

BRUNSWICK COUNTY BOARD OF COMMISSIONERS
SPECIAL CALLED MEETING
JULY 21, 2021
11:00 AM

1. Call to Order

2. Order Of Business

Presentation - NC DOT - Cape Fear Memorial Bridge Replacement (Chad Kimes, NCDOT Division Engineer)

3. Adjourn



Brunswick County Board of Commissioners
ACTION AGENDA ITEM
July 21, 2021

From:
Daralyn Spivey

Action Item # 2. -
Presentation - NC DOT - Cape Fear Memorial Bridge
Replacement (Chad Kimes, NCDOT Division Engineer)

Issue/Action Requested:

Request the Board of Commissioners receive information regarding a possible bridge crossing to replace the Cape Fear Memorial Bridge.

Background/Purpose of Request:

The NCDOT received an unsolicited proposal for a Public-Private Partnership in late 2020 and, as by law, any toll projects in North Carolina must be approved by the local planning organization. The department reviewed it internally before sharing the company's concept with the WMPO.

Following the presentation to the WMPO, Mr. Chad Kimes, Division Engineer - NCDOT, requested an opportunity to share this information with the Board of Commissioners as it relates to a possible bridge crossing to replace the Cape Fear Memorial Bridge.

Fiscal Impact:

Reviewed By Director of Fiscal Operations

Approved By County Attorney:

Yes

County Manager's Recommendation:

Recommend the Board of Commissioners receive information regarding a possible bridge crossing to replace the Cape Fear Memorial Bridge.

ATTACHMENTS:

Description

- Cape Fear Memorial Bridge Presentation

Cape Fear Memorial Bridge

A Presentation To

Brunswick County Commissioners

July 21, 2021

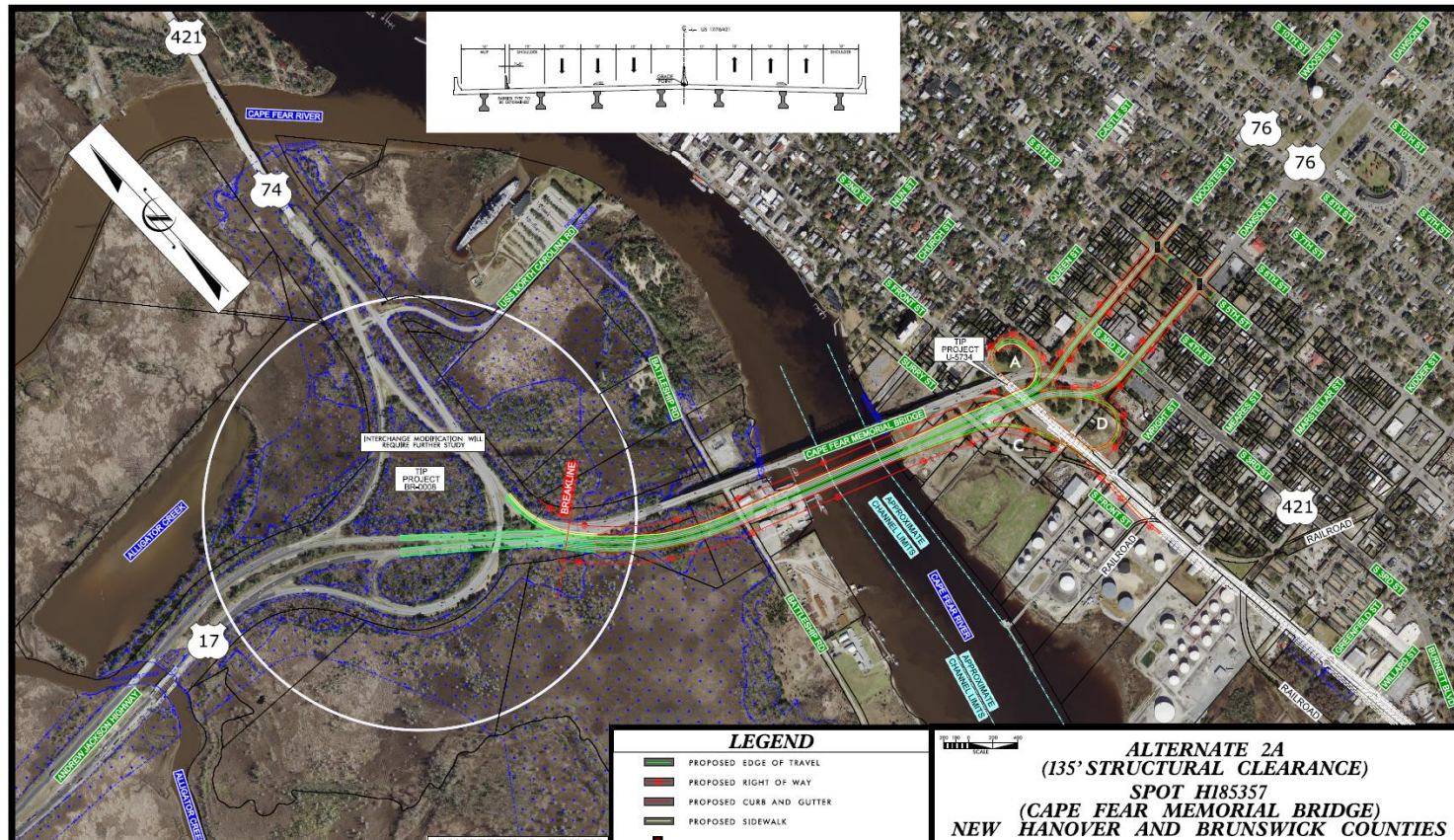
Chad Kimes, PE – Division Engineer, Division 3



