

Garden Parkway Update



GUAMPO TAC, March 23, 2010

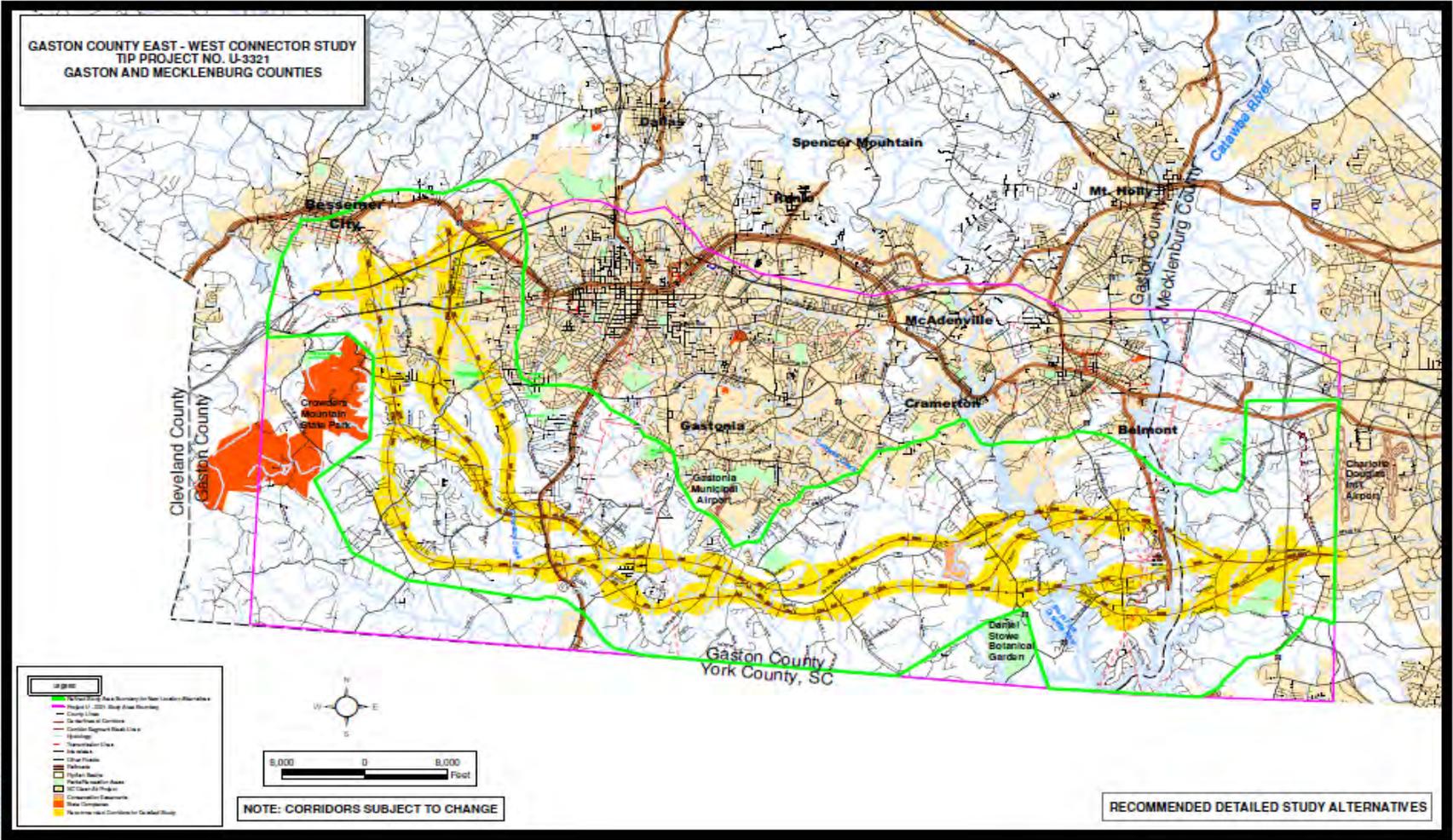
Reid Simons, Director of Government and Public Affairs

