



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

Construction division
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JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

November 19, 2018

ADDENDUM #5

**Re: I- 75 Interchange @I-24
Hamilton County
Contract No. DB1801**

To Whom It May Concern:

This addendum revises the RFP Contract Book2, and Book 3. Attached are the revised sheets.

You must acknowledge this addendum by completing the "Addendum Letter Acknowledgement form C and the Technical Proposal Signature Page (Form TPSP) within your Technical Proposal. It is the bidder's responsibility to notify all affected manufacturers, suppliers and subcontractors of this change.

Sincerely,

A handwritten signature in blue ink that reads "Lia Baird".

Assistant Director of Construction
Construction Division

**DESIGN-BUILD
RFP CONTRACT BOOK 2
CONTRACT**

TENNESSEE DEPARTMENT OF TRANSPORTATION

Interstate 75 at Interstate 24 Interchange Modification

Hamilton County - TENNESSEE

CONTRACT NUMBER: DB1801



July 27, 2018

Addendum #2 September 26, 2018

Addendum #3 November 13, 2018

Addendum #4 November 16, 2018

Addendum #5 November 19, 2018

STATE OF TENNESSEE

I-75/I-24
Hamilton County
Contract #: DB1801

SPECIAL PROVISION

REGARDING

PROJECT COMPLETION AND LIQUIDATED DAMAGES

The project shall be completed in its entirety as set forth in the Contract.

Daytime lane closures shall not be allowed at any time, unless otherwise specified herein or as directed by the Engineer.

Temporary lane closures on I-24, ~~and I-75~~, and interstate-to-interstate ramps within the interchange and ~~Spring Creek Road~~ will be allowed Sunday through Thursday ~~nights~~ between 9:00 P.M. and 6:00 A.M as described in RFP Book 3. Construction, Maintenance of Traffic. For each hour, or portion thereof, in which the temporary lane closure is not completed and open to traffic, the sum of **\$6,000** per hour per lane shall be deducted from the monies due the Design-Builder, not as a penalty, but as liquidated damages.

Temporary lane closures on local streets ~~shall will only~~ be allowed ~~nightly~~ Sunday through Thursday ~~nights~~ between 9:00 ~~p.m.~~P.M. and 6:00 ~~a.m.~~A.M. For each hour, or portion thereof, in which the temporary lane closure is not completed and open to traffic, the sum of **\$1,800** per hour per lane shall be deducted from the monies due the Design-Builder, not as a penalty, but as liquidated damages.

In addition to temporary lane closures, the Design-Builder will be allowed up to four (4) total weekend closures of ~~interstate to interstate~~ Interstate 75-to-Interstate 24 ramps and Interstate 24-to-Interstate 75 ramps within the interchange. The Design-Builder shall not have more than one interstate-to-interstate ramp closed at any time. The Design-Builder will be allowed up to ~~two (2)~~ six (6) weekend closures of the Spring Creek Road over I-24 bridges. A weekend is defined as between Friday at ~~10:00~~9:00 P.M. ~~and~~ Monday at ~~4:00~~5:00 A.M. outside of the holidays, and major events discussed in RFP Book 3.

For each hour, or portion thereof, in which a full weekend closure on the interstate-to-interstate ramps described in the previous paragraph is not completed and open to traffic, the sum of **\$6,000** per hour per lane shall be deducted from the monies due the Design-Builder, not as a penalty, but as liquidated damages. For each hour, or portion thereof, in which a full weekend closure on Spring Creek Road is not completed and open to traffic, the sum of \$1,800 per hour per lane shall be deducted from the monies due the Design-Builder, not as a penalty, but as liquidated damages.

Rolling roadblocks are permitted during blasting operations, the erection/construction of overhead signs and setting of bridge beams. These roadblocks shall be conducted by law enforcement agencies specified in Special Provision 712PO – DB. Rolling roadblocks **for operations specified above other than blasting**, will only be allowed ~~at night~~ between 9:00 P.M. and 6:00 A.M. with a maximum duration of 30 minutes. For each 15-minute period, or portion thereof, in excess of the allotted 30-minute period that any traffic lane remains closed, the sum of \$3,000 per lane shall be deducted from the monies due the Design-Builder, not as a penalty, but as liquidated damages.

