

NC 197

Progressive Design-Build - Questions Received

Red font, if any, indicates responses that will be reflected by adjustment to the Industry Draft RFQ.

<p>Could you confirm whether the teams will require any right of way acquisition services, or if they will be designing entirely within the existing right of way</p>	<p>Currently, the Department has certain right of entry agreements in place and it is anticipated that temporary construction easements will be required once the extent of these easements can be identified through design. The Department and the Design-Build Team will likely share responsibility for acquiring temporary construction easements, and once design has progressed, rely on the Design-Build Team for information and assistance generating exhibits, and services needed for acquiring permanent right of way. There is no surety that the final design will be contained within the pre-storm right of way or maintenance limits.</p>
<p>Assumed the NC 197 corridor and various SR routes are operating on "maintained ROW", correct?</p>	<p>Dedicated right-of-way and established maintenance limits vary along the various roadways in the project and will be further clarified as design initializes and Early Work Packages are developed.</p>
<p>Have any post Helene assessments of the structures along the corridor been completed that can be shared with the teams?</p>	<p>Any readily available assessments will be provided on the project website.</p>
<p>The Industry Draft RFQ states repair or replace listed structures along the corridor. Is there additional information that can be provided to clarify the Department's desire for each structure?</p>	<p>Although replacement is likely for all bridges in this contract, the Department and the Design-Build Team will take advantage of the Progressive Design-Build approach to jointly assess the condition of all bridges early in the contract. The Department and the Design-Build Team will then negotiate the pricing for design and construction of the decided action (i.e, rehabilitation versus replacement).</p>
<p>There are several SR routes on the project map highlighted. Are there more specific limits intended by the Department or is it up to assessments established by teams</p>	<p>The Department and the Design-Build Team will take advantage of the Progressive Design-Build approach to jointly assess the condition along the entirety of the roads noted on the maps. The nature of work will vary along the roadways based on this joint assessment.</p>

<p>Is there documentation/assessments of the emergency repairs along the corridor that can be shared with the teams?</p>	<p>Any readily available assessments will be provided on the project website.</p>
<p>Is it the Department's intent for the teams to recover sediment/rock from the river?</p>	<p>In general, recovering sediment and/or rock from the river is not the objective of the project; however, based on a joint assessment, it may be appropriate to utilize deposited materials as embankment or slope stabilization provided the materials meets the NCDOT Standard Specifications and typical special provisions governing such materials.</p>
<p>What emergency contracts are ongoing on the project corridor and what is their scope and timeline?</p>	<p>The current work strives to, at a minimum, accommodate essential traffic on a temporary 2-lane road along the corridor. The current operations will likely be ongoing until complete or until such time that a Progressive Design-Build Team is selected and the scope of the first Early Work Package determined.</p>
<p>Are there any immediate temporary repairs needed along the corridor the Department wishes to include in the Team's scope?</p>	<p>Current work has progressed based on these priorities. While there will be Early Work Packages that will be developed to get the work started as quickly as possible, most likely these Early Work Packages will be to implement permanent roadway construction.</p>
<p>It appears from site visits that there is a temporary pumping operation ongoing near Structure 51. Please advise as to what utility work is being performed and if permanent repairs will be included in the Team's scope.</p>	<p>The utility owner is working on a design for the permanent repair of the water line and intends to administer the permanent repair contract separate from this PDB project. The PDB team will need to coordinate with the owner during design and construction.</p>
<p>Is it the Department's intent to utilize 3R design guidelines?</p>	<p>It is likely that 3R design guidelines will be appropriate for portions of the project. The Department and the Design-Build Team will take advantage of the Progressive Design-Build approach to jointly assess the applicability of design codes and criteria depending on the roadway.</p>
<p>Has there been any testing performed on the existing emergency repairs?</p>	<p>Generally, no formal material testing meeting the requirements of the NCDOT Standard Specifications has been performed on the temporary repairs.</p>

<p>Are there specific improvements that the Department envisions for the SR routes or is the desired approach, restore to pre-storm conditions?</p>	<p>Generally, along the SR routes, the goal will be to re-establish the permanent roadway to pre-storm conditions. There may be circumstances where certain adjustments or improvements may be made. Regardless these areas will be jointly determined through the Progressive Design-Build approach prior to the pricing for such work to be requested and negotiated.</p>
<p>Has the department considered pavement evaluations to justify reimbursement of pavement distress due to construction repairs?</p>	<p>No. If there are areas of concern for the Design-Build Team, those assessments can be made or otherwise included in the discussions of risk distribution that will inform the ultimate scope and price of an Early Work Package.</p>
<p>What are the expectations on 2-D hydraulic modeling for the corridor? Will SRH-2D be needed to satisfy FHWA reimbursement requirements?</p>	<p>SRH-2D will be required for the road and river corridor for FHWA requirements. HEC-RAS 1D will be required for State Floodplain/ NFIP Compliance.</p>
<p>What are the timeline expectations for completing the project?</p>	<p>While no contract time analyses have been completed, time is of the essence and an overall timeline of less than two years is desirable.</p>
<p>Are there any segments on the corridor the Department wishes to prioritize versus others?</p>	<p>The Department will work with the PDB team collaboratively to determine priorities during design and construction.</p>
<p>What does the Department consider an embedded employee?</p>	<p>An embedded employee is a firm employee that works predominantly at a NCDOT office. Embedded employees have a NCDOT email address (i.e. @ncdot.gov).</p>
<p>Who will be responsible for debris cleanup in the river where it impacts the reconstruction of the road?</p>	<p>Debris cleanup in the river may be performed by others but depending on the timing, debris cleanup in the river to the extent that it is needed to progress the Design-Build Team's construction operations may be included in the applicable negotiated Early Work Package.</p>
<p>There is a pumping operation on the north end of the project with a temporary HDPE line- is this a permanent utility that will be included in the reconstruction of 197?</p>	<p>See above response.</p>

<p>To what extent is reconstruction of the existing river bed to previous conditions required in this contract?</p>	<p>While there may be localized areas where re-establishment of the river bed to pre-storm conditions may be warranted to reduce roadway or bridge design constraints, along this corridor, the re-establishment of the river location is not a primary goal of this project.</p>
<p>At Structure 135 on Toodies Creek Road/SR 1113 the County looks to be driving pile for a new bridge. Will this eliminate this structure in the current contract we are submitting, or will a new structure still be built at this location?</p>	<p>The structure currently being constructed at SR 1113 is temporary. The design and construction of a permanent bridge will be included in this PDB project.</p>