



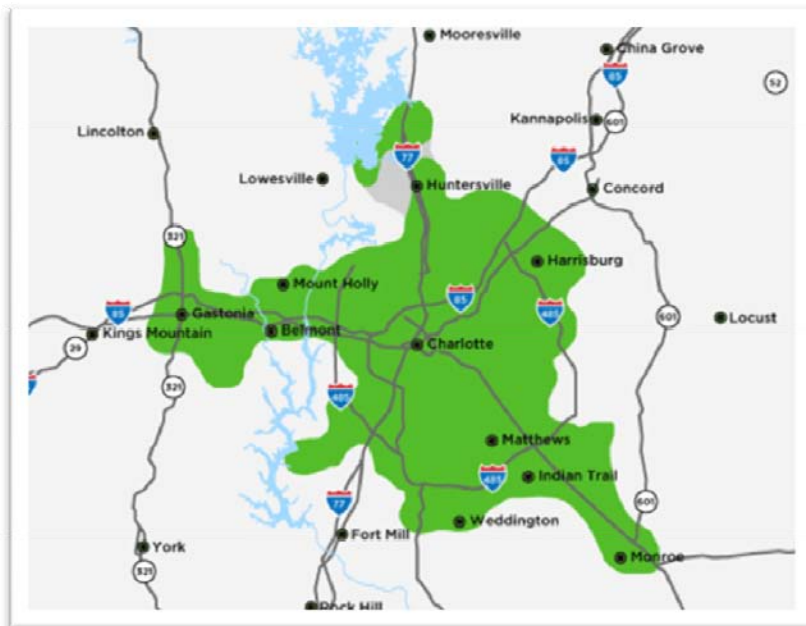
I-77 HOT LANES PROJECT

Scope and Technical Elements



Regional Growth and Transportation

- The I-77 corridor north of Charlotte is one of the most congested in the State



Charlotte Region, NC

- Charlotte-Mecklenburg's population has grown 32% over the past decade (the 8th fastest growing city in the US)
- By 2030, Mecklenburg County's population is projected to grow an additional 77%
- The southern portion of Iredell County has grown dramatically in the past decade due to rapid suburbanization
- Over the past 30 years the region has become a domestic and international center for business





Project Goals

- **Improve mobility and safety in the I-77 corridor**
 - Use dynamic tolling to improve congestion management
 - Increase capacity and travel choices
 - Support and sustain regional growth
 - Improve safety
- **Maximize use of funding sources**
 - Maximize opportunities for private sector financing, including private equity
 - Create new transportation revenue stream through tolling
- **Support regional and programmatic vision**
 - Secure long-term commitment serving the transportation needs of the region
 - Increase use of tolling and congestion pricing regionally (Triangle Parkway, Monroe Bypass, Garden Parkway, Fast Lanes)
 - Leverage private sector innovation in design, construction, and operations to deliver projects faster and more efficiently





Project Overview



- Convert the existing HOV lanes to HOT lanes
- Expand from one (1) HOV / HOT lane to two (2) HOT lanes
- Extend of the HOT lanes south to the I-277/Brookshire Freeway and north to either exits 28 or 36 in three sections:
 - **Central Section:** 14.9 miles from I-85 to Exit 28
 - **South Section:** 2.7 miles on I-277 from 5th Street to I-85 and 1.3 miles on I-277 south of the junction I-77/I-277 junction
 - **North Section:** 8 miles from Exit 28 to Exit 36 (NC 150)





Project Overview



- North
- Central
- South





Scope and Responsibilities

Roles & Responsibilities	NCDOT / Government	Private Partner
Ownership	✓	
Oversight and Audit	✓	
Public Safety	✓	
ROW acquisition	✓	✓
Design and Construction		✓
HOT Lanes O&M		✓
GP Lanes O&M	✓	✓
Tolling Infrastructure		✓
Congestion Management		✓
Enforcement		✓
Financing		✓





Scope and Responsibilities

- **Design and construction**

- Performance-based specifications, existing assets conditions assessment, and Reference Design will be provided in the RFP
- Developer will be responsible for design and construction of HOT lanes and initial work on GP lanes
- Developer will design and install all-ETC system
- Proposers will be allowed to submit Alternative Technical Concepts