Blasting within the project limits shall not occur on a Sunday. Blasting shall be permitted between 9:00 A.M. and 2:00 P.M. If necessary for the public’s protection from blasting, the Design-Builder may close traffic lanes in the vicinity of blasting site up to 15 minutes in any one-hour period. For each **15-minute** period, or portion thereof, in excess of the allotted 15-minute period that any traffic lane remains closed, the sum of **\$3,000** per lane shall be deducted from the monies due the Design-Builder, not as a penalty,

but as liquidated damages.

The table below summarizes the liquidated damages referenced above.

Route Name/Type	Temporary Lane Closures Liquidated Damages	Full Weekend Closure Liquidated Damages	Rolling Roadblock/Blasting Liquidated Damages
I-24, I-75, including ramps	\$6,000 per hour per lane	\$6,000 per hour per lane -N/A	\$3,000 per 15 min. per lane
Interchange Ramps	N/A -\$6,000 per hour per lane	\$6,000 per hour per lane	\$3,000 per 15 min. per lane
Spring Creek Road	\$6,000 -\$1,800 per hour per lane	\$6,000 -\$1,800 per hour per lane	N/A
Local Streets including State Routes	\$1,800 per hour per lane	N/A	N/A

Welcome Center

The Design-Builder shall minimize disruptions to the normal operations of the Welcome Center located on I-75 north of the Ringgold Road interchange. The Design-Builder will be allowed to close the Welcome Center as detailed in RFP Book 3. Failure to restore full access to and normal operations of the Welcome Center within the allowed times will result in liquidated damages of \$1,200 per calendar day until full access and normal operations are restored. Additionally, RFP Book 3 contains additional information regarding mandatory advance notice.

Noise Barriers

The Design-Builder shall complete construction of the new noise barrier east of Spring Creek Road prior to any work on the I-75 to I-24 ramps. Once work begins, the noise barrier shall be completed within 90 days. Failure to complete construction within the allowed 90 calendar days will result in liquidated damages of \$1,000 per day until noise barrier construction is complete. Noise barrier construction and/or repairs shall only be conducted during daytime hours not earlier than 8:00 A.M. and no later than 7:00 P.M. For each hour, or portion thereof, in which the noise barrier construction and/or repairs continue (outside the daytime hours allotted), the sum of \$500 per hour per noise barrier shall be deducted from the monies due the Design-Builder, not as a penalty, but as liquidated damages.

Potholes

The Design-Builder shall mitigate potholes greater than or equal to 1 square foot and 1.25 inches deep or an equivalent volume of size, shape and location that presents a hazard to the traveling public within 24 hours of discovery or notification. Failure to complete pothole mitigation within the 24-hour period will result in the sum of \$1,000 per occurrence per day (or portion thereof) until pothole mitigation is complete. These deductions are not penalties but are liquidated damages.

The following sections summarize the liquidated damages associated with ITS field device and supporting infrastructure downtime.

Fiber Network

The Design-Builder shall ensure continuous operation of the fiber optic lines within construction limits.

SP108B

SP108B

Temporary disconnect of communication shall not exceed forty-eight hours. Failure to restore communication within the allowed forty-eight hours will result in liquidated damages of \$500 per hour until communication is restored.

