

**Chimney Rock Repairs
Progressive Design-Build - Questions Received**

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

<p>Does the NCDOT have a template agreement that can be shared at this time?</p>	<p>Not at this time. It is likely that the initial agreement will be a modified professional services agreement combined with certain language from a CM/GC agreement.</p>
<p>Can the Department clarify the requirement to “identify any design contracts that the lead design firm has with the NCDOT (except minor bridge replacements)”? Is the design firm required to list all active design contracts, active design projects, or both? Also, are any additional contract or project details required? i.e. Completion Dates, Percent Complete, etc.</p>	<p>This information is requested to gauge the design firm’s ability to design this project while not adversely affecting their progress on other NCDOT projects. The RFQ will be modified to clarify that a list of design projects is required, including stand-alone projects, and design projects under an on-call contract task order.</p>
<p>Can the department clarify whether the private roads and bridges are part of the scope of reconstruction? As a matter of example, will the collapsed slopes located in the right margin of the river be part of the SOW?</p>	<p>Repairs to private property including the two bridges to and near the entrance to Chimney Rock State Park are not included in this work; however; in the event that repairs on private property are required to protect the temporary or permanent work of this contract, then that work will likely be included. It is possible that future coordination with agencies may result in portions of work on private property to ultimately be included in the work.</p>
<p>We understand the Fall Creek Drive Bridge and Rocky River Xing Bridge are privately owned and that their permanent replacement is not part of the scope for this Project. Will the Design-Build Team be required to maintain temporary access across the Broad River during construction to these communities?</p>	<p>At this time, temporary access across the Broad River is not anticipated to be part of this contract.</p>
<p>At several locations along US 74A, the river has eroded away the embankment of privately owned property between the river and US 74A. Reestablishing the river or the roadway will require accessing these privately owned properties for temporary or permanent works. Has the Department determined what the course of action will be in these circumstances (e.g., acquiring the property)?</p>	<p>Currently, the Department has 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. Acquisition decisions will be made during the PDB design process and through coordination with the participating agencies.</p>

<p>Does the Department intend to provide/post a Draft Pre-Construction Contract document similar to what is being provided on NCDOT Alternative Delivery CMGC procurements prior to the SOQ submission date?</p>	<p>Not at this time. It is likely that the initial agreement will be a modified professional services agreement combined with certain language from a CM/GC agreement.</p>
<p>Please confirm the intent of the policy related to former employees of the Department on page 3 of the Draft RFQ. For this project, how would a person/persons be considered “formerly involved?” Given the collaborative nature of the Progressive Design-Build method of procurement, we are requesting clarification given that it is applicable for the duration of the project.</p>	<p>This language is a reflection of the NCDOT’s Ethics Policy. While we recognize that there are very few individuals who would currently fit into this category due to the unexpected nature of the project, there could be instances during the course of the work when more individuals would be restricted. As an example, a person involved in the drafting and/or negotiation of the preconstruction agreement or construction contract would be prohibited unless granted an exception as described in the RFQ.</p>
<p>Please clarify the intent of the fee structure approach after NEPA completion outlined in the 2nd and 3rd paragraph on page 4 of the Draft RFQ. It is stated that the Department “will consider” converting the cost-plus fee structure to a lump sum structure, then subsequently in the following paragraph it is stated that a final lump sum will be submitted as part of the GMP.</p>	<p>The lump sum referred to in the paragraph beginning with “After completion of NEPA ...” refers to the option to convert the remainder of the preconstruction activities from cost plus to lump sum. The latter “lump sum” refers to construction lump sum price for all remaining work at the time this lump sum is successfully negotiated. The language recognizes that certain fees from the private engineering firm after construction starts may not be included in the initial negotiated preconstruction lump sum. The RFQ will be modified to clarify.</p>
<p>Please clarify the language for the requirement under Evaluation Criteria “Other Key Staff” for construction superintendents.</p>	<p>This language intends for the Design-Build Team to identify their construction superintendent(s). The RFQ will be modified.</p>
<p>Will escalation be allowed as part of the professional services firm cost-plus rates depending on the duration of the period prior to NEPA completion?</p>	<p>As is the normal course of business for professional services agreements, escalations will be accommodated through updated audited rates and overhead.</p>
<p>Please clarify if the proposal is due at 3 PM or 4 PM Eastern on 11/18/24. RFQ p. 8 states 4:00 PM Eastern and PDB Timeline states 3:00 PM Eastern.</p>	<p>The Statements of Qualifications will be due at 3:00 pm. The RFQ will be corrected.</p>

