

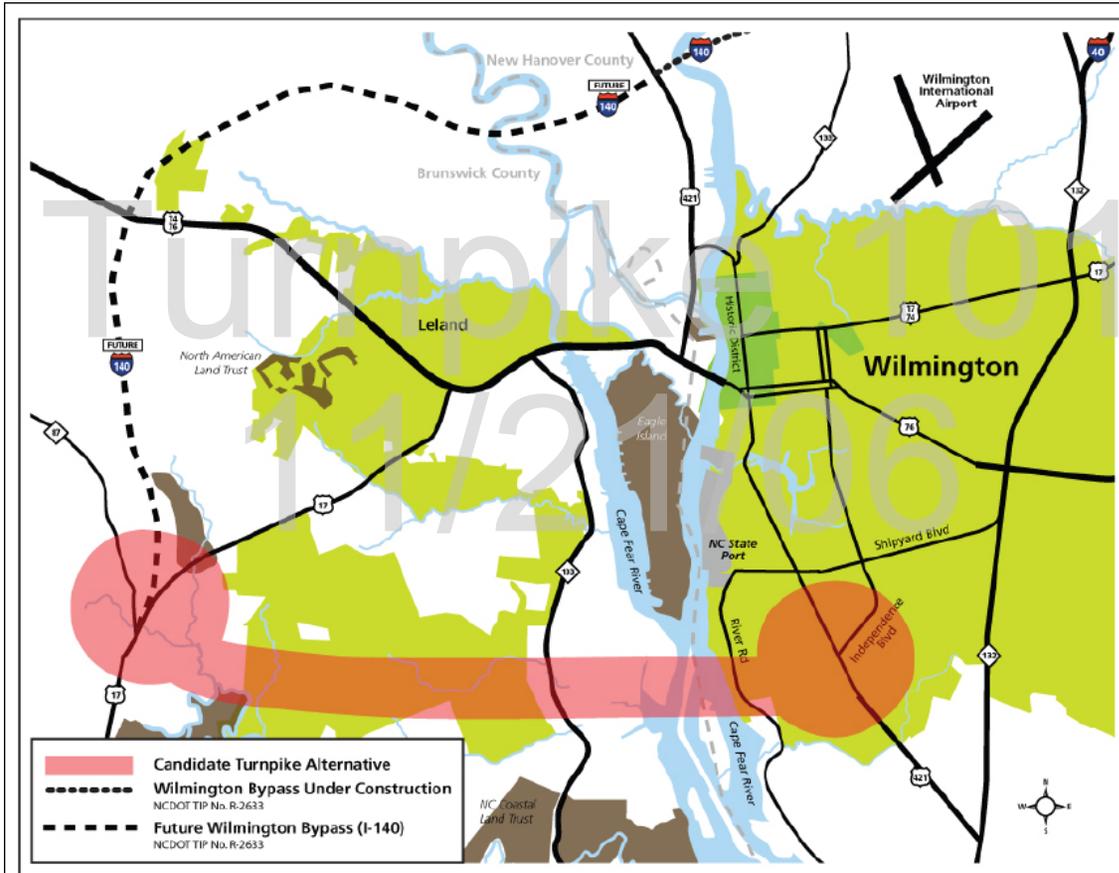
“TURNPIKE 101”

- Candidate Turnpike Projects
- Project Selection Criteria
- NCTA Project Approval Process

Candidate Turnpike Projects



Cape Fear Skyway



Cape Fear Skyway

- Project Description

- New location roadway from US 17 Bypass to US 421 near Wilmington
- Would include a bridge over the Cape Fear River
- Brunswick and New Hanover Counties, Division 3
- Length – approximately 9.5 miles

- Project Cost

- Estimated range of project costs - \$415 million to \$890 million (as of November 2006)

Cape Fear Skyway

- Project Timeline

- January 2007 – Preliminary Traffic and Revenue study and cost estimates due
- July 2008 – Draft EIS
- May 2009 – Final EIS
- September 2009 – ROD
- November 2009 – Award construction contract

