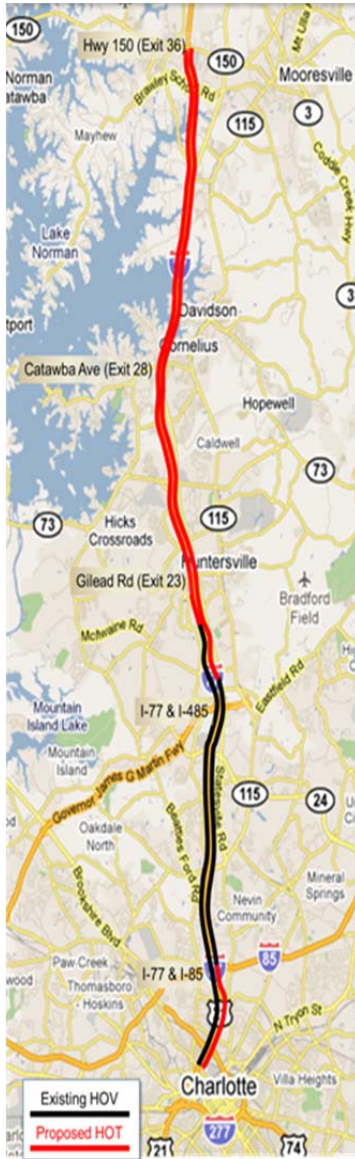


# I-77 High Occupancy Toll Project Synopsis

## Project Overview



The proposed I-77 High Occupancy Toll (“HOT”) project (the “Project”) is a conversion and expansion of the current High Occupancy Vehicle (“HOV”) facility that will provide growing communities and congested I-77 traffic with additional capacity. This procurement aims to secure a concessionaire to develop, design, construct, finance, operate and maintain the requisite infrastructure improvements through a long term toll concession agreement.

This synopsis provides a general overview of the Project characteristics prior to advertisement; such information may change in the Request for Qualifications (“RFQ”) and subsequent Request for Proposals (“RFP”).

For the purpose of this advertisement, the Project Corridor is discussed in three discrete sections.

The **Southern Section** of the Corridor extends from I-277 in Charlotte near the Tryon Street exit onto I-77 northward to the junction of I-85 and I-77 for an approximate length of 2.2 miles. This portion of the Project requires right of way and requires both HOV lane conversion as well as new additional HOT lanes adjacent to the existing general purpose lanes. Initial concepts include an HOT flyover to access I-277 from I-77.

The **Central Section** of the Corridor begins at the junction of I-85 and I-77 and proceeds northward to Exit 28 near Cornelius, NC. The length of this section is roughly 14.9 miles and includes the conversion of existing HOV lanes to HOT lanes and the addition of an additional HOT lane adjacent to the converted HOV lanes. Northward of the existing HOV lanes, the section includes the addition of two new HOT lanes in each direction within the existing median.

The **Northern Section** of the Corridor begins at Exit 28 and extends northward to as far as Exit 36 at NC 150 for an approximate length of 8.8 miles. Within the Northern Section, two additional HOT lanes will be provided in each direction.

All existing HOV lanes will be converted to HOT lanes. As depicted above, the existing southbound HOV lane extends from north of I-485 to just south of the general purpose lane off-ramp to I-277. In the northern direction, the HOV lane extends from roughly ½ mile north of the I-77 and I-85 junction to the I-77 and I-485 interchange. Conversion of existing General Purpose lanes to HOT lanes will not be permitted.

This procurement will include, at a minimum, the Central Section of the Corridor. The procurement will be conducted as a competitively sealed best-value bid. The NCDOT is

currently exploring the inclusion of the Northern and Southern Section of the Corridor within this same procurement and such decision shall be made in connection with the request for proposal phase of the procurement.

The remainder of this document depicts a high level perspective of the potential Project scope for Proposers wishing to submit a Statement of Qualifications. As such, it is anticipated that the scope of this Project is likely to change from that contained herein based on highly interactive collaboration between the NCDOT and the shortlisted Proposers.