Dynamic Message Signs (DMS)

The Design-Builder shall ensure continuous operation of the dynamic message signs (DMS) within construction limits. Temporary loss of DMS operation during construction activities shall not exceed thirty calendar days. Failure to restore full operation within the allowed thirty calendar days will result in liquidated damages of \$500 per day/per DMS until full operation of the DMS is restored. Full operation is defined as the DMS being installed, integrated with TMC software, and accessible/controllable by TMC personnel. ~~If necessary, multiple DMS may be down at the same time.~~

CCTV Cameras

The Design-Builder shall ensure continuous operation of the all CCTV cameras affected by construction activities. Temporary loss of CCTV camera operation during construction activities shall not exceed forty-eight hours. Failure to restore full operation within the allowed forty-eight hours will result in liquidated damages of \$500 per hour/per CCTV camera until full operation of the camera is restored. Full operation is defined as the CCTV camera being installed, integrated with TMC software, and accessible/controllable by TMC personnel. ~~If necessary, multiple CCTV cameras may be down at the same time.~~

Radar Detection System (RDS)

The Design-Builder shall ensure continuous operation of the radar detection systems (RDS) within the construction limits. Temporary loss of RDS operation during construction activities shall not exceed fourteen calendar days. Failure to restore full operation within the allowed fourteen (14) calendar days will result in liquidated damages of \$500 per day/per RDS until full operation of the RDS is restored. Full operation is defined as the RDS being installed, integrated with TMC software, and accessible/controllable by TMC personnel. ~~If necessary, multiple RDS may be down at the same time.~~

The table below summarizes the liquidated ITS-related damages referenced above.

ITS Device Type	Allowable Down Time	Liquidated Damages
Fiber Network	48-Hours	\$500 per hour
DMS	30 Calendar Days	\$500 per day per DMS
CCTV	48-Hours	\$500 per hour per CCTV
RDS	14 Calendar Days	\$500 per day per RDS

Project Completion Date

The Design-Builder shall complete all work to be done under the Contract on or before the Design-Builder's completion date, set forth in RFP Book 2 Section D.3. If the Design-Builder fails to complete all work specified in the Contract, except for plant/vegetation establishment and punch list items (as defined in TDOT's *Design-Build Standard Guidance*), on or before the Design-Builder's completion date, a sum of money equal to \$30,000 per Calendar Day, for the first 30 calendar days after the Design-Builder's completion date, shall be deducted from monies due to the Design- Builder, not as penalty, but as liquidated damages. For each calendar day thereafter, a sum of money equal to \$100,000 shall be deducted from monies due to the Design-Builder, not as a penalty, but as liquidated damages.

SP108B**SP108B**

~~Failure to complete the project on or before the Design Builders established number of Calendar Days set forth in the Contract, shall apply for the project. For each calendar day after this established date, that all work specified in the contract; except for vegetation establishment and punch list items; is not complete, a sum of money equal to \$100,000 per Calendar Day shall be deducted from monies due to the Design Builder, not as a penalty, but as agreed compensation for damages resulting from the Design Builder's delay in completion of construction operations on the Department and road users.~~

Where provisions of this Special Provision conflict with Subsection 108.09 of the Standard Specifications, as amended, this Special Provision prevails. Additionally, RFP Book 3 contains additional information regarding mandatory closure concurrence and advance notice.

DESIGN-BUILD
RFP CONTRACT BOOK 3
PROJECT SPECIFIC INFORMATION

TENNESSEE DEPARTMENT OF TRANSPORTATION

Interstate 75 at Interstate 24 Interchange Modification
Hamilton County- TENNESSEE

CONTRACT NUMBER: DB1801



July 27, 2018

Addendum #1 August 24, 2018

Addendum #2 September 26, 2018

Addendum #3 November 13, 2018

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All other proposed ramps shall be designed and constructed to match the design speeds shown on the Functional Plans.

Traffic lanes on I-75, interstate-to-interstate ramps, and ramps with 2 or more lanes shall be 12 ft. wide. One-lane ramps shall be 16 ft. wide.

Interstate-to-interstate ramps: Inside and outside shoulders shall be 12 ft. wide (10 ft. stabilized).

I-75 (station 303+42 to station 325+00): Existing 16.5 ft. +/- inside shoulder (stabilized) to be reconstructed. Outside shoulder shall be 12 ft. wide (10 ft. stabilized).

I-75 (station 327+00 to station 352+54.04): Existing 14.0 ft. +/- inside shoulder (stabilized) to be reconstructed. Outside shoulder shall be 12 ft. wide (10-ft. stabilized).