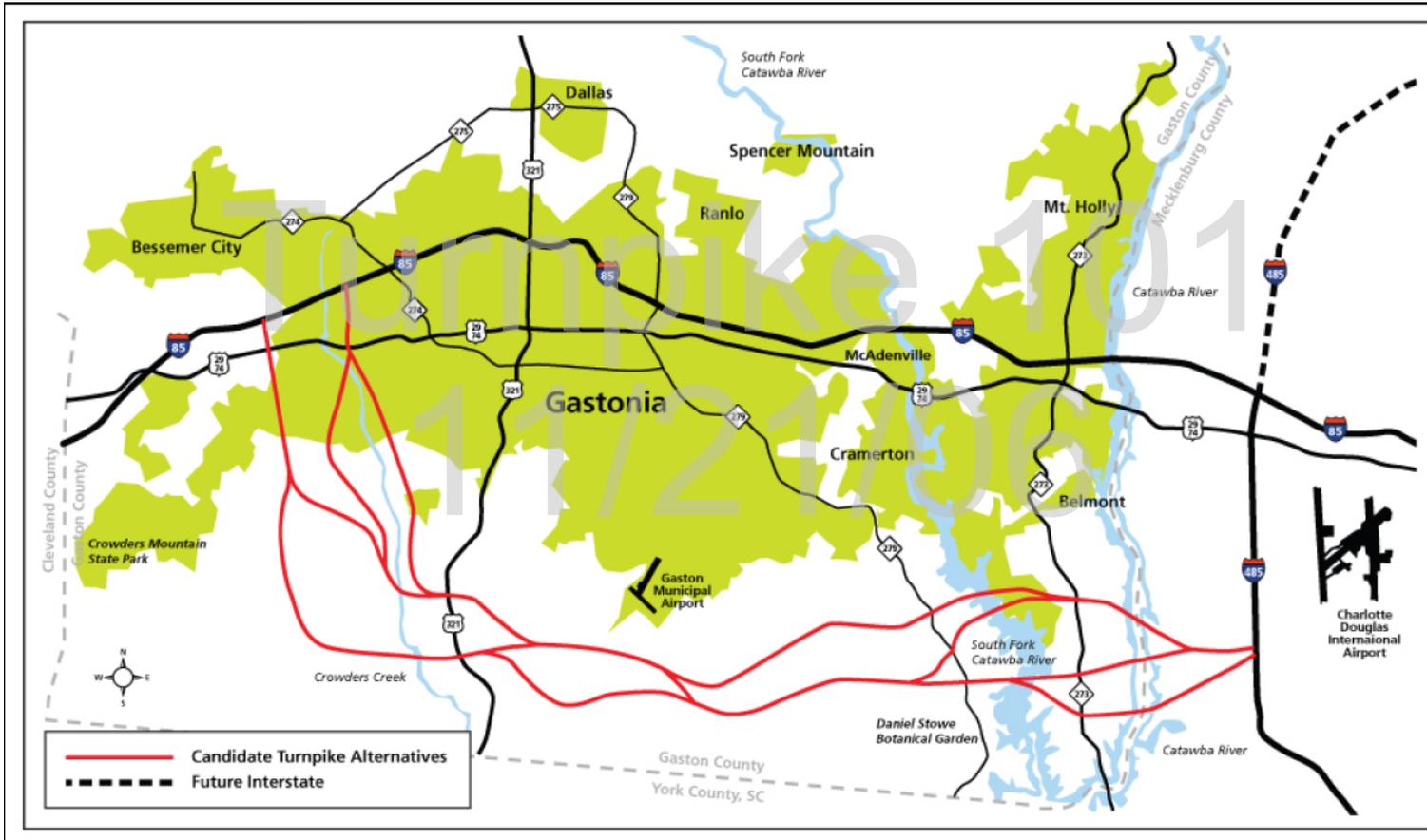
- Current activities

- Preparing the Purpose and Need Statement
- Performing Preliminary Alternatives Analysis

