

-- STATE OF NORTH CAROLINA--
DEPARTMENT OF TRANSPORTATION
RALEIGH, N.C.



REQUEST FOR INFORMATION

ALTERNATE DELIVERY CONTRACT OPTION

Cape Fear Memorial Bridge

Due Date:

May 26, 2022 | 4:00 PM Local Time

Proposal Delivery Address

Electronic Only
dstark@ncdot.gov
Attn: David Stark

Issue Date: April 25, 2022

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I. Request for Information Overview

SCHEDULE	
(The NCDOT reserves the right to modify the schedule at any time and for any reason.)	
Issue Date	April 25, 2022
Questions Due Date/Time	May 9, 2022 / 4:00 P.M. EST
Answers to Questions Date	May 13, 2022
Response to RFI Due Date/Time	May 26, 2022 / 4:00 P.M. EST
General Information	
Contact Person Contact Information	David Stark Manager Priority Projects E-Mail: dstark@ncdot.gov Phone: (919) 707-6605
Response Delivery	North Carolina Department of Transportation dstark@ncdot.gov Attn: David Stark
Posting Locations	www.ncdot.gov

The Cape Fear Memorial Bridge opened to traffic in Wilmington, North Carolina on October 1, 1969. Now over 50 years later, the bridge is considered to be near the end of its lifespan and insufficient to carry increasing traffic volumes. Annual maintenance costs continue to increase, and replacement parts are becoming increasingly difficult to obtain. In addition, the proposed Cape Fear Memorial Bridge Replacement (the “Project” or the “Bridge”) is not currently in the State Transportation Improvement Program (STIP) and does not have any state funding allotted to replace it.

On February 23, 2022, the Wilmington Urban Area Metropolitan Planning Organization (WMPO) Board passed a resolution urging “consideration of all possible options including tolls and previous proposals to fund a replacement for the Cape Fear Memorial Bridge.” Per the request of the WMPO, NCDOT will evaluate options for delivering the Project as follows. Appendix A has additional detail on these three options.

- Traditional Delivery
- Conventional Toll Delivery
- **Alternative Delivery**

Based on the resolution from the WMPO, the North Carolina Department of Transportation (NCDOT or Department) is seeking information on the Alternative Delivery option for the replacement of the Cape Fear Memorial Bridge. Submitted methods will be outside of the traditional delivery practices: Design-Build or Design Bid Build and Conventional Toll Delivery. NCDOT will only evaluate methods that are within the Department’s purview and statutory authority, as such the Department will not pursue methods such as the following:

- Requests to the N.C. General Assembly for special assistance such as a STIP exemption or special appropriation
- Solicitation of local participation; while the Department encourages local participation, local funds will not be included in any analysis unless specifically identified and requested by the WMPO

Once all the information pertaining to the three options are gathered, NCDOT will present its findings to the Wilmington Urban Area Metropolitan Planning Organization (WMPO) Board.

II. Request for Information

Interested parties may provide and submit responses to this Request for Information (RFI) in accordance with the guidelines and schedule set forth herein. This RFI does not constitute a Request for Qualifications (RFQ), a Request for Proposals (RFP), or any other solicitation document. This RFI does not commit NCDOT to contract for any service whatsoever, nor will any response to this RFI be considered in the evaluation of any response to a future solicitation document should NCDOT proceed forward at the direction of the WMPO.

None of the materials provided in response to this RFI will be used in any way as part of the evaluation of proposals received in response to any future RFPs. Respondents are advised that materials provided in response to this RFI may be used as a basis for the development of future solicitation documents.

1. Intent

The intent of this RFI is to provide NCDOT and the WMPO with information regarding possible alternative delivery funding methods that are available for the replacement of the Cape Fear Memorial Bridge but may not have been identified by the MPO or the NCDOT. The Project is not currently included in the STIP and therefore does not have any state funding allocated to it.

Information on the project's original Feasibility Study can be found at <https://www.wmpo.org/plans/feasibility-studies/>. The study is currently being updated but for purposes of this RFI, the original study will suffice.

While all submittals will be considered, it is important to note that alternatives that contemplate a state funding component would be required to be evaluated through the strategic prioritization process (STI) and therefore the viability determination of such alternative may be impacted.

It is expected that information received in response to this RFI will be used by NCDOT to inform the WMPO of possible alternative delivery options.

2. Requested Information

NCDOT is seeking industry input regarding alternative delivery methods, pros and cons of each and recommendation(s) /justification(s) as to why a particular option may fit best for this project and conditions. Some factors may include but are not limited to:

- Buildability concepts
- Alternative financing and operations and maintenance models
- Project viability, including, but not limited to, the following considerations:
 - Technical
 - Environmental
 - Engineering
 - Legal
 - Financial

3. Cost Incurred Responsibility

NCDOT shall not be liable for any costs incurred by the responder in preparation and submission of its response. In addition, NCDOT shall not be liable for any costs associated with any follow up discussions or presentations after RFI submission if requested by the Department.

