

## RFP QUESTION REQUEST FORM QR

PROJECT: I-440, Davidson County

DB CONTRACT No.: DB1701

DATE: March 22, 2018

Question Number	RFP Book No. and Section ID	Question	Reserved for Agency Response
4.1	Reference DGNs	The following “dgn” files are missing from the reference files provided: I440_DrainageBasemap.dgn	This is a working file used by the Department and will not be provided to the Design-Builders.
4.2	General	Please provide the backup for the drainage areas and time of concentration in the drainage Geopak file?	It is the Design-Builders responsibility to prepare the project’s final drainage system design.
4.3	Reference TIN	Please provide the existing ground model that extends out to the proposed noise wall location?	The existing ground TIN file provided on the project web site is the only existing ground model available to the Design-Builder from the Department. It is the Design-Builder’s responsibility to verify and update (as necessary) the survey for the project.
4.4	Book 3, Article 3.3, Noise Barriers	Please provide the shop drawings and as-built plans for all existing noise barriers. This is critical to determining a proper plan of action for the repairs.	Shop drawings and as-built plans for the existing noise barriers on the project are not available from the Department.
4.5	Book 3, Article 5, ITS	The ITS fiber optic will be relocated to the outside shoulder as part of this work. May FO conduits be suspended from the outside bridge copings? And be surface mounted along the face or back of Noise Walls	The Design-Builder shall not surface mount the ITS fiber optic line to the front or back of the noise walls nor the parapet wall of the bridges. This item will be addressed in a forthcoming addendum.

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4.6	Book 3, Sect. 4.1	Section indicates the lighting fixtures and supports will be determined with TDOT and the power company. How is the Design-Builder to determine this for the proposal when contact with TDOT personnel is not allowed during the bid phase?	This item will be addressed in a forthcoming addendum.
4.7	Book 3, Sect. 4	Do the new light poles have to match adjacent poles that are to remain? Are High Pressure Sodium luminaires to be used? Is there any preference for luminaires and photometric curves. Are the existing underpasses to receive new lighting?	This item will be addressed in a forthcoming addendum.
4.8	Book 3; Project Requirements – Section 7	Please confirm that there are <b>No ROW</b> Acquisitions planned or required for this project? Please Remove Section 7 From the specifications or qualify its use for ATC or other.	No ROW is anticipated on this project. Section 7.a references the easement requirements for Railroad ROW. Section 7 will not be removed from the RFP. Any additional ROW and easements is dependent on the Design-Builder’s final design.
4.9	Book 3; Project Requirements - Section 7	Please describe in detail what the Design Builders Role(s) and Responsibilities are Assisting/Obtaining the Permanent Easement from CSX RR?	Section 7 has been updated with additional guidance regarding the Design Builders Role and Responsibilities regarding this subject. (RFP Addendum #1 3/13/18)

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4.10	Book 3; Project Requirements – Section 6	Please define what Geotechnical Work is required by the Design Builder beyond verifying Bridge, Lighting, Signing and Wall Foundation requirements?	The Design-Builder is responsible for performing any geotechnical engineering required for the design and construction of the project as referenced in Section 6 of Book 3 of the RFP.
4.11	Book 3; Project Requirements – Section 12.2	Please confirm that all Temporary Pavement Markings are to be 8 inches in width?	All temporary pavement marking should be in accordance with TDOT Roadway Design Guidelines, TDOT Standard Drawings, and Standard Specifications.
4.12	Book 3; Project Requirements – Section 2	Please confirm the width required for all Permanent pavement markings? Please provide the special provision for Contrast striping?	All permanent pavement marking should be in accordance with TDOT Roadway Design Guidelines, TDOT Standard Drawings, and Standard Specifications. The special provision will be provided in a forthcoming addendum.
4.13	Book 3; Project Requirements – Section 2.7	Please confirm when TDOT is requiring the Design Builder to Video the Existing Storm System Lines? Is it the intent that the Design Builder is to hazard a guess at how much of the system can be reused? Please verify that the design builder is only responsible to replace the 4 lines in 2.7J and all other replacements will be extra work?	Pipes requiring replacement are not limited to the pipes shown in 2.7.j. It is the Design-Builder responsibility to utilize industry standard methods to determine any other pipes meeting the requirements for replacement. The Design-Builder shall include the cost of those replacements in the price bid for the work.
4.14	Book 3; Project Requirements – Section 3.4	Please confirm that the only Noise Wall Repairs the Design Builder is responsible for is that Square Footage shown in the reference material and only at the locations given? Please provide the criteria to be used for any design-level inspections required?	Refer to Addendum #2 (3/15/2018) regarding this question.

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4.15	Book 2; Contract – Section A – 8.	Please confirm where ROW Acquisitions are expected? If not expected please correct this section.	No ROW is anticipated on this project. Section 7.a (RFP Book 3) referenced the easement requirements for Railroad ROW. Any additional ROW and easements is dependent on the Design-Builder's final design.
4.16	Book 2; Contract – Section A – 11.	Please identify clearly & exactly what Quality Control Testing the Design Builder is to include? What Quality Inspection the Design Builder is to Perform? What QA/QC the Designer Builder is to Pay For? Is the Design Builders role only verification?	The Department will perform QA/QC for this project. Book 2; Section A – 11 refers to the Quality Plan as outlined in Chapter 2 of the Design-Build Guidance.
4.17	Book 2; Contract – Section G– 1.	Please Verify that TDOT is Requiring the Design Builder to have \$1 Million Errors and Omission Policy? Will TDOT Consider Requiring a \$5 Million Project Specific Policy from all bidders?	No change will be made to the Errors and Omission insurance policy requirements.
4.18	Book 2; Contract – Section G– 1.	Please verify that there is no requirement for All Risk insurance and the Design Builder is not required to carry Builders Risk Insurance?	Per the Design-Build Standard Guidance (2.16. Insurance), the Design-Builder is required to have commercial general liability insurance, professional liability insurance, and railroad protective public liability and property damage liability insurance.  Neither "All Risk" or "Builder's Risk" insurance is required under the Design-Build Standard Guidance. Builder's risk insurance covers the contractor's materials, equipment and property related to the construction.
4.19	Book 1; E. Proposals – Section 3	Please Increase the Stipend to \$300,000 for the Responsible, Unsuccessful Proposers?	The stipend amount will not be increased.