- Consultant

- URS Corporation – David Griffin, CEP

Gaston East-West Connector



Gaston East-West Connector

- Project Description

- New location roadway from I-85 west of Gastonia to NC 160 in Mecklenburg County
- Would include bridges over the Catawba River
- Gaston and Mecklenburg Counties, Divisions 10 and 12
- Length – approximately 21.5 miles

- Project Cost

- Estimated range of project costs - \$700 million to \$1,495 million (as of November 2006)

Gaston East-West Connector

- Project Timeline

- October 2006 – Preliminary Traffic and Revenue study, cost estimates and preliminary financial analysis complete (report posted on NCTA website)
- February 2008 – Draft EIS
- July 2009 – Final EIS
- January 2010 – ROD
- May 2010 – Award construction contract

Gaston East-West Connector

- Current activities

- Existing conditions surveys (stream and wetland surveys, protected species surveys, etc.)
- Design for the detailed study alternatives

- Consultant

- PBS&J – Jill Gurak, PE, AICP

Mid-Currituck Bridge



Mid-Currituck Bridge

- Project Description

- New location facility from Coinjock to Corolla
- Would include bridges over Currituck Sound and Maple Swamp
- Currituck County, Division 1
- Length – approximately 11 miles

- Project Cost

- Estimated range of project costs - \$120 million to \$200 million

Mid-Currituck Bridge

- Project Timeline

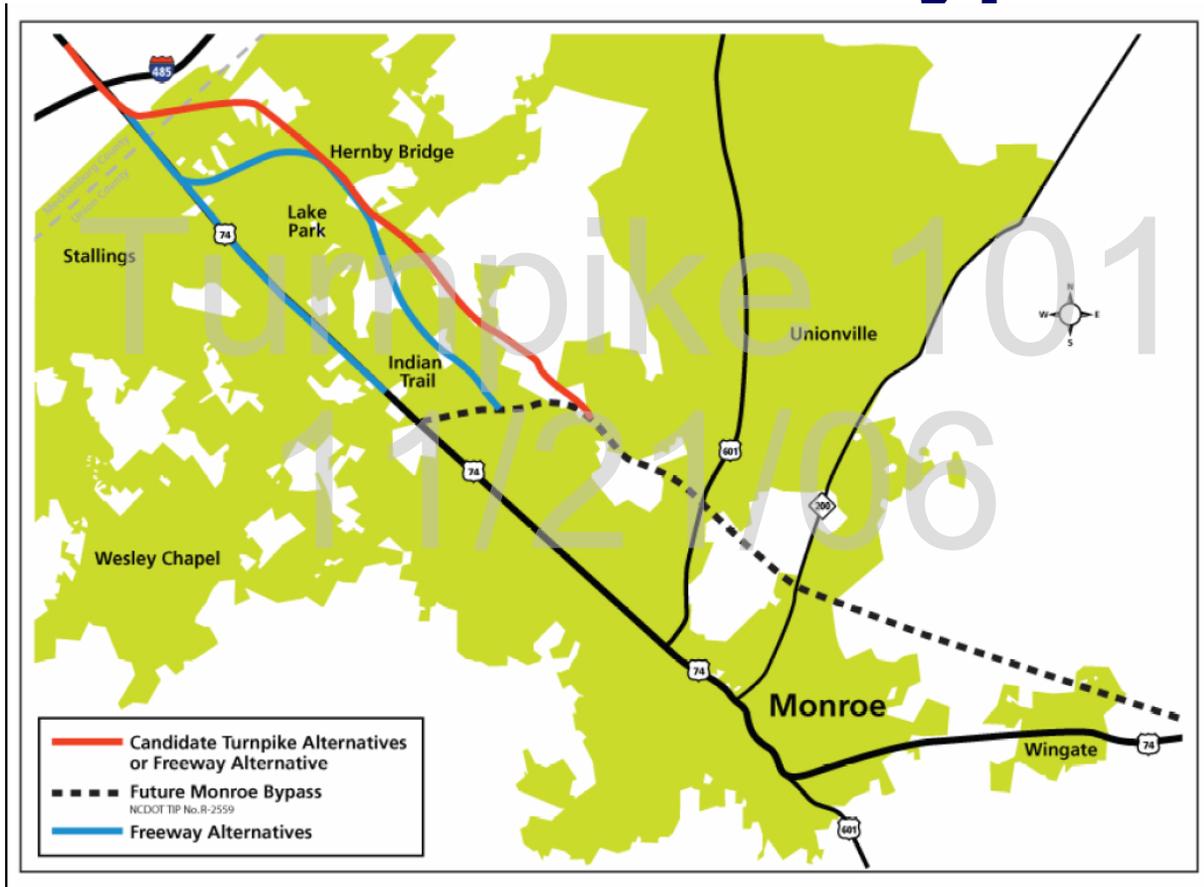
- December 2006 – Preliminary Traffic and Revenue study and cost estimates due
- January 2008 – Draft EIS
- January 2009 – Final EIS
- April 2009 – ROD
- October 2009 – Award construction contract