<p>What specific geotechnical investigations have been completed, and what additional data is required from the Design-Build Team?</p>	<p>There is no geotechnical investigation information available at this time. It is anticipated that the Design-Build Team will be tasked with the geotechnical investigations.</p>
<p>Does the Department have any pre- and post-event LIDAR?</p>	<p>Some LIDAR information exists but may not be available until after submission of the Statements of Qualifications.</p>
<p>Are there known subsurface challenges or specific areas prone to slope instability or rockfall that need specialized treatments? I.E. Can the department provide information on where the road washed out in the 90s?</p>	<p>This information is not readily available at this time, but the Department will provide any such information as the design progresses.</p>
<p>What are the Department's primary goals and concerns regarding scour mitigation and the re-establishment of the stream location?</p>	<p>The Department aims to re-establish the river location to its pre-storm condition in many areas but recognizes that adjustments may be necessary to accommodate the best permanent alignment for the roadway, considering, among other things, future scour potential.</p>
<p>Is there any preliminary design guidance on how the stream should be relocated to minimize future risk?</p>	<p>See above response. Design guidance will be jointly determined with the Design-Build Team.</p>
<p>Can NCDOT provide clarity on expected NEPA requirements and any anticipated permit limitations, especially given the emergency nature of the project?</p>	<p>The Department has initiated the NEPA documentation and discussions related to the permitting requirements. We anticipate having more clarity on these issues early in the preconstruction period of this contract.</p>
<p>Will the Design-Build Team need to account for specific environmental sensitivities, particularly regarding stream re-establishment and forest land within the Pisgah National Forest?</p>	<p>The Department has initiated the NEPA documentation and discussions related to these requirements. We anticipate having more clarity on these issues early in the preconstruction period of this contract.</p>
<p>Are there known utility conflicts or relocations required that will affect the project schedule?</p>	<p>Re-establishment of utilities are ongoing and it is likely that relocation of some of these temporary utilities will need to be relocated or constructed.</p>

<p>Will NCDOT provide utility coordination assistance, or is the Design-Build Team fully responsible for coordinating with utility companies?</p>	<p>The division of these duties will be clarified early in the preconstruction period of this contract; however, the Design-Build Team can expect to play a significant role in utility relocation or construction efforts.</p>
<p>What traffic management requirements are anticipated, especially in this high-traffic, tourism-heavy area?</p>	<p>These requirements will be established during the preconstruction period of this contract. Temporary paved roadway access to residences and businesses will be desired prior to construction of the permanent road.</p>
<p>Is there a protocol for engaging with local stakeholders to address potential project impacts on tourism and local businesses?</p>	<p>There is no established protocol at this time.</p>
<p>Are there specific quality control or performance standards (beyond general NCDOT requirements) for materials or construction methods given the sensitive project area?</p>	<p>There are no such enhanced quality control or performance standards that are known at this time.</p>
<p>What baseline hydrological data or models are available?</p>	<p>The Department will provide any available models to the successful Design-Build Team but it is anticipated that the hydraulic modelling required to drive the design decisions will be the responsibility of the Design-Build Team.</p>
<p>Can NCDOT provide LiDAR and imagery for the project?</p>	<p>Some LIDAR information exists but may not be available until after submission of the Statements of Qualifications. Any available imagery, LIDAR, etc. will be provided to the successful Design-Build Team.</p>
<p>What scope of work is Wright Brothers or other contractors currently performing in this area? Is there an updated schedule on the completion of this work?</p>	<p>The current work efforts are primarily to temporarily relocate the river and establish a temporary access road such that the entire length of the project may be accessed for emergency access, utility companies, property owners, etc. There is no established completion date.</p>

