

Monroe and Garden Parkway Industry Forum

February 4, 2010

Question and Answers

Question 1: Does the June 2010 date for Shortlist on the Monroe Parkway depend on the TIFIA loan?

Answer 1: If the TIFIA loan is not received, other financing options will be pursued and the schedule may be affected.

Question 2: What is Plan B if the TIFIA loan is not approved for the Monroe Parkway?

Answer 2: The Turnpike Authority will have to take a step back and evaluate all of the State's priorities.

Question 3: Why is Segment 2 and context sensitive design important?

Answer 3: US 74 is an important gateway to the area. Some of the commercial area has declined in recent years and providing an aesthetically pleasing facility is important to the revitalization of the area.

Question 4: The Monroe Parkway technical and price proposals are due August 2010 and selection of the design-build team September 2010. Are you comfortable with the time allowed to prepare proposals?

Answer 4: The Turnpike Authority will look at the schedule to see if additional time can be allowed for preparation of proposals.

Question 5: Will the Monroe Parkway be one or two projects?

Answer 5: The Turnpike Authority will consider comments from the industry and other factors to determine if it will be let as one or two projects.

Question 6: How will NCDOT look at the use of Alternate Standard Details?

Answer 6: The Turnpike Authority, a division of NCDOT, has responsibility for making the decision.

Question 7: Has the Turnpike Authority considered constructing the Monroe Parkway as 3-P (public-private partnership) project?

Answer 7: The financing method proposed is best for the public and the State.

Question 8: Does the Turnpike Authority have a bond rating for the Monroe Parkway?

Answer 8: The Turnpike Authority has not submitted information required to receive a bond rating.

Question 9: Will the Turnpike Authority consider using the "Highest Value Fixed Price Contract" concept on the Monroe Parkway?

Answer 9: A "Highest Value Fixed Price Contract" will not be considered for the Monroe Parkway because the project does not benefit the public unless the entire project is constructed.

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Question 10: With the 60-90 day advertisement schedule, is there enough staff available to respond to questions and Alternate Standard Details?

Answer 10: Other sections within NCDOT have committed resources and the available staff is judged to be adequate to provide a timely response.

Question 11: The concepts being considered will require proposers to expend significant resources to prepare a proposal. Has the stipend amount been determined?

Answer 11: The stipend amount has not been determined.

Question 12: The design of the portion of Monroe Parkway east of US 601 is further advanced than the remainder of the project. Would the Turnpike Authority consider letting a design-bid-build contract for that portion of the project and a design-build contract for the remainder of the project.

Answer 12: Much of the design is so old, that considerable work would be required to bring the design up to current standards. In addition, that design was done in metric units and the work currently being done is in English units. It would not be practical to use the partially completed plans to let a design-bid-build contract. Letting a design-**bid**-build contract for a portion of the Monroe Parkway would limit the design-build team's opportunity for innovation on the remainder of the corridor. It would affect pavement design opportunities and have aesthetic continuity issues.

Question 13: How will the permits for the Monroe Parkway be acquired?

Answer 13: The Corps of Engineers require that permits be issued for a corridor with logical termini. Currently, the Turnpike Authority plans to obtain conceptual 404 and 401 permits for the entire Monroe Parkway and the design-build team(s) will obtain the final permit. The final permit can be obtained for all or portions of the project.

Question 14: Has a cluster contract been considered?

Answer 14: The Turnpike Authority considered advertising the design-build contracts as a cluster, similar to the procedure that NCDOT has used for several years on design-bid-build contracts. The selection process would require multiple firms to be short-listed for each of the individual projects and the combined contract to assure competitive proposals are received. Allowing two contracts would limit the opportunity for innovation and flexibility in the design. In addition, there would be an increase in the cost to prepare that many proposals. The Turnpike Authority decided to not advertise the Monroe Parkway as a cluster contract.

Question 15: Does having two projects rather than one project affect the bond rating?

Answer 15: Bond rating agencies prefer a "one team approach" where the same design-build team has the responsibility for coordination of an entire project corridor.

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Question 16: If a “Highest Value Fixed Price Contract” is used for the Monroe Parkway, will the priorities be identified?

Answer 16: The Turnpike Authority does not anticipate using “Highest Value Fixed Price Contract” on the Monroe Parkway.

Question 17: Do you anticipate using a “Best and Final Offer”?

Answer 17: The Turnpike Authority does not anticipate using a “Best and Final Offer” but it is possible.

Question 18: Who will be responsible for right-of-way acquisition

Answer 18: The Turnpike Authority will employ a consultant to acquire the right-of-way.

Question 19: Why is the toll integration to be done by others?

Answer 19: To have uniformity in the toll equipment, the Turnpike Authority has a contract to provide and install toll equipment for all its toll projects.

Question 20: Can the schedule for the Garden Parkway procurement be changed to eliminate the overlap with the Monroe Parkway procurement?

Answer 20: The Garden Parkway schedule will likely change as it gets closer to advertisement. If it does not, the Turnpike Authority will consider changing the schedule to eliminate the overlap of the procurement with the procurement for the Monroe Parkway.

Question 21: “Highest Value Fixed Price Contract” is being considered for the Garden Parkway. How will proposers know the priorities?

Answer 21: If “Highest Value Fixed Price Contract” is used, the Turnpike Authority will identify the priorities for features beyond the “base project.”

Question 22: If Alternate Standard Details are allowed, must they meet AASHTO requirements?

Answer 22: Yes.

Question 23: What will be the design-build selection process?

Answer 23: The same design-build selection procedure that NCDOT has used for several years.

Question 24: Will the FHWA be involved in the Alternate Standard Details approval?

Answer 24: If the Alternate Standard Details is a design exception, the FHWA will be involved.

Question 25: Many highway agencies have standard details that are intended for use in specific circumstances. Will those standard details be considered for use?

Answer 25: Any Alternate Standard Details will be evaluated to determine if it would be appropriate for use under the conditions expected on the project.

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Question 26: If the entire Garden Parkway corridor is not initially constructed, would the NCTA build the remainder of the project at a later date?

Answer 26: The NCTA intends to build the ultimate project by the design year, 2035.