Mid-Currituck Bridge

- Current activities
 - Preliminary alternatives development and analysis
- Consultant
 - Parsons Brinckerhoff – John Page, AICP, CEP

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Monroe Connector & Bypass



Monroe Connector & Bypass

- Project Description

- New location roadway from I-485 to US 74
- Monroe Connector and Bypass are to be combined into one environmental document
- Union and Mecklenburg Counties, Division 10
- Length – approximately 21.1 miles

- Project Cost

- Estimated range of project costs - \$342 million to \$627 million (as of November 2006)

Monroe Connector & Bypass

- Project Timeline

- October 2006 – Preliminary Traffic and Revenue study, cost estimates and preliminary financial analysis complete (report posted on NCTA website)
- [Project timeline under development](#)

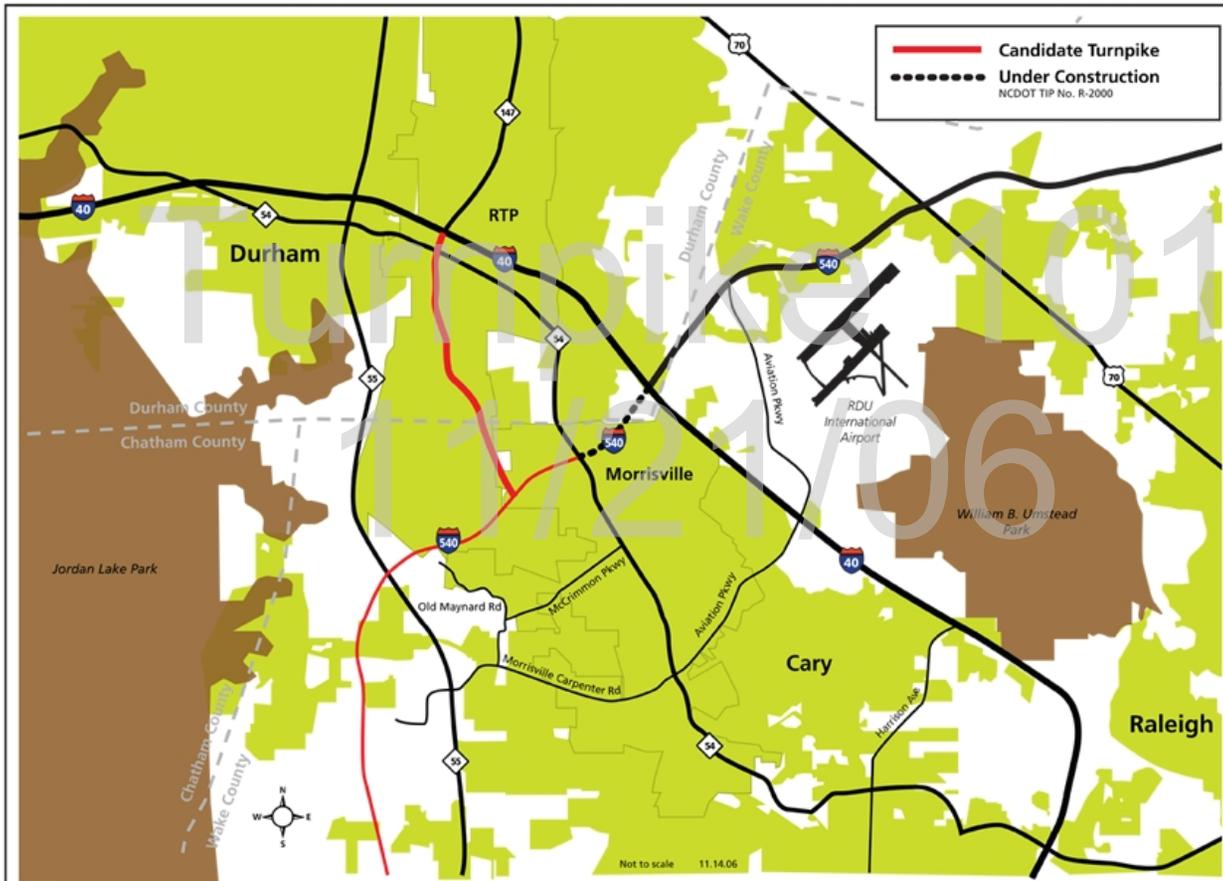
- Current activities

- MUMPO passed a resolution on September 20, 2006 requesting the Monroe Connector and Monroe Bypass be combined into a single study
- NCTA Board approved MUMPO's request on October 18, 2006 and is moving forward with scoping a single environmental document for the Monroe Connector and Monroe Bypass

- Consultant

- PBS&J – Carl Gibilaro, PE

Triangle Parkway



Triangle Parkway

- Project Description