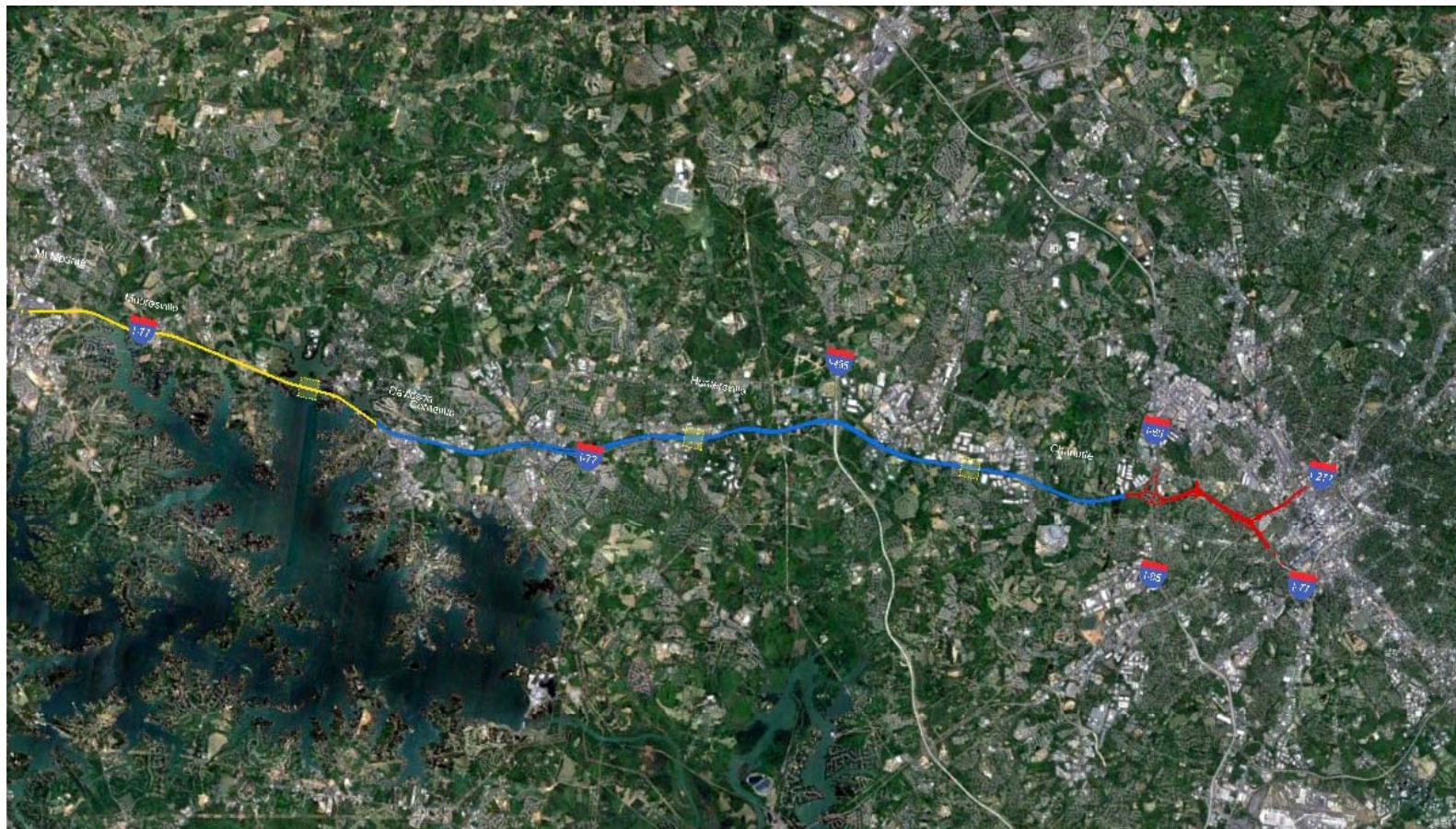
- **Operations, Maintenance, and Rehabilitation**

- Performance-based OMR standards with end-of-term handback criteria will be provided in the RFP
- Developer will be fully-responsible for all aspects of roadway operations and toll collection
- Developer will operate all-ETC system, interoperable with NCTA
- Operating strategies across HOT and GP lanes under consideration (fence-to-fence responsibility, snow removal, etc.)