4. Liability

This RFI is completely voluntary and is not a pre-qualification for any future procurement. This RFI has been issued to obtain information only and is not intended to result in a contract agreement with any respondent.

This request for information does not commit NCDOT to publish an RFP or award a contract. Any company regardless of size or service specialty is encouraged and welcomed to participate in this RFI.

5. Confidentiality

It is essential to the success of this effort that the Department be able to discuss alternative delivery concepts with key stakeholders and as such, NCDOT desires that the respondent not mark any materials confidential. However, if the respondent includes trade secrets or similar proprietary data which the respondent does not wish disclosed to persons other than personnel involved with this RFI, that information will be kept confidential to the extent permitted by N.C.G.S. § 132-1.2 if identified as follows: Each page shall be identified in boldface at the top and bottom as "CONFIDENTIAL". Any section of the RFI that is to remain confidential shall also be so marked in boldface on the title page of that section. In spite of what is labeled as confidential, the determination as to whether or not it is shall be determined by North Carolina law.

6. Response Format

Cover Letter

Please include a cover letter (3-page maximum) with the RFI submittal package. A single point of contact shall be identified along with the person's title, email address, phone number and mailing address. The cover letter is to contain a summary of the submittal and not be labelled confidential in order to share and discuss with key stakeholders.

Response to RFI

The responder is required to provide information as defined in Section 2. Innovative solutions are encouraged. The RFI response shall be limited to 20 pages, not including the cover letter. The RFI responses shall be submitted to the Contact Person listed using one-sided, letter-size (8 ½ x 11 inch) paper. No hard copies are required to be submitted as the Department is looking for electronic submittals only in .pdf form. Companies that provide some or all of the solutions contemplated within this RFI are encouraged to respond. For the purposes of this RFI, information regarding the Respondent's history, background, and personnel should be limited to the cover letter.

Appendix

Option Descriptions



Cape Fear Memorial Bridge Replacement

Overview for NCDOT to Evaluate Project Delivery Options

Overview

The Cape Fear Memorial Bridge opened to traffic in Wilmington, North Carolina on October 1, 1969. Now over 50 years later, the bridge is considered to be near the end of its lifespan and insufficient to carry increasing traffic volumes. Annual maintenance costs continue to increase and replacement parts are becoming increasingly difficult to obtain; however, the proposed Cape Fear Memorial Bridge Replacement (the "Project" or the "Bridge") is not currently in the State Transportation Improvement Program (STIP) and does not have any state funding allotted to it.

On February 23, 2022, the Wilmington Urban Area Metropolitan Planning Organization (WMPO) Board passed a resolution urging "consideration of all possible options including tolls and previous proposals to fund a replacement for the Cape Fear Memorial Bridge." Per the request of the WMPO, NCDOT will evaluate options for delivering the Project using a three-pronged approach.

Options

Traditional Delivery

A traditional design build or design bid build delivery will require the Project to be evaluated and scored through the next round of NCDOT's STIP prioritization. NCDOT updates the STIP approximately every two years to ensure it accurately reflects the department's current financial situation. As part of the traditional delivery analysis, the Department will update the feasibility study, including cost estimates, and provide an indication of where the Project is likely to score in the next round of prioritization. NCDOT will also evaluate the various discretionary grant programs offered by USDOT as well as relevant provisions within the Infrastructure Investment and Jobs Act (IIJA) that was signed into law in November 2021 to determine the feasibility of any such programs and how they may change the funding analysis.

Conventional Toll Delivery

A conventional toll delivery will require the Project to be evaluated per NCDOT's Toll Project Development Policy (NC Toll Policy) which was implemented in early 2018 to improve the Department's ability to manage a reliable transportation network, address congestion, leverage limited financial resources, and provide more user choice. Per the guidelines set forth in the Toll Project Feasibility Handbook, there are multiple inputs to the financial feasibility tool that will need to be evaluated. The inputs include, but are not limited to, general project information, traffic characteristics, toll pricing, and project costs. Using traffic and revenue inputs, along with cost information, the financial feasibility tool calculates the ability of a potential toll facility to generate revenue to cover its own costs of operation and assess its ability to fund all or a portion of the capital costs through toll financing.

Alternative Delivery

NCDOT will issue a Request for Information (RFI) to solicit innovative solutions to deliver the Project. Innovative solutions may include, but are not limited to, buildability concepts and financial alternatives. Proposals will be screened for viability, including technical, environmental, engineering, legal, and financial considerations; screening analysis will be presented to the WMPO for consideration.

Not Under Consideration

NCDOT will only evaluate options that are within the Department's purview and statutory authority, as such the Department will not pursue options such as the following:

- Requests to the N.C. General Assembly for special assistance such as a STIP exemption or special appropriation
- Solicitation of local participation; while the Department encourages local participation, local funds will not be included in any analysis unless specifically identified and requested by the WMPO
- Tolling of alternate routes to fund replacement of the Bridge