- New location roadway from I-40 (at NC 147) to 540-P (TIP No. R-2000)
- Durham and Wake Counties, Division 5
- Length – approximately 3.4 miles

- Project Cost

- Estimated range of project costs - \$100 million to \$260 million (as of November 2006)

Triangle Parkway

- Project Timeline

- Spring 2006 – Preliminary Traffic and Revenue study, cost estimates and preliminary financial analysis complete (reports posted on NCTA website)
- March 2007 – EA
- July 2007 – FONSI
- Fall 2007 – Award construction contract
- Fall 2010 – Open to traffic

- Current activities

- Preparation of Environmental Assessment

- Consultant

- Mulkey Engineers & Consultants – Jay Bissett, PE

Western Wake Parkway

- Project Description

- New location roadway from NC 55 Bypass at SR 1172 (Old Smithfield Road) to NC 55 near SR 1630 (Alston Avenue)
- Wake County, Division 5
- Length – approximately 12.7 miles

- Project Cost

- Estimated range of project costs - \$395 million to \$710 million (as of November 2006)

Western Wake Parkway

- Project Timeline

- Summer 2006 – Preliminary Traffic and Revenue study, cost estimates and preliminary financial analysis complete (reports posted on NCTA website)
- April 2007 – EIS Re-evaluation
- July 2007 – Revised ROD
- Fall 2007 – Award construction contract
- Fall 2011 – Open to traffic

