

NCDOT / ACEC-NC / CAGC ALTERNATIVE DELIVERY SUBCOMMITTEE - AGENDA

Date: May 2, 2023 at 10:00 a.m.

Location: **In Person:** Riverwood Conference Room - Century Center Building B

Virtual: [Click here to join the meeting](#)

Meeting ID: 271 530 634 66

Passcode: qjxBc9

Audio Only: [+1 984-204-1487,,684122580#](#)

I. **Welcome and Introductions** (Malcolm)

II. **NCDOT / NCTA Items** (Malcolm)

1. Announcements

- a. Going forward, the NCDOT Design-Build Unit will be called the “Alternative Delivery Unit”.
- b. Interviews have been completed for the vacant Unit Manager and Asst. Manager positions.
- c. Troy Brooks is now the Assistant State Construction Engineer for the Eastern Region.

2. NCDOT Updates

a. Status of ORD implementation in Design-Build

- Beginning in 2024, NCDOT will transition from Windows 10 to Windows 11. MicroStation V8i SS2 and SS4 will no longer be supported in the Windows 11 environment so the transition to Open Roads needs to start soon.
- For Design-Build projects specifically, there was a discussion on timing. One option discussed was converting projects to ORD after RFC plans but before project acceptance. This would allow design-build teams to do the conversion once the pressure was alleviated.
- It was concluded that additional input is needed from the different units within NCDOT and from the design industry.

b. Update to NCDOT Submittal Guidelines

- Final edits are currently in progress. Once completed, the new guidelines will be sent out for review both internally and externally (ACEC, AGC).
- Ideally, NCDOT would like to implement the new guidelines for projects I-2513B&D and R-4045.
- The revised guidelines do not currently account for the use of ORD.

c. Backflow Preventers

- The RFPs for R-4045 and I-2513B&D include revised language regarding relocation of wet utilities on private property. NCDOT provides location and information for backflow preventers and relocation is the responsibility of design-build teams.

d. General Discussion

- For future items it was noted that ownership of risk and cost should be handled on a case-by-case basis and assigned to the party best able to control it. It is also important to select the most appropriate delivery method based on the specific project (Design-Bid-Build, Design-Build, Progressive Design-Build, CMGC).

3. **NCTA Updates** – The procurement for the R-2829 projects is on schedule and going well. NCTA is now procuring CEI for the R-2829B project.

III. **Upcoming Design-Build Projects (Anticipated DB List)** (Malcolm)

- No significant changes since the previous list
- 2023 STIP includes changes to DB project schedules. Those changes are not reflected in this list since the STIP hasn't been adopted yet.

IV. **Carolina AGC Items** (Victor)

a. **Progressive Design-Build Update**

- The General Assembly is considering authorizing a progressive design-build pilot program. The program would allow NCDOT to award contracts for up to five transportation projects. Projects chosen must have a cost under \$500 million.
- Policies and procedures still need to be prepared. Suggestions for Policies and Procedures included following example from City of Charlotte or using a template similar to that for CMGC.

b. **Electronic Submittal of Technical Proposals**

- The main concern about electronic submittals is the ability to maintain confidentiality.
- Other states, such as Virginia, allow electronic submittals (VA uses Bid Express).
- More discussion is needed internally within NCDOT. For now, NCDOT will continue to require hard copies of Technical Proposals.

c. **Railroad Protective Services & Rail Access Agreements**

- Norfolk Southern is now requiring DB Team and/or NCDOT to supply flaggers.
- There are only two consultants that are performing this work in NC – Rail Pros and Railroad Consultants.
- Rail Agreement language regarding emergencies is a major concern.

d. **Minimum asphalt thickness on DB projects**

- Obtaining required density with 3" B25.0 and 8" ABC can be challenging. It was requested that NCDOT consider reducing the minimum thickness of B25.
- It was noted that on Design-Bid-Build projects, the minimum depth is often less than 3". The I-95 DB and DBB projects were used as recent examples.

V. **ACEC Items** (Stephen)

a. **DBE Participation Goals**

- Historically, NCDOT has not set goals for SPSF and DBE participation for professional services, but recent legislation now allows it.
- The use of DBEs and SPSFs is viewed positively by NCDOT, and they will discuss requirements going forward.
- It was noted that having one goal that includes both design and construction can cause challenges.

b. **Embedded Employee Confidentiality Forms and DB Participation**

- DB Teams are not interpreting the RFP language regarding embedded employees in the same way. Some teams are providing confidentiality forms for CEI staff and others are not.
- It is not NCDOT's intent for Teams to provide signed confidentiality agreements for CEI staff unless they are managers and are embedded in an NCDOT office.
- There was also discussion regarding embedded employees' participation in DB



projects. It was determined that the process for getting a waiver should continue as it is currently.

c. Changing name to “Alternative Delivery Subcommittee”

- To be consistent with the name change from Design-Build Unit to the Alternative Delivery Unit, the Subcommittee name will also change to “Alternative Delivery Subcommittee”.

VI. **Next Meeting** – July 25th at 10am

(Stephen)

VII. Meeting Adjourn

