

NOTES

NCDOT / ACEC-NC / CAGC ALTERNATIVE DELIVERY SUBCOMMITTEE

Date: March 5, 2024 at 9:30 a.m.

Location: **In Person:** Century Center Bld. B – Conference Room 301B (Cap. 25)

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

Meeting ID: 256 046 761 743

Passcode: Cqzg5v

Audio Only: [+1 984-204-1487,,239892304#](#)

Phone Conference ID: 239 892 304#

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- I. Welcome and Introductions (Tim)
- II. NCDOT / NCTA Items (Tim)
1. Announcements
 - a. DOT Organization – Wiley Jones is now the Director of Field Support
 - b. ADU Project Engineer Positions – Ewin Fenner and Tamara Njegovan are new project engineers in ADU
 2. NCDOT Updates
 - a. ORD implementation in design-build
 - i. David Clodgo presented data summary charts showing state-wide adoption of ORD. Of the 1,800 active projects, 687 are still in V8i. This is across all 14 Divisions, PMU, SMU and Rail. Most projects still in V8i are bridges. Over 700 projects are being actively designed in ORD. The rest are being migrated.
 - ii. Only 25% of projects in terms of construction cost are being delivered in V8i.
 - iii. V8i projects will still be around for a while, but are fewer and fewer until let year 2027 when it is very few, and completely migrated/transitioned to ORD in 2029. Big transition year is 2025 to 2026.
 - iv. NCDOT hopes that industry will see the value in ORD and migrate additional projects sooner.
 - v. Model development integrating all disciplines will take baby steps.
 - vi. Big benefits of ORD is shifting alignments without having to redraw everything, and for conflict resolution.
 - vii. Geotech is lagging. Bentley just announced that OpenGround integration is pushed out 12 months.
 - viii. For ADU, if a project is started in V8i it will remain in V8i. If it is started in ORD, then it will continue in ORD.
 - ix. Digital Delivery – Data Workflow
 - i. NCDOT is looking to establish a common data environment (e.g., ProjectWise) so that contractors can still work with their favored construction (e.g., Synchro) and field software (e.g., LANDxml, AMG, ArcGIS).
 - x. End goal – have a digital model as an as-built record.
 - b. Update to NCDOT Submittal Guidelines
 - i. Still working through comments from industry. Shooting to have this ready for the next DB project. NCDOT is still planning to use the standard folder structure.

- c. PDB Workgroup
 - i. Cancelled meeting because only 3 comments were received on the PDB guidelines. Once those comments are resolved, they will release the next iteration of the PDB guidelines.
 - ii. ADU is shooting to have a list of potential PDB and CMGC projects by the next meeting.
- d. Haul Roads (John)
 - i. John presented the Haul Roads language, and said they are trying to be more proactive so that haul road impacts don't negatively impact the project schedule. For example, if public road used for haul road degrades rapidly upon use as a haul road, then NCDOT might post the road for load restrictions which may impact construction use and sequencing. NCDOT has added a 60-day notice requirement prior to hauling use.
 - ii. NCDOT asks industry to review language and propose revisions if needed. Tim will send out the language for review by the subcommittee.
- e. Revised Q&A Process – changes coming out of workgroup are being considered
- f. I-5719/U-5800/U-6044 Pre-Advertisement Meeting
 - i. NCDOT sees the meeting as a benefit. This may not be done on every procurement, but ADU will be doing it more in the future.
 - ii. The four one-on-one meetings were productive
 - iii. ADU didn't open it up to Q&A this time, but may do that in the future
 - iv. Gaston procurement may be extended due to I-26. Subcommittee asked that NCDOT gives industry 4 weeks after I-26 procurement selection/resolution.
 - v. I-26 update: Meeting yesterday with secretary Hopkins and Chris Peoples. Another meeting Thursday. After that, they will let teams know (late this week or early next week).
- g. Electronic Bidding
 - i. Keeping on agenda to see if industry has any more thoughts or comments. General comment from group is that digital submission is preferred. NCDOT said they would move forward with the digital approach and will put the plans out to the committee for review.

3. NCTA Updates (Patrick Norman, virtual)

- a. Patrick transitioned from D8 to take on chief engineer position.
- b. Allen Shapiro will move into deputy chief engineer position.

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

(Tim)

- a. List has been stagnant. However, NCDOT has identified some more projects and hope to have them on the list for the next meeting. They were trying to get new projects for 2025 and 2026, but no success in identifying some for next year because designs are too far along for DB.
- b. I-2513C - \$262m cost updated
- c. I-5718 – NCTA is updating cost estimate. Likely will approach \$2 billion. ADU has discussed possibility of splitting the project, but there has been no discussion yet with upper management. There was discussion around the table about benefits of breaking it up due to additional cost escalation and the potential for going PDB and/or P3.
- d. I-5719 – let date move to Feb 2025 and cost estimate raised to \$938m. NCDOT is checking to confirm funding availability.
- e. R-2576 – NCTA is looking at estimate and likely will complete. Unsuccessful so far at getting federal grant money.
- f. U-5307A – study going on for tolling, should be done in November.
- g. U-5518 – cost estimate updated to \$230m.