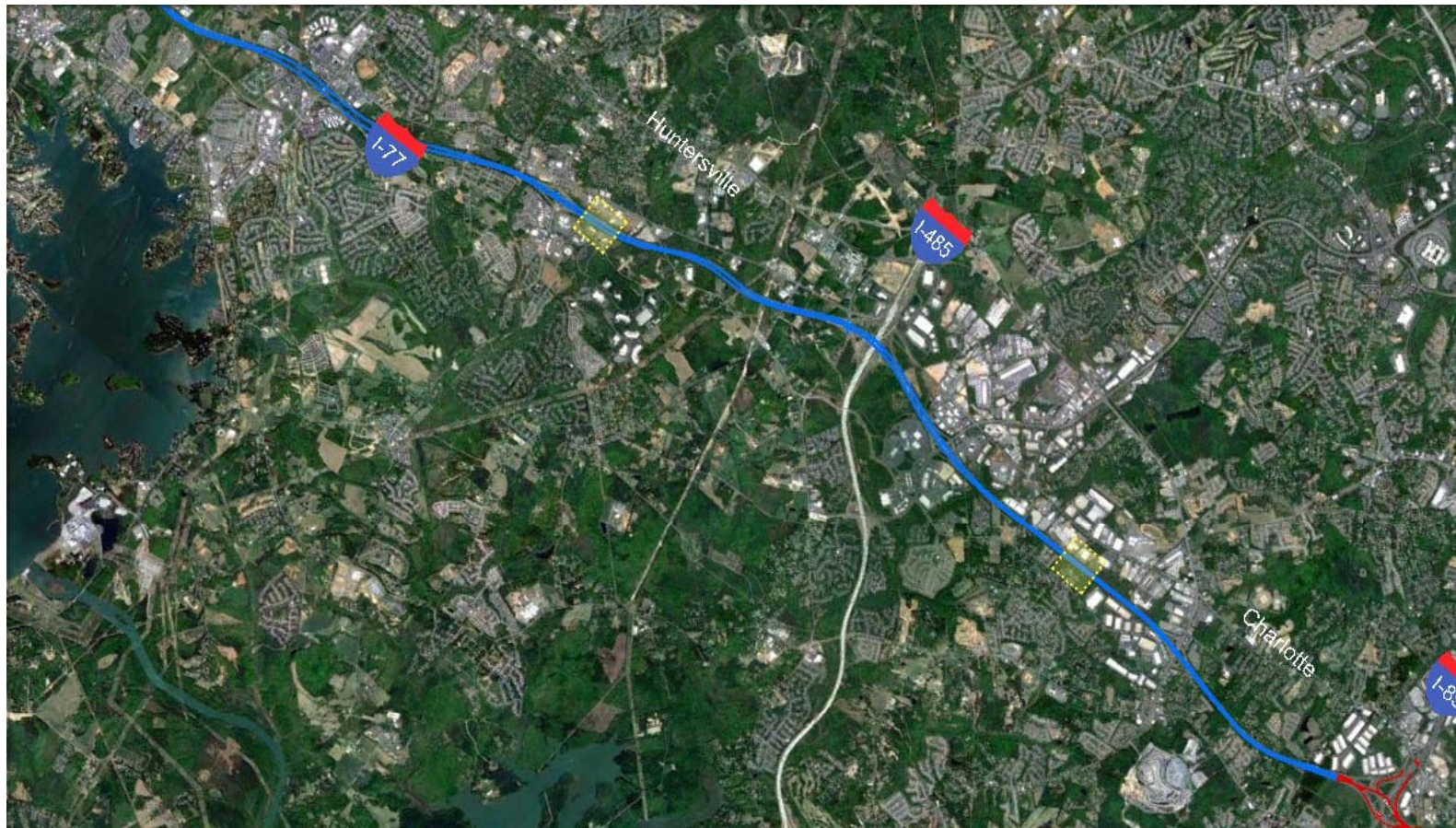


Central Section





Central Section





Central Section South Of Lakeview Rd.





Central Section





Central Section, South of Gilead Rd.