I-75 (station 352+54.04 to station 404+50): Inside shoulder shall be 14 ft. (14-ft. stabilized). Outside shoulder shall be a minimum of 12 ft. wide (10-ft. stabilized).

I-75 (station 406+50 to station 443+85): Existing 11 ft. inside shoulder (stabilized) to remain. Outside shoulder shall be 12 ft. wide (10-ft. stabilized).

Ramps (A, B, C, E, F, G, and H): Inside shoulders shall be 6 ft. (4-ft. stabilized). Outside shoulders shall be 8 ft. (6-ft. stabilized).

Ramp (D): Inside shoulder shall be 6 ft. (4-ft. stabilized). Outside shoulder shall be 12 ft. (10-ft. stabilized).

Spring Creek Road: Typical section shall consist of 5 @ 12-ft. traffic lanes, 4-ft. bicycle lane on both sides of the roadway, 2.5-ft. curb and gutter on both sides of the roadway, and 5-ft. sidewalks on both sides of the roadway.

Vertical clearances for all alignments (entire roadway width including the full shoulder width) and all existing overhead structures along I-75, interstate-to-interstate Ramps, and Ramps shall have a minimum 16 ft., 6 in. minimum vertical clearance. The 16 ft., 6 in. minimum clearance shall be maintained during all construction phases of the project. This requirement shall include all temporary roadway surfaces used during construction. The Design-Builder shall submit plans as outlined in the TDOT Design Guidelines to the TDOT Structures Division for Grade Approval.

I-75 and interstate-to-interstate ramps including all structures shall be designed and constructed for the ultimate number of lanes as shown on the Functional Plans and Interstate Access Request (IAR)-Ultimate Design. All lanes, shoulders, structures, roadway embankments, retaining walls, and overhead sign structures shall be constructed to the ultimate configuration. Signing and striping will shall be constructed for the initial phase as shown in the signing and striping Functional Plans and roll plots.

The Design-Builder shall be responsible for preparation of final signed and sealed construction plans used to construct the proposed improvements. They shall be prepared in accordance with TDOT's Design Guidelines and the previous design standards referenced in this section.

If the Design-Builder wishes to change the horizontal or vertical alignment or deems that additional ROW is needed outside of the secured ROW, they will shall be responsible for any and all additional environmental technical studies and completion of the re-evaluation of the NEPA document,

grey, AMS STD-595 Color No. 36440 except the top and traffic face of the parapets which shall be white, AMS STD 595 Color No. 37886.

Drilled shafts shall be constructed according to Special Provision 625 Drilled Shaft Specifications.

The bridges shall be constructed while maintaining the minimum number of lanes open to traffic during construction as specified in this RFP. The minimum vertical and horizontal clearances shall be maintained during construction as specified in this RFP and TDOT's Standard Specifications for Road and Bridge Construction.

Temporary rolling road blocks, lane closures, and detours will be permitted during the setting of beams for the bridges. This RFP includes details and submittal requirements for temporary traffic disruptions.

Bridges shall be designed and detailed according to current TDOT Structures Policies.

On mainline I-75 bridges and ramps, a special split barrier could be used to account for the difference in elevation between the northbound and southbound bridges. In order to utilize split barriers, they shall be approved by the Department prior to construction and detailed on the bridge drawings where used.

Bridge 4, Widening I-75 Over South Chickamauga Creek

The golf cart path and greenway shall have adequate protection for pedestrians, proper lighting, and remaining open at all times during project duration. The Design Builder shall field verify the location of all elements of existing bridge before geometry is developed on the widened portion. Permanent under bridge lighting is required on the proposed bridge widening to properly light the greenway and the golf paths. The entire bridge deck and approach slabs for Bridge 4 shall receive a thin epoxy overlay friction course topping.

