RFP QUESTION REQUEST
FORM QR-RFP-2

PROJECT: Region 4 Bridge Bundle - Carroll, Fayette, Haywood, Lauderdale, and Madison Counties - Tennessee

DB CONTRACT No.: DB1901 **DATE:** 1/15/2020

	RFP Book No. and Section ID	Question	Reserved for Agency Response
QR2-1	Book 3 Section 3.2, pg. 17 Floodplain Requirements and Functional Plans	Carroll County - RFP Contract Book 3, Page 17, "Floodplain Requirements states that "Design-Builder shall make every effort to design the Project to follow FEMA regulations in FEMA-regulated floodplains, according to requirements listed in Code of Federal Regulations (CFR) Parts 59, 60, 65, and 70." However, TDOT provided Functional Plans for Carroll County SR436 Over Reedy Creek, Bridge Plans show the design discharge to be 10-year (4,480 cfs). On Sheet 4C, Design Discharge is identified as both Q10 & Q100. Per FEMA regulations, https://www.tn.gov/content/dam/tn/tema/documents/national-flood-insurance/NFIP-No-RiseGuidanceDocument_TN%20final.pdf the design storm should be 100-yr, for bridges in Zone A. Please clarify if it is adequate to meet the Q10 shown on functional plans.	The design flood event is the equivalent event which would overtop the roadway. For this location, functional plans were developed for 10 year design flood event. For the 100 year design event, it was verified that there would be no increases to Base Flood Elevations (BFEs), as defined in the Existing Conditions model performed during the functional hydraulic analysis.
QR2-2	Functional Plans	Carroll County - On Functional Plans for Carroll County SR436 Over Reedy Creek (Bridge Plan), the 10-year highwater elevation 385.28' appears to be marked at approx. 380' per the grid; Please confirm for accuracy.	The elevation view shown on the Bridge Plan for Carroll County is designated as "NOT TO SCALE". The elevation 385.28' refers to the 10-year highwater elevation as computed during the Functional Design. This value will be revised to 385.55'. Updated plans will be posted to the website.

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QR2-3	Book 3 Section 3.2, pg. 17 Floodplain Requirements and Functional Plans	Haywood over Muddy - RFP Contract Book 3, Page 17, "Floodplain Requirements", states that "Design-Builder shall make every effort to design the Project to follow FEMA regulations in FEMA-regulated floodplains, according to requirements listed in Code of Federal Regulations (CFR) Parts 59, 60, 65, and 70." However, TDOT provided Functional Plans for SR1 Over Muddy River Bridge plan shows the design discharge to be 10-year (1950 cfs). Per FEMA regulations, https://www.tn.gov/content/dam/tn/tema/documents/national-flood-insurance/NFIP-No-RiseGuidanceDocument_TN%20final.pdf the design storm should be 100-yr, for bridges in Zone A. Please clarify if it is adequate to meet the Q10 shown on functional plans.	The design flood event is the equivalent event which would overtop the roadway. For this location, functional plans were developed for 10 year design flood event. For the 100 year design event, it was verified that there would be no increases to Base Flood Elevations (BFEs), as defined in the Existing Conditions model performed during the functional hydraulic analysis.
QR2-4	Functional Plans	Madison County - The Q10 flow shown on functional plans for double (2) box culvert 12'x5' (SR 223, Madison County) is shown as 131cfs. Is this correct? The model uses 631cfs and flow from USGS Streamstats also matches 631cfs. Please confirm accuracy of data shown on plans.	631cfs corresponds to the 10-year discharge utilized for the Functional Hydraulic Model. The functional plans do not denote a Q10 for this site. The Q<1 = 131cfs as denoted on the Functional Plans corresponds to a flow rate which overtops the roadway according to the Functional Model. - The Design-Builder shall perform hydraulic analysis and design the improvements to meet the design criteria provided in Addendum #1.