Jennifer Harris, Director of Planning & Environmental Studies

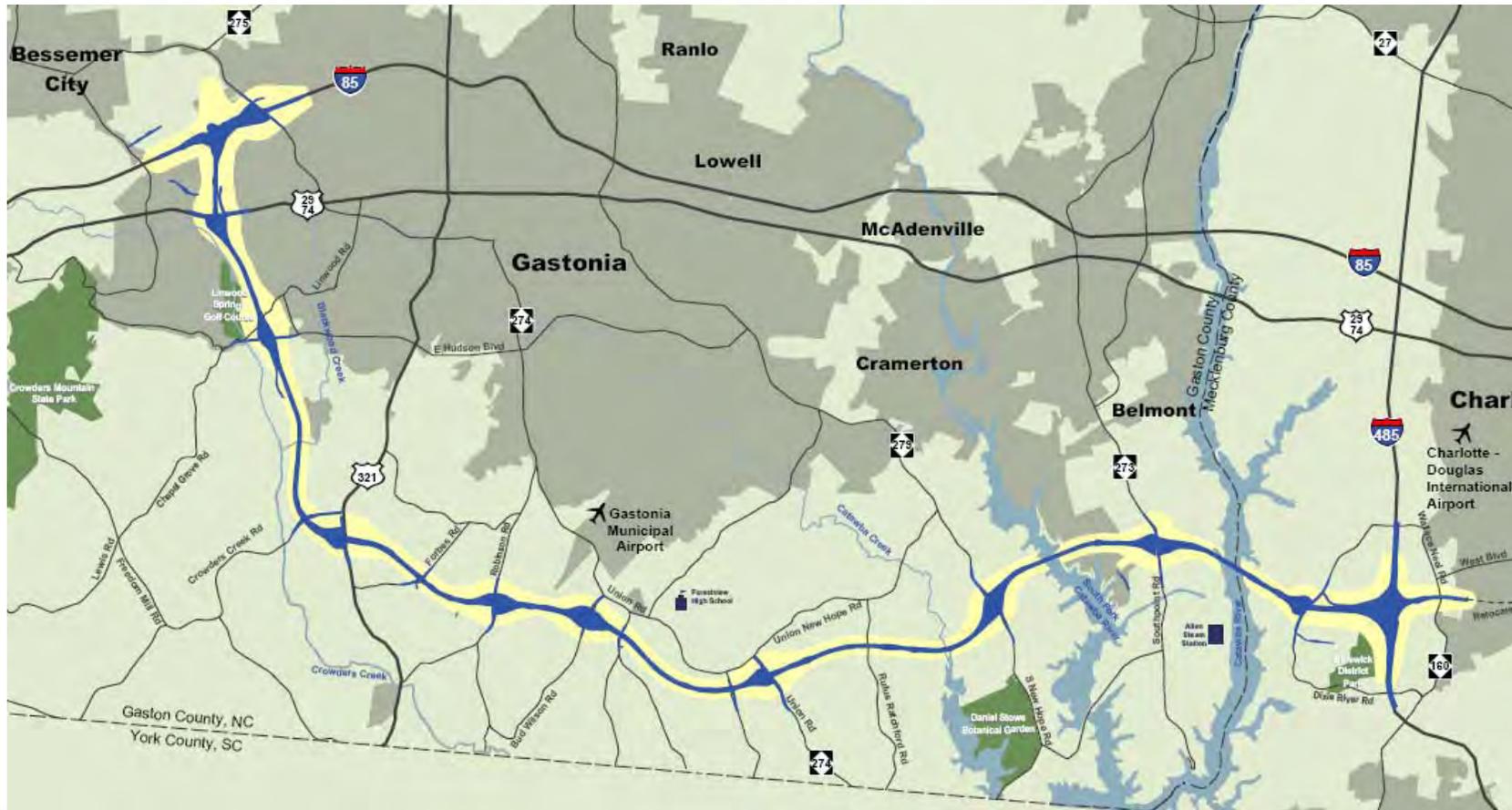
Agenda

- **Environmental Planning Update**
- **Engineering Improvements**
- **Financial Outlook**
- **Questions and Answer**

Where We Were in Early 2009



Preferred Alternative 9



Public Hearings & Community Input

- Concern about the change in the rural character of Gaston County
- Concern about phasing the project and ending at US 321 for a period



Practical Design Approach

We Asked the Question:

- Will design innovation allow the NCTA to plan & construct the project from I-485 to I-85 and reduce costs by \$350,000,000?