### **Planning and Environmental Clearances**

A Categorical Exclusion is currently being prepared for the Central Section of the corridor. It is anticipated that environmental approval will be obtained in June of 2012. Categorical Exclusions or Environmental Assessments and Findings of No Significant Impacts are anticipated for the Northern and Southern Sections of the corridor. Additional information concerning the status of the environmental approvals for the Project will be included in the RFQ.

Various Project limits and scenarios are being modeled currently to ensure air quality conformity. This work is also anticipated to be complete by June 2012.

The NCDOT currently anticipates that it will be the permittee on all necessary permits, include the USACE 404 Permit and corresponding NC Division of Water Quality 401 Certification. Other potential permits include a State Stormwater Permit or Management Plan and, in regards to the Northern Section, Federal Energy Regulatory Commission coordination. NCDOT operates under delegated authority from the NC Division of Land Quality as relates to Sedimentation and Erosion Control compliance and enforcement.

While the NCDOT will be the permittee, the successful Proposer will be responsible for obtaining all Project permits, except those as specified in the RFP as NCDOT's responsibility. The successful Proposer will also be responsible for preconstruction coordination with the environmental regulatory and permitting agencies for appropriate concurrence prior to permit applications.

Among the potential Project permits, the successful Proposer will be required to obtain necessary FEMA compliance for all FEMA regulated waterways. This may require Conditional Letters of Map Revisions.

### **Design**

The successful Proposer will be responsible for all the Project design, which may include, without limitation, the following design disciplines: Roadway, Structure, Geotechnical, Hydraulic, Traffic Management, Signing, Erosion and Sedimentation Control and other ancillary disciplines.

Specificity in design requirements will be set forth in the RFP, with Project designs anticipated to meet AASHTO and NCDOT standards.

Alternative Technical Concepts are under consideration and may be allowed in the RFP.

The shortlisted Proposers will be required to provide conceptual or preliminary plans as part of their Technical Proposal submission in response to the RFP.

### **Tolling**

It is currently anticipated that the successful Proposer will be responsible for the design and implementation of an All Electronic Tolling System. Back office work will also be included in the successful Proposer's scope of work; however, the NCDOT may consider service solutions that may be made available by the North Carolina Turnpike Authority to facilitate the back office services required of the Project, if so desired by the successful Proposer.

### **Site Investigations**

The NCDOT will provide certain available site investigation data such as preliminary surveys, geotechnical investigations, and hazardous material reports. The successful Proposer will be responsible for supplemental surveys and geotechnical investigations as well as all geotechnical recommendations. Proposers wishing to collect additional data during the RFP phase must do so with proper traffic control measures and under the permission of the Division Engineer or his duly authorized representative.

### **Other Preconstruction Services**

It is currently anticipated that the successful Proposer will be responsible for coordinating the resolution of all utility conflicts, including, but not be limited to, preparation of all necessary utility agreements, and coordinating the construction and/or relocation of private utilities with the appropriate owners.

It is anticipated that a majority of the work in the Central and Northern Sections of the Corridor can be done within existing NCDOT Rights of Way. In the event that additional right of way or permanent utility easements are required, the successful Proposer will be responsible for right of way acquisition services. Cost responsibility for the actual cost of the right of way will be addressed in the RFP. NCDOT will provide condemnation services, if necessary.

The successful Proposer will be expected to attend and participate in all required public workshops, town meetings and other venues in support of the progress of the project development and design.

### **Construction and Post-Construction Operation and Maintenance**

During the Project's construction, the successful Proposer will coordinate with the NCDOT Division Office and the NCDOT Construction Unit to inform the public of lane closures, construction progress, etc.

The RFP will outline performance expectations in regards to operation and maintenance of the Project. Maintenance of I-77 from "fence to fence" may be included in the contract with performance specifications therefor; provided, however, that certain functions may be retained by the NCDOT such as snow and ice removal.