Cape Fear Memorial Bridge

- Constructed in 1969
 - 51-year-old structure
- Existing structure requires costly routine maintenance
 - Fixed Span – major rehabilitation required every 20 years
 - Moveable Span – major rehabilitation required every 10 years
 - The recent major rehabilitation in 2019 cost ~ \$15M
 - Yearly maintenance costs \$550k/year
- Growing volumes of traffic
 - Projected 81,900 vehicles per day (2045)

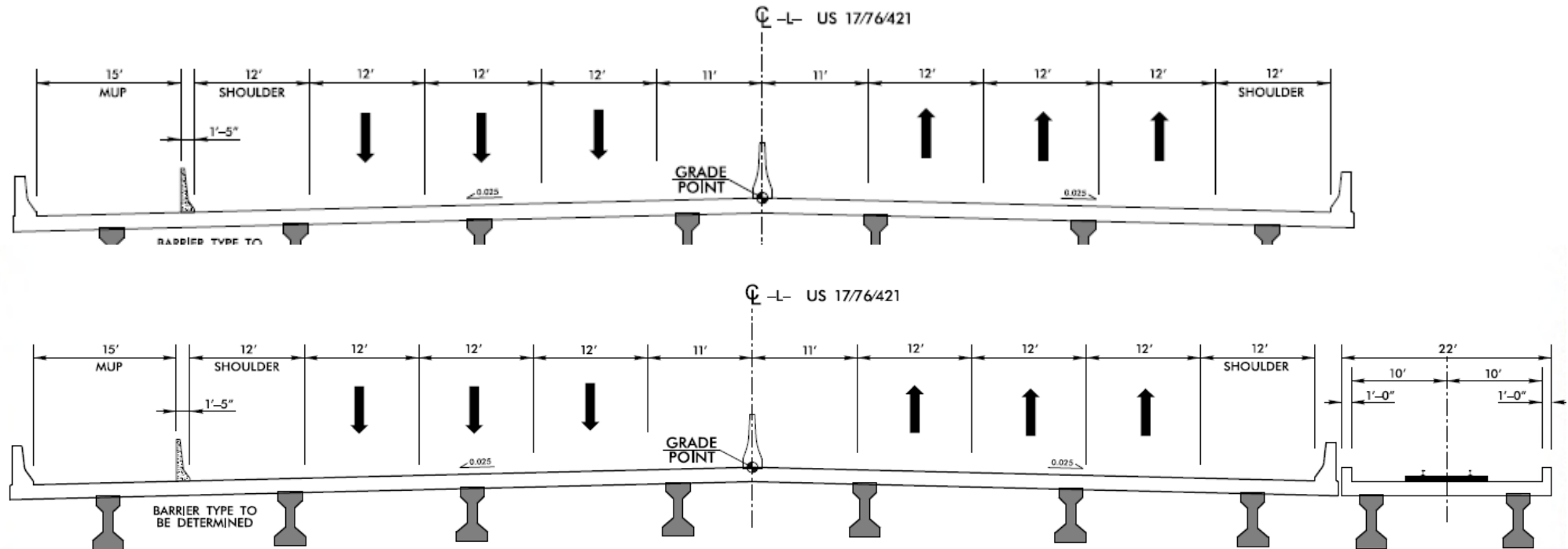
Options For Replacement: Feasibility Study



- 4 options considered:
 - 65 ft. fixed span
 - 135 ft. fixed span
 - 65 ft. moveable span
 - 65 ft. moveable span w/ rail component

Feasibility Study Typical Sections

- 6-lane median-divided facility
- 15 ft. wide separated multi-use-path (north side)
- 12 ft. outside shoulders
- 12 ft. wide travel lanes
- 22 ft. wide median/inside shoulder
- Total width: 135 ft. - 157 ft. (with rail)
- (current bridge is 54 ft. wide)



Feasibility Study - Estimated Costs By Option*

Option Number	Design Option	Construction Costs	Utility Relocation Costs	Right-of-Way Costs	Total Costs
Option 1	Fixed Span 65' Vertical Clearance	\$185.1 M	\$2.0 M	\$9.5 M	\$196.6 M
Option 2	Fixed Span 135' Vertical Clearance	\$213.6 M	\$2.0 M	\$30.1 M	\$245.7 M
Option 3	Movable Span 65' Vertical Clearance	\$475.7 M	\$2.5 M	\$9.5 M	\$487.7 M
Option 4	Movable Span with Railroad Component 65' Vertical Clearance	\$596.7 M	\$2.5 M	\$9.5 M	\$608.7 M

* These are approximate costs from the Feasibility Study (May 2020).
Currently working on updated estimates that would increase these costs.