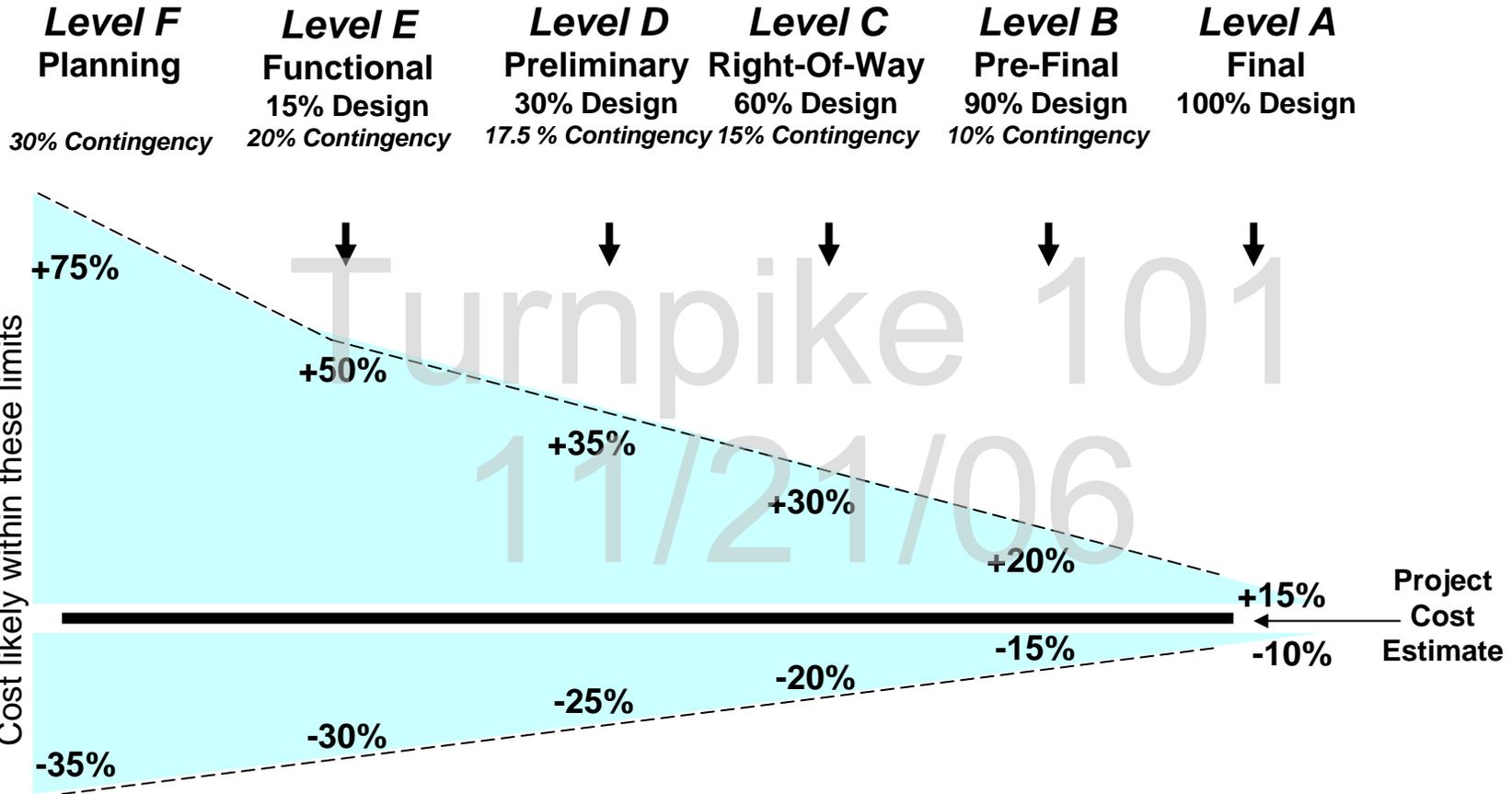
- Current activities

- Preparation of EIS Re-evaluation

- Consultant

- Arcadis – Kristina Miller, PE

Confidence Intervals for Project Cost Estimates



Common Factors that cause estimating inaccuracy

- Unknown soil conditions
- Unknown utilities
- Change in market factors (competition and unit prices)
- Change in environmental compliance regulations

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Project Selection Criteria

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Project Selection Criteria

- The project must have full control of access.
- The project must have a "free" alternate route.
- The project must have a high probability of being able to start construction within a reasonable time frame.
- The project should have a demonstrated local support or a reasonable expectation of support for development as a toll facility.
- The project should be deemed to be financially feasible using available data and commercially reasonable assumptions.
- Special consideration should be given to those projects that would play a significant role in the statewide or regional highway system or serve major economic generators.