○ NOISE WALLS

The Design-Builder shall be responsible for the design and construction of Noise Barrier Walls as per the NEPA document, the Noise Barrier Evaluation dated ~~May~~October 30, 2018, and plans. The noise barrier walls shall be designed using the AASHTO LRFD Bridge Design Specifications, Eighth Edition (2017), Section 15. The Noise Barrier Evaluation includes the preliminary noise barrier design information based on the functional plans. The FHWA TNM files are included in the Reference Documents and should be used by the Design-Builder to assess proposed design changes. TDOT will use the TNM files to evaluate any modifications to the noise barrier proposed by the Design-Builder.

The Design-Builder shall ensure that all proposed work is completed within existing right-of-way limits utilizing any measures necessary. If the Design Builder deems that ROW and/or easement acquisitions are unavoidable, the Design Builder shall be responsible for all ROW and easement activities including but not limited to appraisals, appraisal reviews, and acquisitions.

The top of wall elevation shall not be less than the top of wall elevation as shown in the noise analysis. The bottom of the wall shall not provide any gaps between the wall and the final grade except as required to accommodate drainage.

Ground-mounted barriers and barriers on bridges shall be connected to ensure no gaps.

Temporary Lane/Road Closure

The Design-Builder shall maintain the existing numbers of lanes on I-24, I-75, and all interstate-to-interstate ramps throughout construction except for Department-approved night or weekend lane or roadway closures except as noted below. Minimum lane widths shall be eleven (11) feet. Minimum inside and outside shoulder widths shall be two (2) feet.

Road closures will only be allowed on ~~I-24 ramps, I-75 ramps~~ Interstate 75-to-Interstate 24 ramps, Interstate 24-to-Interstate 75 ramps, and the Spring Creek Road over I-24 bridges ~~Bridge~~. Road closures will only be allowed from Friday at ~~10:00~~ 9:00 PM until Monday at ~~4:00~~ 5:00 AM. The Design-Builder shall utilize local uniformed police officers when detouring Interstate Traffic at intersections to assist in flagging.

Rolling road blocks for operations specified in the SP108B other than blasting will only be allowed ~~at night~~ from 9:00 PM until 6:00 AM with a maximum duration of thirty (30) minutes.

All temporary lane closures and road closures must be approved by the Department in advance. For lane closures on I-24, I-75 and ramps, request for approval must be sent to the Department seven (7) calendar days in advance of the proposed lane closure. Requests for road closures of I-75 ramps and I-24 ramps must be sent to the Department twenty-one (21) calendar days in advance of the proposed closure. Road closures of I-75 ramps and I-24 ramps will be allowed on weekends only.

For local street closures, requests for approval must be sent to the Department, the City of Chattanooga, City of East Ridge, and others as described below. Requests for road closures must also include proposed detour routes and detour signing details. Local streets (non-State Routes) will not be allowed as detour routes for I-24 and I-75 traffic.

No less than seven (7) days prior to the closure of the road, the Design-Builder shall notify the following individuals or agencies completely describing the affected roads and the approximate duration of the construction: these parties include, but are not limited to: i) local law enforcement office, ii) local fire department, iii) ambulance service, iv) U.S. Postal Service, v) local road superintendent, vi) railroad company (if applicable), vii) the City of Chattanooga and Hamilton County's Parks and Recreation Department (if applicable), viii) Hamilton County Public Works, ix) Chattanooga Airport, x) Parkridge East Hospital, xi) TDOT's Region 2 Traffic Management Center (TMC), and xii) Georgia Department of Transportation's Traffic Management Center.

There will be periods when the Design-Builder will not be allowed to have any type of closures due to holidays as specified in subsection 104.04 of the Standard Specification and during major events. Major events and known periods when lanes cannot be closed include, but are not limited to: Riverbend, 2018 SEC Championship, and Chattanooga marathons/triathlons that use SR29 and/or SR153. The Department may deny any request for lane closures.

The Design-Builder shall notify the Department and the local governmental agency responsible for traffic control maintenance at least seven (7) days in advance of any cold planing activity at signalized intersections where detector loops are on the pavement. The maintaining agency will then be responsible for disconnecting the loop detectors and making any necessary timing adjustments in the signal controller prior to the construction.