IV. Carolina AGC Items

(Victor)

1. Progressive Design-Build Update
 - a. Victor raised issue of \$500m cap considering that CMGC and PDB are routinely used by other states for mega projects. General agreement that larger projects would benefit most from CMGC and PDB procurement methods.
2. Electronic Submittal of Technical & Price Proposals – already covered
3. Railroad Flaggers
 - a. Not getting any better. Third company is involved, but no net gain in number of flaggers so far.
4. Potential Projects to be added to the Anticipated Projects List
 - a. Request to include CMGC projects and express DB projects. Reinforced the need to identify more projects. Express DBs may be a way to add smaller DB projects. ADU has talked to Districts to try to identify more projects, big and small.
5. Setup joint confidential Risk Register and allocate risk to the correct owner.
 - a. Should this be a requirement to facilitate conversation and decisions to allocate and share risk more appropriately?
6. Prepare and submit Technical Proposal questions before the interview / Q&A
 - a. This would allow teams to get the right players in the room, and to prepare well thought out answers in advance. For example, if a third-party review generates questions in advance, request to send those to the teams in advance. Maybe teams could be told in advance what subject matter experts need to be represented in the interview. Questions wouldn't be limited.
7. Cost escalation
 - a. This is a bigger risk issue now than ever. Other states are using CPI or thinking about using CPI for pricing. Suggested setting up a small group.

V. ACEC Items

(Brian)

1. Questions and Answer Process – ADU will post non-confidential questions. Contractors are okay with this.
2. Standard Folder Structure – ADU will try to have it set up for the next procurement.
3. Traffic Modeling
 - a. Level 3 traffic analysis requirement. Challenge is there are few firms that can do this, and difficult to obtain a quote during bid phase. Can NCDOT increase the number of firms prequalified?
 - b. Joe Hummer – NCDOT intends Level 3 prequal to be very elite, and for Level 3 projects to be very rare. Sometimes level 3 is requested by project teams but this may not be required. Only for project with dynamic traffic assignment (big complex network with multiple routes between destination). Only about one project each year that should need Level 3. Prequal for Level 3 requires apprenticing for someone that already has Level 3 or work in another state doing Level 3 work. Also can take a Level 3 course (if it exists) and submit the course certificate. If a project comes through w/ a Level 3 requirement that doesn't make sense, bring it back to Joe for redetermination.
 - c. I-5719 – Not sure if it will have a Level 3 requirement. Joe's opinion right now off the cuff is that it will not need Level 3. Probably needs Level 2 analysis. Will need input from others for final determination.
 - d. Even when it occurs rarely, there will still be a problem for obtaining quotes. For example, one of the firms on the Level 3 list are unavailable for I-5719.
4. Timing of Cost Submittal vs. Technical Presentation
 - a. Turn in on Thursday/Friday, then have presentations Tues/Wed the following week.



- VI. Next Meeting
 - a. Tuesday, May 14, 9:30am.
- VII. Meeting Adjourn

(Brian)



ATTENDEE LIST
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Location: **In Person:** Century Center Bld. B – Conference Room 301B (Cap. 25)
Virtual: MS Teams

NAME	AFFILIATION	IN PERSON / VIRTUAL
Brian Banks	Schnabel Engineering	In Person
Kevin Bailey	STV	In Person
Rob DeCola	KCI	In Person
Andy Barry	ST Wooten	In Person
Kevin Ott	Archer Western	In Person
Mike Merritt	RK&K	In Person
Lewis Cuthrell	Branch Civil	In Person
Victor Barbour	Carolinas AGC	In Person
Thomas Wells	Terracon	In Person
Tim McFadden	NCDOT-ADU	In Person
Malcolm Watson	NCDOT-ADU	In Person
Dave Pupkewicz	Flatiron	In Person
Michael Taylor	Barnhill Contracting Company	In Person
Keith Nixon	Balfour Beatty	In Person
Troy Brooks	NCDOT-Construction	In Person
Wiley Jones	NCDOT-Chief's Office	In Person
Walt Viele	Fred Smith Company	In Person
Jess Earley	NCDOT-ADU	In Person
Echiril Fenher	NCDOT-ADU	In Person
Brandon Banner	NCDOT-ADU	In Person
Tamara Njegavan	NCDOT-ADU	In Person
Brian Skeens		Virtual
Drew Baucom		Virtual
DeWayne Brown	JMT	Virtual
Rob Bullock		Virtual
C Capehart		Virtual
Chris Boyd		Virtual
Ethan Brown		Virtual
Jason Gorrie	WSP	Virtual
Hope Grumbles		Virtual
Mike Grey	United	Virtual
Patrick Norman		Virtual
Matthew Payne	Archer Western	Virtual
J Seybert		Virtual
David Stark		Virtual
H Strickland		Virtual
Mike Zicko	Flatiron	Virtual