NCTA Project Approval Process

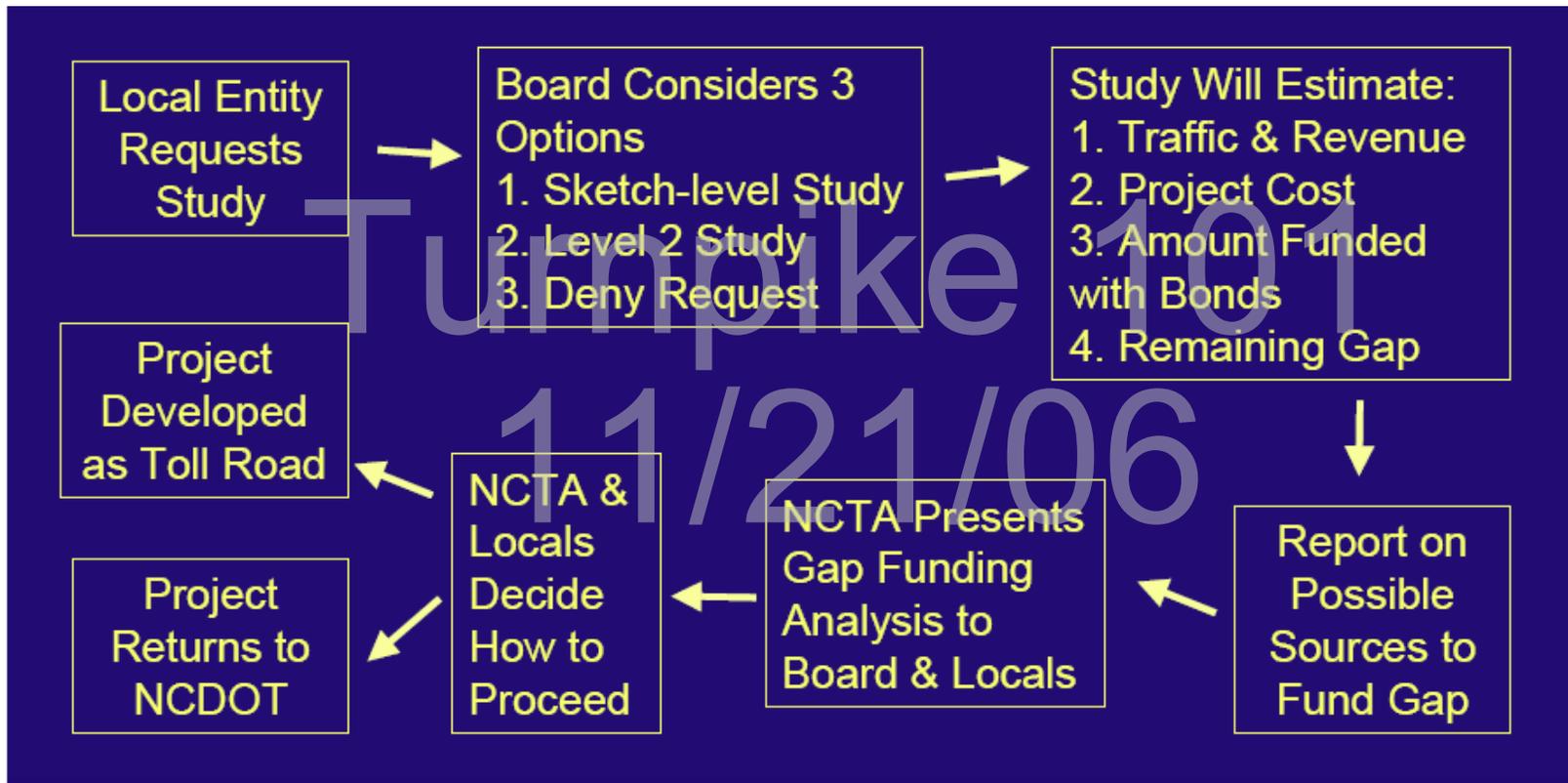
How does the NCTA Get Projects?

- The NCTA has adopted a policy for studying, funding and constructing a project as a toll facility
- It is important that projects originate at the local level

NCTA Project Approval Process

- Step 1 Local officials request NCTA study project as possible toll road
- Step 2 NCTA completes necessary financial feasibility studies
- Step 3 NCTA presents study results and gap funding analysis
- Step 4 Considering funding possibilities for gap, locals, NCDOT and NCTA determine project approval

NCTA Project Approval Process



Next Steps.....

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