30,020,836.18</td>
<td>78.2%</td>
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<tr>
<td>9500406 SA10 BARC Contractor Busing Services</td>
<td>200,000.00</td>
<td>1,563,261.00</td>
<td>930,269.20</td>
<td>632,992.80</td>
<td>59.5%</td>
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<tr>
<td>9500406 SA11 BARC Terminal A Section C Phase 3</td>
<td>15,315,124.00</td>
<td>68,269,943.00</td>
<td>659,776.81</td>
<td>87,610,164.39</td>
<td>1.0%</td>
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<tr>
<td><strong>BARC Subtotal</strong></td>
<td><strong>175,127,423.77</strong></td>
<td><strong>432,215,276.47</strong></td>
<td><strong>332,150,238.62</strong></td>
<td><strong>100,055,037.84</strong></td>
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<td><strong>TRIP Construction SA Totals</strong></td>
<td><strong>436,719,223.01</strong></td>
<td><strong>959,165,581.24</strong></td>
<td><strong>672,621,207.16</strong></td>
<td><strong>284,144,374.07</strong></td>
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## BASE AND ADDITIONAL APPROVED PROJECTS

### Program Contract Status Report
**Financial Report Date as of 7/31/14**

<table>
<thead>
<tr>
<th>Contract Number / SA / Consultant / Description</th>
<th>Original Contract Amount</th>
<th>Contract Amount</th>
<th>Amount Invoiced</th>
<th>Amount Remaining</th>
<th>% Paid</th>
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<tbody>
<tr>
<td><strong>DESIGN BASE CONTRACTS</strong></td>
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<tr>
<td>8500271 BASE DMJM Design and Design Management Services</td>
<td>254,975.95</td>
<td>303,018.12</td>
<td>227,294.30</td>
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<td>8500285 BASE Jacobs Design and Design Management Services</td>
<td>1,110,512.33</td>
<td>637,754.28</td>
<td>581,211.32</td>
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<td>8500292 BASE Parsons Design and Management Services</td>
<td>315,623.88</td>
<td>224,596.03</td>
<td>156,956.70</td>
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<tr>
<td><strong>Design Base Contracts Total</strong></td>
<td>1,681,112.16</td>
<td>1,165,368.43</td>
<td>965,462.32</td>
<td>199,906.11</td>
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<tr>
<td><strong>CONSTRUCTION BASE CONTRACTS</strong></td>
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<tr>
<td>9500406 BASE MBJ3 Construction Mgmt at Risk Services</td>
<td>1,375,000.00</td>
<td>8,888,872.00</td>
<td>7,530,609.78</td>
<td>1,358,262.22</td>
<td>84.7%</td>
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<tr>
<td>9500421 BASE BARC Construction Mgmt at Risk Services</td>
<td>1,375,000.00</td>
<td>7,176,047.00</td>
<td>5,777,740.34</td>
<td>1,398,306.66</td>
<td>80.5%</td>
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<td><strong>Construction Base Contracts Total</strong></td>
<td>2,750,000.00</td>
<td>16,064,919.00</td>
<td>13,308,350.12</td>
<td>2,756,568.88</td>
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<td><strong>ADDITIONAL APPROVED PROJECTS</strong></td>
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<tr>
<td>Board and Consultant Staff Cost</td>
<td>85,669,988.92</td>
<td>85,669,988.92</td>
<td>74,785,470.53</td>
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<td>Miscellaneous and General Requirements</td>
<td>83,138,520.62</td>
<td>83,138,520.62</td>
<td>61,145,238.38</td>
<td>21,993,282.24</td>
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<tr>
<td><strong>Additional Approved Projects Total</strong></td>
<td>168,808,509.54</td>
<td>168,808,509.54</td>
<td>135,930,708.91</td>
<td>32,877,800.63</td>
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</tr>
</tbody>
</table>

**Total**                                         | 168,808,509.54          | 168,808,509.54| 135,930,708.91  | 32,877,800.63   |
# Contact List

<table>
<thead>
<tr>
<th>Name (Last, First)</th>
<th>Role</th>
<th>Office</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brown Dwain</td>
<td>Implementation Director</td>
<td>(972) 973-2702</td>
<td><a href="mailto:dkbrown@dfwairport.com">dkbrown@dfwairport.com</a></td>
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<td><a href="mailto:dkoss@dfwairport.com">dkoss@dfwairport.com</a></td>
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<td><a href="mailto:lwheetley@dfwairport.com">lwheetley@dfwairport.com</a></td>
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</tr>
<tr>
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</tr>
<tr>
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</tr>
<tr>
<td>Pack Michael</td>
<td>Implementation Manager</td>
<td>(972) 973-2708</td>
<td><a href="mailto:mpack@dfwairport.com">mpack@dfwairport.com</a></td>
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<tr>
<td>Jorgensen Scott</td>
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<td><a href="mailto:sjorgensen@dfwairport.com">sjorgensen@dfwairport.com</a></td>
</tr>
<tr>
<td>Saenz Homer</td>
<td>Jr. Project Manager</td>
<td>(972) 973-2316</td>
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</tr>
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</tr>
<tr>
<td>Haecker Michael</td>
<td>Project Executive</td>
<td>(972) 973-1848</td>
<td><a href="mailto:mhaecker@dfwairport.com">mhaecker@dfwairport.com</a></td>
</tr>
<tr>
<td>Arcangeli Ben</td>
<td>Project Manager</td>
<td>(972) 973-1801</td>
<td><a href="mailto:barcangeli@dfwairport.com">barcangeli@dfwairport.com</a></td>
</tr>
<tr>
<td>Kutchins Scott</td>
<td>Implementation Manager (Landside)</td>
<td>(972) 973-2707</td>
<td><a href="mailto:skutchins@dfwairport.com">skutchins@dfwairport.com</a></td>
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<tr>
<td>Watkins Will</td>
<td>Project Manager</td>
<td>(972) 973-2709</td>
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</tr>
<tr>
<td>Rohr Jamie</td>
<td>Project Manager</td>
<td>(972) 973-2717</td>
<td><a href="mailto:jrohr@dfwairport.com">jrohr@dfwairport.com</a></td>
</tr>
<tr>
<td>Smith Ronald</td>
<td>Construction Coordinator</td>
<td>(972) 973-2734</td>
<td><a href="mailto:rsmitth@dfwairport.com">rsmitth@dfwairport.com</a></td>
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<td>Watkins Will</td>
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</tr>
<tr>
<td>De Los Santos Martina</td>
<td>Scheduler</td>
<td>(972) 973-2021</td>
<td><a href="mailto:MDeLosSantos@dfwairport.com">MDeLosSantos@dfwairport.com</a></td>
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