<p>Can you describe your priority for the area? Is it to re-establish access to local residents, re-establish temporary through traffic or are there other options you are considering?</p>	<p>Temporary access the entire length of the project for local residents, separated from construction access, is a priority. A temporary paved roadway access to residences and businesses will be desired prior to construction of the permanent road.</p>
<p>What bridge locations (private and public) will be part of the scope of this project?</p>	<p>It is anticipated that no bridges will be constructed as part of this contract.</p>
<p>Does NCDOT have a list of all utilities along the alignment that can be provided? Has NCDOT begun coordination with utilities and are there agreements in place that can be shared?</p>	<p>The Department will provide any such information to the successful Design-Build Team as it becomes available. There are no agreements at this time.</p>
<p>Section "B. EVALUATION CRITERIA - Section 3. Proposer's Related Capabilities and Project Experience" bullet 8 indicates the team is to complete the Work History Form. Can NCDOT please clarify if this form is intended to be part of the overall 13-page statement of qualification submission? In addition, will NCDOT allow for the Work History form to be modified?</p>	<p>The Work History form will not count against the 13-page maximum page count. In addition, a close facsimile of the provided Work History Form will be acceptable provided the form contains all the information (and only the information) required on the Work History Form in this RFQ. The RFQ will be modified to address both issues.</p>
<p>Section "B. EVALUATION CRITERIA - Section 3. Proposer's Related Capabilities and Project Experience" bullet 3 includes the following statement: "Include any Design-Build or CM/GC projects." As part of the itemized list of current workload, can you please clarify if this means to include any DB or CM/GC projects with NCDOT only?</p>	<p>Yes, this is intended to apply to NCDOT projects only. The RFQ will be clarified.</p>
<p>Does NCDOT have a schedule completion goal/milestones for 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>Can the NCDOT please clarify the southeast limit for the project and the approximate length of the project?</p>	<p>The approximate southeastern terminus of the project will be the intersection of Terrace Drive and US 74A /NC 9/US 64. The project length is anticipated as roughly 2.7 miles.</p>
<p>Will front and back covers count against the 13-page limit?</p>	<p>These covers will not count toward the page count. The RFQ will be modified.</p>

<p>Will NCDOT provide location surveys or do these need to be completed by the PDB Team?</p>	<p>It is anticipated that the majority of surveys will need to be completed by the Design-Build Team.</p>
<p>The Submittal of Statement of Qualifications section of the Draft RFQ US 74A / NC 9 / US 64 Chimney Rock document (page 8), states in section SUBMITTAL OF STATEMENT OF QUALIFICATIONS that the SOQ must be submitted “no later than 4:00 p.m. Eastern on November 18, 2024”. The US 74A NC 9 US 64 Chimney Rock Repairs PDB Timeline states SOQs are “Due by 3:00 PM Eastern”. Can you please clarify the time SOQs must be submitted by?</p>	<p>The Statements of Qualifications will be due at 3:00 pm. The RFQ will be corrected.</p>
<p>The bridges over the Broad River within the project limits are also shown in the list of Emergency Express Design-Build packages distributed on November 1. As these bridge crossings tie directly into US 74A / US 64, it would be difficult to reconstruct these bridges if the road has not yet been re-established. Will these bridges be included in this PDB project?</p>	<p>See prior responses. It is not anticipated that these bridges will be constructed as part of this contract.</p>
<p>Evaluation Criteria #3 requests a table of current workload identifying all projects currently under contract with the NCDOT with a bid greater than \$30M. If a project under contract was bid under a Joint Venture, how should the Proposer present their proportional responsibility for the value of work under the JV agreement?</p>	<p>The contractor should provide an estimate of their portion of the joint venture contract value, preferably by reporting the total contract value and the contractor’s percentage of that total. The \$30M threshold will also be raised to \$50M. The RFQ will be modified.</p>
<p>The Broad River falls within private properties along its entire length. What is the Department's intent for agreements with these property owners to re-establish the river and US 74? Will the Design-Build Team be responsible for these agreements/negotiations?</p>	<p>Currently, the Department has 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. At this time, it is anticipated that the Department will handle early agreement/easement work and once design has progressed rely on the Design-Build Team for information and assistance generating exhibits needed for permanent right of way.</p>