

What is Design/Build/Finance?

It is a construction and financing mechanism that allows a project to be sped up. Under the traditional model, contracts are awarded separately for design and construction of a highway, and those steps occur sequentially. Under Design/Build, one contract is awarded for both functions, which allows teams of designers and contractors to simultaneously design and build to complete it sooner. Design/Build/Finance adds a financing component, so that the contractor puts up a portion of the project cost — presumably by using bank financing.

How would the \$50 million financed by the contractor be paid back?

The payments will come from future funds appropriated by the General Assembly for urban loops. This will not impact other urban loop projects.

Why not combine the projects into one?

Essentially, it is being treated as one large project separated into smaller chunks. This increases the number of contractors who have capacity to do the work and could obtain financing. Increased competition produces lower bids.

What will the new schedule be on the projects?

Right of way is already being purchased. Requests for qualifications from contractors will be accepted in November of this year.

	Award Contract	Start Construction	Complete Construction
I-485 Loop	May 2010	Late 2010	2014
Interchange	Aug. 2010	Spring 2011	2014
I-85	July 2010	Spring 2011	2015

How much does the fast-track approach speed up the projects?

	Current Start	Accelerated Start	Complete Construction
I-485 Loop	2015	2011	2014
Interchange	2018	2011	2014
I-85	2012	2011	2015

Has the Design/Build/Finance model been used on other highway projects?

NCDOT has used Design/Build on more than 30 projects in North Carolina, including widening of I-77 and I-485 in Charlotte and widening U.S. 601 in Monroe. This will be the state's first Design/Build Finance project. Similar programs have been used for major projects in Florida, Texas and other states. For more information about Design/Build/Finance:

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