North Section



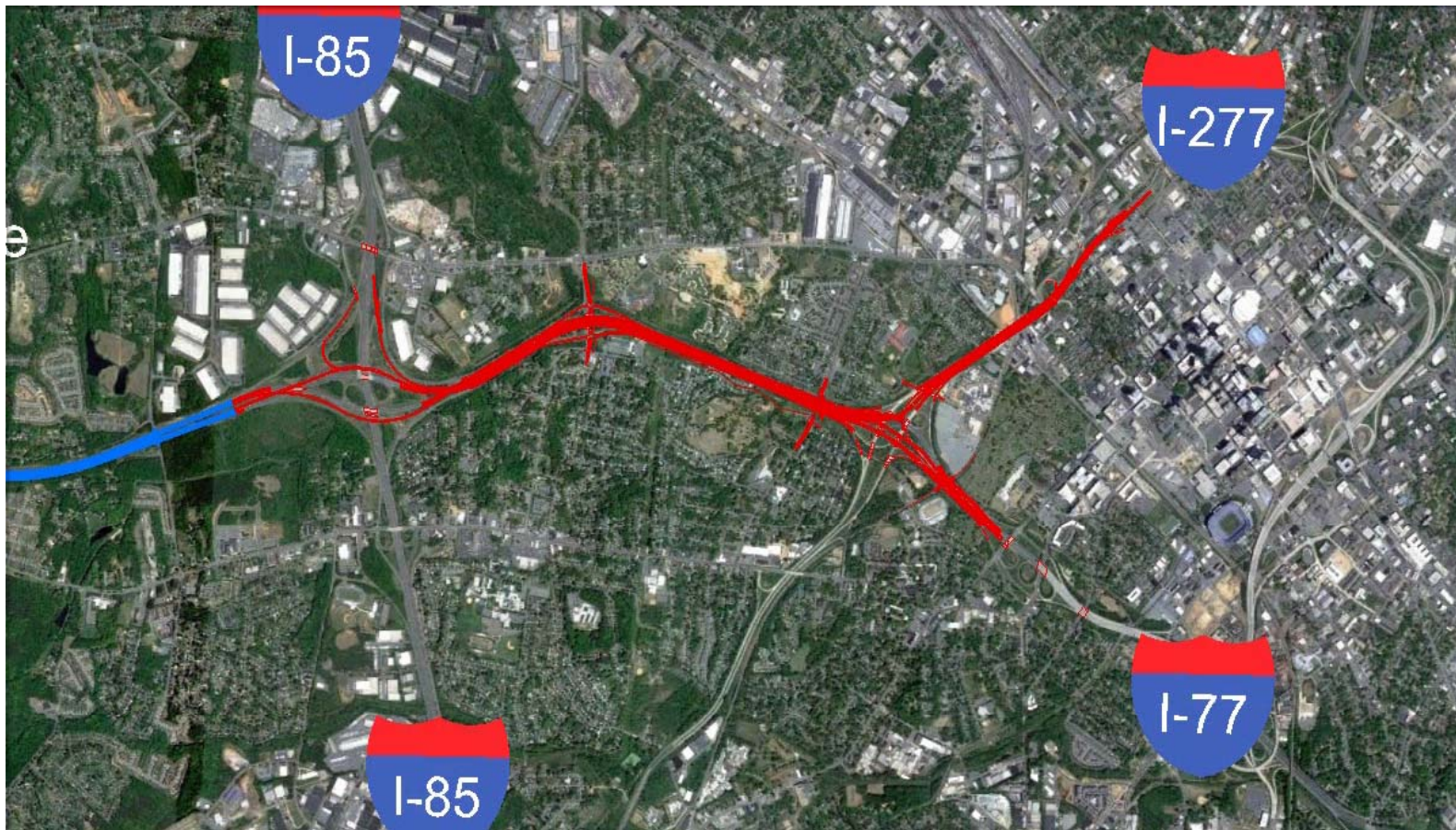


North Section at Lake Norman Causeway





South Section





South Section

- The South Section will present similar cross sections
- Current concept of operation includes, south of the I-77/I-277 interchange:
 - One HOT lane on I-77
 - Two HOT lanes on I-277
- Other alternatives are under consideration
- NCDOT will define the preferred option in the Reference Design and that will be opened to Alternative Technical Concepts that represent better value, while addressing the regional mobility needs





Environmental Clearance

- **Central Section**

- HOT lanes will be located within existing right-of-way
- Results in only minor environmental impacts
- Compliance with environmental review under NEPA will be straightforward
- A “categorical exclusion” is anticipated to be completed by the summer of 2012

- **North & South Sections**

- More complex because of project design issues and limits on existing right-of-way
- A full Environmental Impact Statement is not anticipated, but more extensive studies will have to be conducted and a number of environmental permits will be required
- Stakeholder outreach has already started
- NCDOT is committed to completing the environmental process as quickly as possible and has assigned its top environmental team to work on these sections
- The RFP will be structured to reflect the status of the environmental review and limit risk for private partners





Project Permits

- NCDOT has initiated discussions with resource agencies
- Proposers will generally be responsible for continuing to advance and secure permits, unless RFP specifically gives responsibility to NCDOT
- Proposers will be responsible for all NEPA commitments
- Expected permits include, but are not limited to: USACE 404 Permit, NC Division of Water Quality 401 Certificate, State Stormwater Permit or Management Plan, FEMA Compliance, and Duke Energy's Federal Energy Resource Commission license modification





Other Technical Considerations

- **ROW acquisition**

- NCDOT anticipates Proposers will be responsible for the costs of acquiring all new ROW and all acquisition services in connection with any parcels
- NCDOT will provide assistance at the expense of the Developer, including any required condemnation actions

- **Geotechnical investigation**

- Previous geotechnical investigation information will be made available to Short-listed Proposers
- NCDOT does not anticipate Proposers will need to conduct further investigation for the purposes of the RFQ
- NCDOT may conduct additional geotechnical investigations





Other Technical Considerations

- **Utility investigation**

- Previous utility information work will be made available to Short-listed Proposers
- Proposers will be responsible for utility relocation and coordination
- NCDOT does not anticipate Proposers will need to conduct further investigation for the purposes of the RFQ

- **Hazardous materials investigation**

- Previous hazardous material investigation work will be made available to Short-listed Proposers
- NCDOT does not anticipate proposers will need to conduct further investigation for the purposes of the RFQ

- **Railroad coordination**

- Developer will be responsible for any necessary coordination with the railroad
- Developer will be responsible for any costs associated with railroad work or protection, except to the extent railroad is legally responsible





THANK YOU