

Project Budget and Schedule

The proposed budget for the planning study is shown in Table 1. Table 2 shows the estimated structure replacement costs that will be updated for a subsequent Large Bridge Project BIP grant application (NC bridge numbers are shown for ease of display). One innovative aspect of this planning grant is that part of NCDOT’s match will come from OSOW non-federal permit fees, not from taxpayer dollars. As per § 20-119.1. “Use of excess overweight and oversize fees. Funds generated by overweight and oversize permit fees in excess of the cost of administering the program, as determined pursuant to G.S. 20-119(e), shall be used for highway and bridge maintenance required as a result of damages caused from overweight or oversize loads (2005-276, s. 28.5).” Overall, the budget includes \$890,000 in BIP Planning funds (79.1%), \$235,000 in a non-federal match (20.9%), and \$0 in other federal funds.

Table 1

Planning Grant Budget

Budget Item	Anticipated Costs	Funding Source
Information Gathering	\$10,000	NCDOT OSOW Funds
Crash Analysis	\$30,000	NCDOT OSOW Funds
Public Involvement	\$40,000	NCDOT OSOW Funds
Feasibility Analyses	\$890,000	Grant Funds
Planning Level Concepts	\$50,000	NCDOT State Bridge Program funds
Report Development	\$65,000	NCDOT State Bridge Program funds
Project Management	\$15,000	NCDOT State Bridge Program funds
Administration/Expenses	\$25,000	NCDOT State Bridge Program funds
Total		\$1,125,000

Table 2

Estimated Replacement Costs for Planning Study Bridges

Structure No.	Bridge No.	Exit No.	Vertical Clearance	Replacement Cost
230037	37	94	16.9	\$12,601,058
230064	64	96	15.0	\$7,519,658
230095	95	98	16.9	\$6,863,974
230106	106	n/a	14.3	\$7,245,722
230112	112	100	14.7	\$9,125,870

Structure No.	Bridge No.	Exit No.	Vertical Clearance	Replacement Cost
230129	129	n/a	14.7	\$8,747,213
230025	25	103	14.9	\$13,090,061
230134	134	104	17.9	\$16,261,503
230137	137	n/a	15.2	\$9,478,403
230143	143	n/a	15.1	\$6,411,486
230144	144	106	14.9	\$6,312,696
230029	29	107	14.5	\$8,231,129
230146	146	n/a	15.5	\$6,140,011
230147	147	n/a	14.4	\$6,318,982
230154	154	113	14.6	\$8,231,129
230156	156	n/a	21.0	\$7,566,826
230166	166	n/a	14.4	n/a (pedestrian bridge)
230169	169	n/a	14.5	\$6,531,010
230171	171	118	14.7	\$7,935,107
230173	173	119	14.8	\$13,319,702
350176	Catawba #176	n/a	15.3	\$8,162,261
Total:				\$176,093,801

Figure 1
Project Schedule from Obligation of Grant Funds

Months After Obligation of Funds	1	2	3	4	5	6	7	8	9	10	11	12
Information Gathering												
Crash Analysis												
Public Involvement												
Feasibility Studies												
Quantity Development												
ROW Cost Development												
Final Planning Study Report												

It is anticipated that ROW costs will take approximately three months to develop. The planning study will be finalized within one year of obligation of funds. Upon completion of the planning study, it is anticipated that the project bridges will complete NEPA review as a Categorical Exclusion. It should be noted that NCDOT has already completed some NEPA documentation as noted above. The improvements/replacements are not in areas with extensive stream or wetland issues, and minimal relocations are anticipated. A thorough review of affected resources will be developed in the planning study to verify the needed environmental document. This stage of the project is anticipated to last for 18 months after completion of the planning study.

Following completion of preliminary designs and NEPA, NCDOT will pursue construction funds for the projects. If it is possible to pursue BIP or other federal funding options, right-of-way acquisition of the project could begin within 12 months of obligation of federal funds. Where NCDOT has already acquired ROW, construction would begin upon obligation of funds. It is anticipated that the duration of construction would be six years.