Practical Design Considerations

Context Sensitivity is Critical!



Practical Design Concepts...

Consider elimination of interchanges:

- US 29-74
- Linwood Road
- Robinson Road
- *Bud Wilson Road (eliminated)*

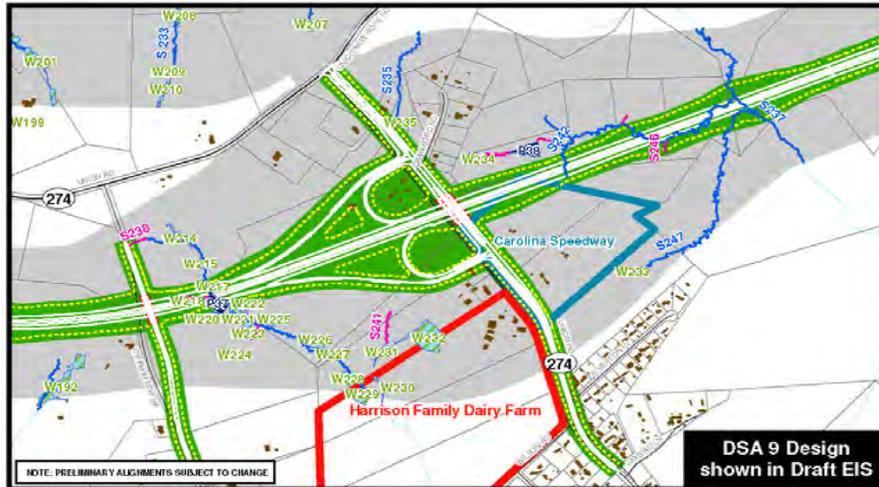
Practical Design Concepts...

Consider reduction of movements and footprint of interchanges at:

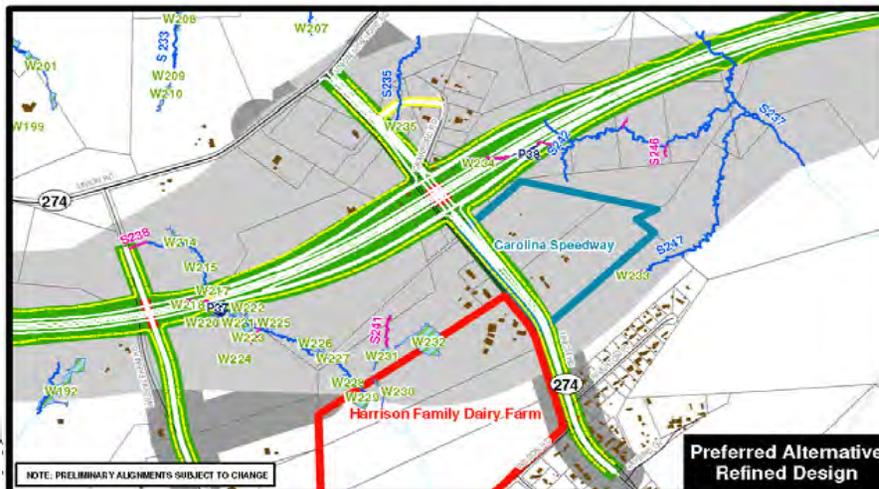
- Union Road
- Robinson Road
- Southpoint Road
- I-485

(Interchanges were redesigned to reduce the footprint while meeting the traffic needs)

