

## RFP QUESTION REQUEST FORM QR

PROJECT: I-440, Davidson County

DB CONTRACT No.: DB1701

DATE: 02/22/2018

RFP Book No. and Section ID	Question	Reserved for Agency Response
Contract Book 1, Section D.4.d	Book 1 Section D.4.d states, "The Technical Proposal shall include half-size plan sheets depicting those elements required by the RFP." Please provide more detail of how this differs from what is requested in Book 1 Section D.4.c? Which "elements" of the RFP are you referring to? Do these plans count toward the 75-page maximum page count?	Section D.4.d describes the format in which Section D.4.c is to be submitted. The "elements" referred to in Section D.4.d are those as described in Section D.4.c. These sheets will not count toward the 75-page maximum per Section E.1.a.1).
Contract Book 1, Appendix, Form RC IV	Form RC IV – Response Category IV: Technical Solution, Item 11 states, "Attach a copy of any approved ATCs used in this Technical Proposal." Will the inclusion of the ATCs count toward the 75-page maximum page count?	The ACT's will not count toward the 75-page maximum per Section E.1.a.1).
Reference Material	Will TDOT provide the hourly traffic counts on all of the I-440 ramps? Will TDOT provide the hourly ramp counts on the I-65 ramps to Wedgewood Avenue and to Armory Drive.	Traffic count data will be made available by the Department in the Reference Material Section of the project webpage.

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Reference Material, Preliminary Design	Will TDOT provide structural calculations for the I-440 Bridge over I-65 conceptual plan shown in the I-440 Bridges to Widen file located in the Preliminary Design folder of the Reference Material.	This information will not be provided by the Department as it is the responsibility of the Design-Builder to ensure the proper design of any structure within the project and each Design-Builder may provide a unique design.
Book 1	Will TDOT consider a meeting with the Design-Builder to discuss ATCs, confidential questions, and proprietary information?	Yes, The Department will meet with each Design-Builder.
Book 1, Section J.1	Book 1 Section J.1 states, "...the Department may hold one or more mandatory pre-proposal meetings with all Design-Builders prior to the Proposal Due Date." The RFP references this meeting occurring no later than May 11, 2018. The deadline for this potential meeting is within one (1) week of the proposal due date and would not be beneficial since the design and price proposals will be in the final stages. A pre-proposal meeting would be more beneficial if held earlier in the proposal phase as it would allow the Design-Builder to discuss project approach and request clarifications. Will TDOT consider such a meeting?	There are no mandatory pre-proposal meetings with all Design-Builders prior to the Proposal Due Date for this project. The Department is meeting for a one on one confidential meeting prior to the Proposal and ATC due date.

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RFP Book 3, Page 18 (Section 3.2.5.d)	This section requires replacement of existing concrete pavement at bridge ends. Since these were recently replaced, do these need to be replaced again?	Yes, the existing concrete pavement at bridge ends is to be replaced.
RFP Book 3, Page 19 (Section 3.3 Noise Barrier Walls)	Could the TNM model input and output information be made available to the Design Builders?	The TNM model will not be available to the Design-Builders. The Noise walls shall have the same configurations as identified in the Environmental Document.
Book 3, Sect. 2.5.a	Should the impact attenuators on the project be replaced as part of the project?	All impact attenuators (including galvanized and powder coated) along I-440 and I-440 ramps shall be removed and replaced within the project limits. All impact attenuators shall be galvanized and in accordance with TDOT Standard Roadway Drawings and TDOT Standard Specifications.
Book 3, Sect. 3.3 and 3.4	Can noise wall construction/repairs be completed at night?	Noise wall construction/repairs shall only be conducted during daytime hours. More details will be addressed by forthcoming addendum.
Contract Book 3, Section 2.2.v	Book 3 Section 2.2.v, states, "Design-Builder shall not dispose of any material within interchange areas located within the Project..." It is common construction practice to place wasted soil from the project within the project right-of-way to minimize borrow on future projects. Please define material and clarify if the Design-Builder may place soil within the TDOT right-of-way.	The Design-Builder is allowed to dispose of excess material in embankment areas within the project right-of-way with the exclusion of those areas referenced with Book 3 Section 2.2.v. Excess material used for embankments shall meet the requirements specified in the most current version of the TDOT Standard Specifications for Road and Bridge Construction. The Design-Builder shall obtain approval from the Department before disposing of any excess material within the right-of-way.

