

**US 19W South
Progressive Design-Build - Questions Received**

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

<p>Can NCDOT please advise how the contractor will be paid during the preconstruction phase of this contract?</p>	<p>Reference the 3rd and 4th pages of the RFQ. The Section entitled “Anticipated Process After Selection” details the anticipated payment method for preconstruction work. An initial Cost Plus Fee preconstruction agreement will be used to compensate personnel based on approved rates and certain additives. At some point, after a specific scope of work is finalized, the preconstruction work will likely convert to a lump sum structure as part of a second preconstruction agreement or as part of an Early Work Package.</p>
<p>Section B.3 - Proposer's Related Capabilities and Project Experience requests “an itemized the current workload for the prime contractor(s) identifying all projects currently under contract with the NCDOT with a bid more than \$50 million ... A table of projects will suffice, and it is recommended, but not required, that this information be provided in the Supportive Materials Section.”</p> <p>Can you please confirm if the itemized table for current NCDOT projects under contract should also include the percentage complete (to help NCDOT understand the prime contractor(s) and Lead Design Firm’s current workload versus overall capacity) or not?</p>	<p>The listing of projects, as is, currently provides ample information for the Department to evaluate this material. Department personnel are able to gather percent completed information as needed. However, there is no prohibition against including percent completed data in the table if the Proposer chooses to do so.</p>
<p>If existing bridges/structures are in good condition/properly and have good ratings is the PDB team still required to replace the entire structure or just provide rehab to repair the storm damage?</p>	<p>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>If available, please provide any preliminary investigations.</p>	<p>Any readily available assessments will be provided on the project website.</p>

<p>If a wash out or other damage occurs during the preliminary or final design phase of the LOI who is responsible for these repairs the DOT or the PDB team.</p>	<p>Reparations for any other damage to the site that occurs prior to construction will simply be included in the negotiated price of the revised construction work. For damage occurring during construction, the provisions of Article 107-17 of the Standard Specifications will likely apply.</p>
<p>There are numerous adjacent bridges to NC 197 that have been either damaged or washed out from the storm however these structures have not been identified for replacement in LOI. Is there a reason these have been omitted and should we anticipate, they will be added to the scope of work at a later date?</p>	<p>Generally, the Progressive Design-Build projects identify the structures on the affected area maps provided on each project website. There are numerous privately owned bridge sites along some of these corridors that will not be a part of these contracts. The Request for Proposals does not list the bridge replacements/rehabilitations as that scope will be confirmed jointly with the Design-Build Team during the early part of the contract. Please note the question refers to NC197 so this response is broad.</p>
<p>Please confirm if there are any restrictions to site access, such as seasonal moratoriums, river usage limitations, or any other constraints to consider.</p>	<p>Currently, the Department is operating under emergency conditions with most restrictions waived. These waivers may be extended for some time into the construction contract. Regardless, any such moratoria or restrictions that are imposed on the site will be taken into account in the scheduling and pricing of any construction work package.</p>
<p>Please confirm exact locations of the new bridges.</p>	<p>Generally, the Progressive Design-Build projects identify the structures on the affected area maps provided on each project website. The Request for Proposals does not list the bridge replacements/rehabilitations as that scope will be confirmed jointly with the Design-Build Team during the early part of the contract.</p>
<p>Will detours be required for this project? If so, will they be onsite or offsite?</p>	<p>Detours are generally not anticipated and certainly not for the entire corridor. Certain portions of the work may benefit from an on-site detour. Regardless, the decision to implement a detour will be jointly determined and priced accordingly in any construction work package.</p>