Union Road Interchange

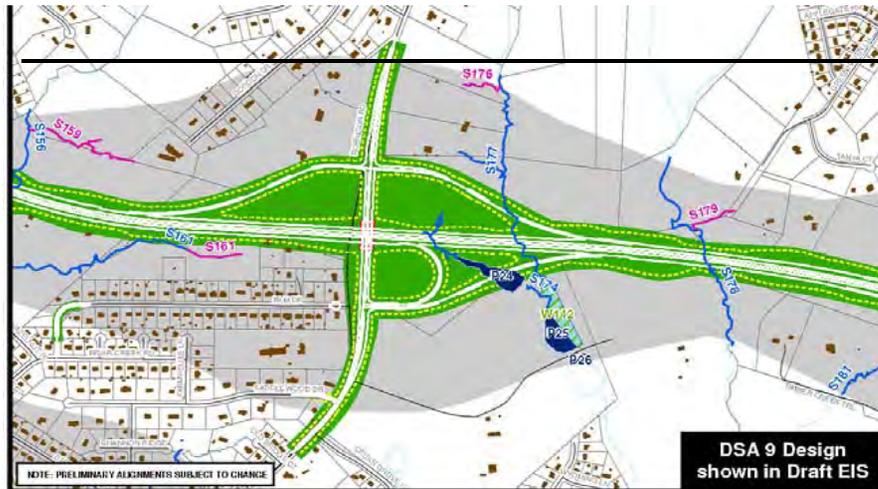


- Configuration changed to Compressed Diamond

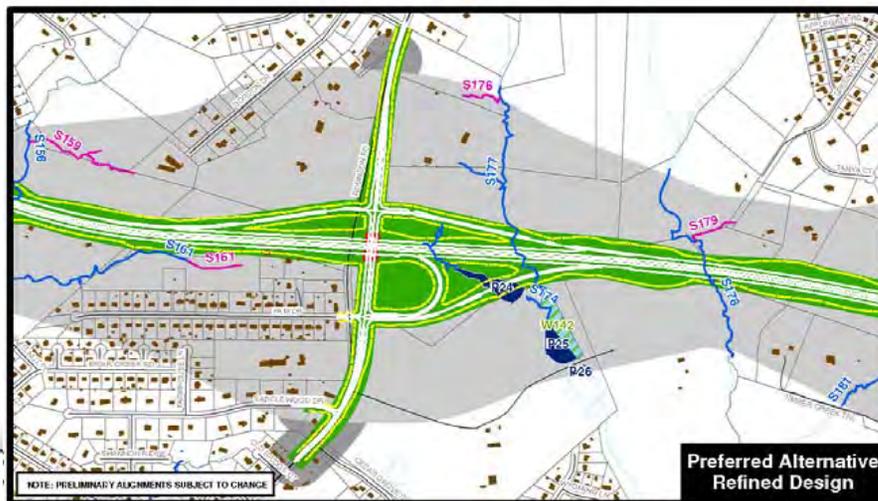


- Mainline alignment shifted north avoid pit area

Robinson Road Interchange

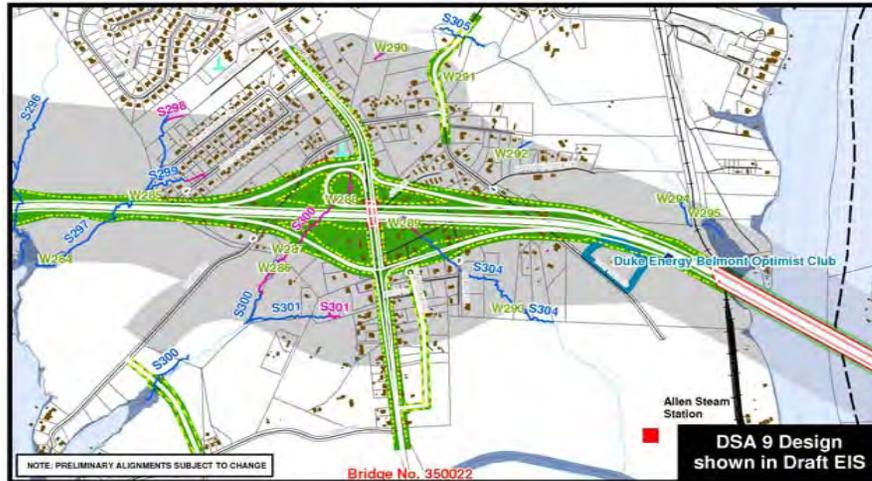


- WB Ramps Shifted farther South



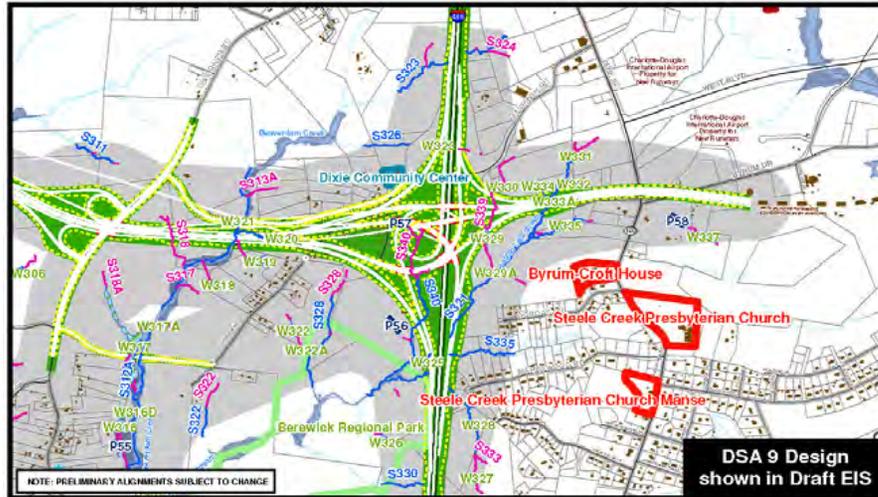
- Reconnection at Pam Drive

Southpoint Road Interchange

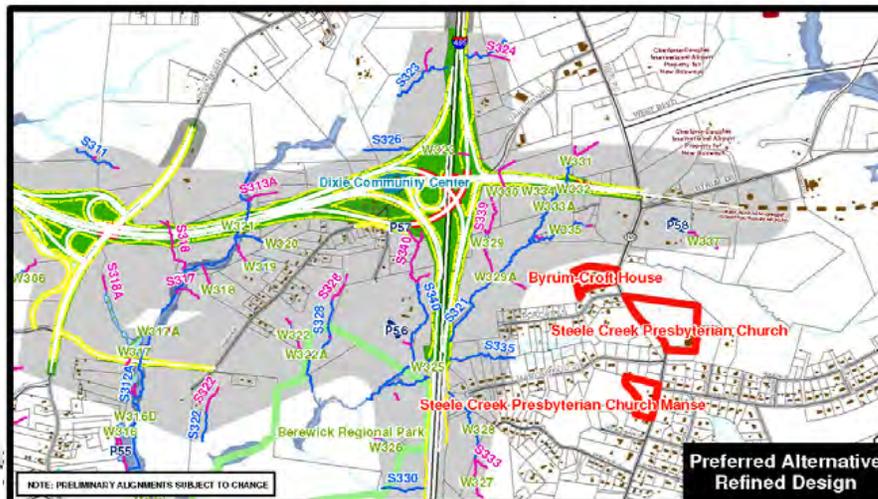


- Loop in NW Quad eliminated
- Mainline alignment shifted north of Optimist Club fields
- New connection for Boat Club Rd.

I-485 Interchange



- Interchange shifted north to maintain existing Garrison Road Bridge



- Dixie Community Center impacted, but Berewick Regional Park avoided

Practical Design Concepts...



I-485 to US 321
4 lanes

US 321 to I-85
2 lanes



The Design Savings

Project Elements	\$ Millions
Earthwork Reductions	\$ 27
Narrower Bridges	\$ 14
Reduced Median Width	\$ 57
Reduced Shoulder Widths	\$ 12
Minimize Y-Line Improvements	\$ 12
Eliminate Bud Wilson Interchange	\$ 14
Two-lane option from 321 to 85	\$ 64
Reduce from 6 lanes to 4	\$ 152
Total	\$ 352

Garden Parkway Financial Outlook



Today's Plan of Finance*

Sources of Funds	\$ Millions
Appropriations Bonds (GAP)	\$ 571
Toll Revenue Bonds	\$ 208
TIFIA Loan	\$ 386
Interest Earnings etc.	\$ 36
Total Financing Sources	\$ 1,201

* Best estimates with what we know today

Financing Assumptions & Unknowns

- Will the Project's Bond Grade Traffic & Revenue study result in an investment-grade BBB Rating?
- Will the USDOT TIFIA loan be approved?
- Will the Federal Government extend the Build America Bond program?

Where We Stand Today...

*Based on these financial assumptions with the cost savings we have identified, NCTA believes the project can be financed from I-485 to I-85,
BUT
many unknowns remain until project development phase concludes*

Schedule

- Final EIS – June 2010
- Investment Grade T&R/Final Plan of Finance – October 2010
- Record of Decision (ROD) – October 2010
- Financial Close – February 2011
- Award Contract – March 2011
- Project Opening – December 2014

Thank you

Questions?