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<p>Contract Book 3, Section 2.7.h</p> <p>Contract Book 3, Section 2.7.h (Cont.)</p>	<p>The Design-Builder is responsible for verifying if the existing drainage systems are clean, operable, and structurally adequate. These requirements are vague and difficult to quantify repairs and replacements. Please define “structurally adequate”.</p>	<p>It is the Design-Builder’s responsibility to verify the existing drainage system, the Sue information is for reference only. The Design – Builder shall perform all drainage design, structural design, hydraulic/hydrologic design, Roadway component geometric configurations shall be designed to provide adequate drainage per TDOT Standards.</p>
<p>Book 3, Section 3.2.1.a</p>	<p>Book 3 Section 3.2.1.a states, “Overage of repair quantity...shall be paid...as defined in RFP Book 3 Chapter 13.7.” Section 13.7 is not included in the RFP. There are Overage Payment items located in 13.5. Please confirm the Chapter reference stated in 3.2.1.a.</p>	<p>The overage reference should be to Section 13.5.</p>
<p>Book 3, Section 3.2.3.k</p>	<p>Book 3 Section 3.2.3.k references replacing the existing Noise Barriers on the parapets on the EB &amp; WB Bridges over Lealand Lane. Please provide more information for design requirements for these noise walls.</p>	<p>The new Sound Barriers are to be placed (height, material, etc.) per the reference material in the “Noise Walls” folder [project website]. Reference AASHTO LRFD Bridge Design Specifications, Eight Edition (2017) for design criteria.</p>
<p>Form QR dated 2/12/2018 Page QR-3, First Question Response</p>	<p>The provided answer to the first question of page QR-3 states that the proposer shall coordinate with Traffic Operations Division and NES. Is it now permissible for the proposers to contact the supplied list of utilities providers and CSX Corp in spite of the Book 1 4.g clause?</p>	<p>The Design-Builders can contact/coordinate with any third party. Coordination/contact with TDOT Traffic Operations is not allowed prior to NTP. Any questions or concerns have to come through QR form.</p>

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Form QR dated 2/12/2018 Page QR-7, Fourth Question Response	The response states “No known structures are currently identified as deficient.” Is this limited to the structures identified in Book 3 Section 3? Does this also pertain to any other structures on the project not listed (I.e. Foster Ave, Hillsboro Rd, Nolensville Rd, 21st, Granny White Pike, Belmont Blvd, etc.)?	The response is referring to structures not already identified. It is not in reference to the bridges over I-440.
Form QR dated 2/12/2018 Page QR-12, Second and Third Questions  (PLEASE SEE SHADED SECTION OF PAGES 31A, 32A, AND 33A OF PRELIMINARY PLANS)	Ramp limits and pavement Design clarification. Please see attached sketch of WB I-24 Ramps from approximately M/L station 1376+00 to P.O.T. M/L station 1342+81.10. The Department has advised to use a 15,000,000 ESALS design, but then states to use a 30,000,000 ESALS design for the portion of the ramp that extends into the travel way at which point the pavement will become asphalt. Can the Department graphically show us, in your opinion where this point occurs? And will a 30,000,000 ESALS Concrete Pavement Design be provided by the Department?	It is the Design-Builder’s responsibility to verify all the information provided in the preliminary plans. The A detail showing typical limits on concrete ramp paving has been provided in the revised preliminary plans. The 15,000,000 ESALS design shall be used for the portion of the concrete paving extending into the travel way.
Form QR dated 2/12/2018 Page QR-16, Third Question	As a follow-up to third question response on page QR-16 that states the liquidated damages are \$1,000,000 per weekend or \$10,000 per lane hour, will the liquidated damages for a fifth or more weekends be \$1,000,000 or \$2,880,000 per each?	It is only four weekend closures are allowed. For any additional delay, it will be \$1,000,000 per weekend or \$10,000 per lane hour liquidated damages.
Form QR dated 2/12/2018 Page QR-17, Fifth Question  RFP Book 3, Section 3.4a	Will the Department implement the same provision for Rock Scaling and Trimming as the Department has in Book 3, Section 3.4a for Noise Walls?	The Department will not be implementing this procedure for rock scaling and trimming.

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General Question	Due to the highly variable discretion shown by the Department in regards to the limits of concrete ramp paving, will exact limits requiring concrete paving please be shown for each ramp and location?	It is the Design-Builders responsibility to determine the final ramp design. A detail showing typical limits on concrete ramp paving has been provided in the revised preliminary plans.
General Question	Maintenance of existing I-440; prior to turnover to the Design Builder, will the Department have the all potholes and deficiencies fixed? If not, what level of serviceability is the Design Builder expected to maintain? Due to the exceeding poor quality of the riding surface, will the Department add unit pricing for paving and patching of potholes and maintenance?	The potholes will not all be repaired. Many potholes keep appearing and the concrete is failing every day. The contractor will be required to patch potholes within 24 hours or earlier as requested by the engineer and he will be held liable for any damages that a car sustains. So the contractor will have to determine his method of repair to get them fixed timely and to also maintain traffic as required. More details will be made available by the Department in the Reference Material Section of the project webpage.
RFP Book 3, Page 9 (Section 2.2.r)	Given the limited geotechnical information, the depth to refusal varies from 1.7'to No Refusal. Is TDOT requiring the Design-Builder to include all costs associated with Undercut and/or Geotechnical remediation? Or would it be handled as on typical TDOT projects?	The Design-Builder should include all costs associated with undercut and/or geotechnical remediation in their bid price for the work.

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I-440 Preliminary Plans	Will the crash wall be required to be extended at Bent 5 of the I-440 bridge over I-65 and CSX RR?	Crash walls are to be included for any substructure elements as needed per AREMA and CSX clear zone requirements.
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