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QR2-5	Functional Plans	Madison County- The design discharge provided on proposed layout sheet 4c is showing "Q<1"; "Q<1" is shown in multiple places in the Hydraulic data table; Can the Department provide a revised plan with the corrected data?	The data presented in the plans is correct. The "Q<1" was shown to denote the hydraulic condition of the flood event of less than one year return interval overtopping the existing and proposed roadway per the Functional Model. The Design-Builder shall perform hydraulic analysis and design the improvements to meet the design criteria provided in Addendum #1.
QR2-6	Functional Plans	Fayette County- The overtopping elevation is shown as 470.29' instead of 407.29? Please verify & confirm for accuracy.	The Functional Plans intended to denote the elevation of 407.29' for overtopping. Updated plans will be posted to the website.
QR2-7	Functional Plans	Madison County- The cross culvert plans show the elliptical pipe is flowing north to south, while the bridge opening is flow south to north. Are there any separate hydraulic calculations for the 40"x22" oval cross culvert available?	There were no separate hydraulic calculations performed for this cross culvert. The cross culvert is included in the functional hydraulic model provided for the site. Elevations of pipe inverts are based on field survey.
QR2-8	Book 3 Section 2.2.3	Book 3 Section 2.2.3 states that LD's on the DB's completion date equals $2,000 per Calendar Day for the first 30 days after the DB's completion date. Please clarify if LD's apply after the first 30 days of the DB's completion date.	The phrase "for the first thirty (30) calendar days" has been deleted in Addendum #1.
QR2-9	Book 3, Appendix C	The Preliminary Pavement Design Letter dated April 24, 2019, contained under RFP Appendix C states the pavement design is valid until 2-28-2021 for SR-1 Bridge replacement over branch at LM 2.89, Haywood County. Our interpretation of this statement is the pavement design for this location will be valid as long as design is completed and approved by 2-28-2021, regardless of the date the pavement is constructed. Please confirm our interpretation.	The pavement design provided in Appendix C for SR-1 in Haywood County shall be used for design and construction of the improvements at SR-1 over Muddy Creek (L.M. 2.13) and SR-1 over Branch (L.M. 2.89) in Haywood County.

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QR2-10		What are the Design-Builder's contractual obligations to the Railroad?	See CSXT Public Projects Manual, Special Provision 105C and Book 3 of the RFP for scope of work and other requirements.
QR2-11		What is the minimum distance between a TDOT bridge and a railroad bridge that requires coordination, review, or concurrence from the railroad on TDOT's design?	Design-Builder shall supply the hydraulic analysis including the affected railroad within the model limits to the Railroad. Design shall meet requirements of the CSXT Public Projects Manual and have no adverse effects to the existing Railroad Hydraulic Structures. Design-Builder shall coordinate with the Railroad during the design phase for the proposed design and hydraulic analysis.
QR2-12	Book 3, Section 8.2	Has a lead study been performed on all of these bridges? If not, will TDOT perform a lead study prior to the proposal due date? If not, will the Design-Builder be required to conduct a study and if lead is encountered, who will be responsible for added costs and delays?	See Addendum #1 RFP Book 3 for additional information.
QR2-13		Will TDOT define which bridge type is required at each location?	The bridge type will not defined for each location. See the Design Criteria and Scope of Work contained in Book 3 of Addendum #1.
QR2-14		Are approach slabs required at all locations?	Approach Slabs are required for all proposed bridges. This is further clarified by Addendum #1.

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QR2-15		The TIR for Madison County states, "There is potential for restrictions from TWRA for in-stream work...." When will TWRA make this determination and what are the potential restrictions?	TWRA coordination took place following the development of the TIR. Based on agency coordination dated 7/11/2018 (attached), TWRA stated that they have reviewed the project information, and "the implementation of standard BMP's will be sufficient to satisfy the needs of the Tennessee Wildlife Resources Agency for this proposed project." This determination remained valid through the approval of the Programmatic Categorical Exclusion (PCE) Reevaluation based on Preliminary Bridge Replacement Plans dated 6/12/2019. There were no restrictions regarding in-stream work; however, if there are changes to the design of the project, additional coordination may be necessary.
QR2-16	Book 3 Section 3	The bridges in Haywood County both have a CSX bridge upstream of the existing bridge. (Haywood over Branch has a CSX bridge roughly 490 feet upstream and Haywood over Muddy Creek has a CSX bridge roughly 270 feet upstream.) Are there any additional design requirements or criteria on the hydraulic design due to the proximity to the CSX bridges or will there be any CSX design review required that the DB should account for? If so, please clarify the review and durations for CSX.	See response to QR2-11.

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QR2-17	Book 2 Section 7	Book 3 Section 7 states: "No additional compensation or time shall be granted for any delays, inconveniences, or damage sustained by the Design Builder or its subcontractors due to interference from utilities or the operation of relocating utilities." The DB does not have control over the utility's relocation or coordination schedule. As such would the Department allow delays due to the utility's relocation/coordination process be	Time extension will be evaluated utilizing the procedures outlined in Section 108.07.
QR2-18		If the Design-Builder's design meets TDOT's design requirements in the RFP, can the railroad reject the design and if so, who will be responsible for added cost and time delays?	Design-Builder shall meet all requirements of the CSXT Public Projects Manual and have no adverse effects to the existing Railroad Hydraulic Structures. Design-Builder shall coordinate with the Railroad during the design phase to eliminate any delays associated with the Railroad.