Potential Funding

- Traditional method of funding would be through the state's prioritization process for potential inclusion in the State Transportation Improvement Program.
- Initial indication is that the ability to program a large-scale non-tolled project in the next 10-year STIP cycle, such as the replacement of the Cape Fear Memorial Bridge, is unlikely.

Unsolicited Proposal for a Public-Private Partnership

What is an Unsolicited Proposal?

Any concept or submittal of a potential public-private partnership received by the Department that is not a result of a direct, specific advertisement.

What is the purpose of a public-private partnership?

The primary purpose of public-private partnerships is to leverage public funds or other resources with private investment to accelerate, enhance, or otherwise improve the delivery, operation, or maintenance of public transportation infrastructure.

Board-adopted policy found [here](#)

Unsolicited Proposal – the Initial Idea from the Proposing Developer

- Based off the NCDOT Feasibility Study – Option 2 – 135' high rise with multi-use path
- Would include improvements to the west side interchange (US 17/US 421/US 74) and the downtown interchange at S. Front St



Renderings provided by proposing developer

Unsolicited Proposal - Overview

Funding

- Fully Funded by Developer
- Bonus Allocation To Be Determined

Procurement

- “Progressive” P3
- Would Likely Require Certain Hold Points and Exit Ramps

Developer Responsibilities

- Work to Inform NEPA, Design, Public Outreach
- Permitting
- Construction (and Demolition)
- Operations and Maintenance (O&M)

Developer Assumption of Risks

- NEPA and Permitting
- Design, Construction, and O&M Costs
- Schedule
- Revenue

Contract Term

- Five-Year Schedule
- 50-Year Tolling Duration

Team

- National Caliber Design, Engineering and Construction Firms (with P3 experience)
- Experience in North Carolina and Coastal Areas

Tolling

- Minimize Toll Rates
- Provide Customer Service and Invoicing Services

Bonus Allocation

NCGS 136-189.11(f)(3)

- Funding that the WMPO could potentially receive by implementing a toll project
- Must be used on projects located in the same county(ies) as the original project (Brunswick/New Hanover)
- For a project funded with toll revenue bonds (or toll supported debt)
 - 50% of the amount of toll revenue bonds (or toll supported debt) issued to construct the project
- For a project funded without toll revenue bonds (or toll supported debt)
 - 50% of the amount of revenue expected from the project over the first 10 years of the project, less operations costs, as set forth in an Investment Grade Traffic and Revenue Study
- Maximum \$100 million
- MPO or RPO must have funds authorized for projects within five years of Financial Close

FAQs

When did NCDOT receive the proposal?

The department received the unsolicited proposal in late 2020 and as by law, any toll projects in North Carolina must be approved by the local planning organization. The department reviewed it internally before sharing the company's concept to the WMPO. NCDOT was asked to present the company's concept to the WMPO in May and June.

The unsolicited proposal is considered confidential under state law. Should the MPO want to move forward, this would go through an open, transparent and competitive bidding process. NCDOT is not advocating for any particular path forward.

So, the unsolicited proposal is just an idea?

Yes, if the WMPO moves forward with the idea to replace the Cape Fear Memorial Bridge via private funding, the contract terms would be written by NCDOT, and then opened to qualified bidders through a competitive process.

The submitters of the unsolicited proposal would be automatically shortlisted for further review, however they would not necessarily be the chosen developer.

How would this idea move forward?

NCDOT would only move forward if WMPO approves this approach.

If that happens, NCDOT and WMPO would partner in all future steps.

If the WMPO chooses not to pursue this approach, NCDOT will deny the unsolicited proposal and no further action will take place.

What are the potential benefits of a public-private partnership?

Project could be fully funded from inception

Replacement schedule would be advanced

Maintenance responsibility falls to the developer

Things to consider with this public-private partnership?

Public acceptance of tolling

Unknown toll rates during planning

Frequent collaboration between communities, state and private partner

How much would the toll rates be?

The proposing developer submitted tolling rates with their concept, however due to the competitive nature of the potential future bidding process, those rates are currently confidential.

If the idea were to move forward, NCDOT would initiate a Traffic and Revenue study to develop an estimated range.

Final toll rates would not be known until bids are received.

What is the possible timeline?



WMPO would be included in all decision-making throughout each step

What are the next steps if WMPO desires to move forward?

Resolution of support to move forward by the WMPO

Traffic and Revenue study

Public input

Decision whether to move to step 2 (Planning + Preliminary Design)

Contact



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