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4.20	Book 2; Contract – Special Provision 109A	Please Add an Option to the Contract that allows the Design Builder to Option Out of participation in fuel adjustments?	No “Option Out” option will be added.
4.21	Standard Specifications Section 106.06	Please Verify That the Design Builder Does Not Provide TDOT with a Field Office or Lab for this Contract? If this Is Required Please Provide Specifications and Details?	The Design-Builder shall provide a Field Office consisting of an office trailer with electrical service, HVAC, and working bathroom (with sewer) and running water. The trailer shall have minimum size of 12’ wide by 50’ long. The trailer shall include two desks, a conference table with a minimum seating capacity of 12 people, one plans table, and 30 chairs, and 4 filing cabinets. The design builder shall also provide a gravel parking area (at a minimum). The Field Office and parking area shall also be fenced for access control.
4.22	Book 3; Project Requirements – 2.5.c	Please Provide a description of the intended method of Transitioning the New Median Barriers in to and through the Existing Center Bridge Piers?	The Design-Builder shall use TDOT Standard Drawing S-SSMB-4 (most current version).
4.23	Book 3; Project Requirements – Section 2.7	Do pipe outlets on the project exhibiting evidence of scour or excessive erosion need to be addressed in this project?	Yes, the Design-Builder shall address these conditions in their final drainage design.

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4.24	Preliminary Plans & Drainage Standard Drawings	<p>On the Preliminary Plans Present Layout, several existing CB's are labeled "Exist. CB to be removed and replaced" and show that the existing pipe is to be utilized in the Proposed Layout. Based on the elevation provided for the existing CB invert and the Standard Drawings "minimum design depth" for the new structure, the minimum design depth won't be met for the new structure if the existing pipe is to be used in the proposed design. One case is at STA. 1014+42, 71' left where the existing catch basin is 3.10' deep with an existing 18" pipe. The proposed replacement structure (A16) is a Type 28 Catch Basin with a minimum depth of 3.74' with an 18" pipe. Will the minimum depth requirement be waived in order to utilize the existing pipe, if the existing pipe is found to be hydraulically sufficient?</p>	<p>It is the Design-Builders responsibility to design the final drainage system for the project. The Design-Builder shall follow the standards stated in the RFP document. The preliminary drainage design has been provided for information purposes only.</p>

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4.25	Preliminary Plans & Drainage Standard Drawings	<p>Can the minimum depth requirement for proposed catch basins, per the Standard Drawing, be waived if the new pipe is to be located under valley gutter, in locations where flanking inlets and/or additional inlets are needed to control spread, in order to utilize the existing cross pipe? One case is "Ramp EB OFF MURPHY RD." where the existing catch basin is located at STA. 103+58, 8' right at what would be considered the sag. The existing catch basin is 3.19' deep with an existing 18" pipe. A Type 28 Catch Basin (B24) is shown on the Proposed Layout to replace the existing catch basin. A Type 28 Catch Basin (single grate) has a minimum depth of 3.74' with an 18" pipe. However, spread analysis indicated that the Type 28 Catch Basin at the sag location would result in the spread exceeding the allowable shoulder width. In order to maintain the spread within the allowable shoulder width, additional double grated catch basins would be needed up and down station from the sag location plus the standard flanking inlets. A Type 29 Catch Basin (double grate) has a minimum depth of 4.05' with an 18" pipe and a "drop across the bottom of structure" of 0.33'. The new piping to tie the additional catch basin to the existing cross drain pipe would be located under the proposed valley gutter. The existing cross drain pipe at this location is hydraulically sufficient.</p>	<p>It is the Design-Builders responsibility to design the final drainage system for the project. The Design-Builder shall follow the standards stated in the RFP document. The preliminary drainage design has been provided for information purposes only.</p>

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4.26	Preliminary Plans & Drainage Manual	The Preliminary Plans Proposed Layouts show at all of the sag locations, that a single grate catch basin is used. An example is the median Catch Basin (D3) Type 31 (single grate inlet on both sides of the barrier wall) located at STA. 1103+33. The Drainage Manual Section 7.03.3.2 indicates "a sag point will normally include two curved vane grates". Are the double grated catch basins for sag points being waived?	It is the Design-Builders responsibility to design the final drainage system for the project. The Design-Builder shall follow the standards stated in the RFP document. The preliminary drainage design has been provided for information purposes only.
4.27	Preliminary Plans & Drainage Manual	If double grated inlets are required at sag locations and flanking inlets are also required at sag locations, are double grated inlets and flanking inlets required at sag location on ramps?	Yes, standard double grated inlet and flanking inlets combinations are required at sag location on ramps with curbs on the shoulder.
4.28	Preliminary Plans	If flanking inlets are required for ramps and the flanking inlet location is beyond the limits as shown on the Proposed Layout, as in the case of "Ramp WB ON MURPHY RD." Catch Basin B20 at STA. 207+85.81 is located at what would be considered the sag. The construction limit is located at STA. 207+68. Will the ramp construction and valley gutter be extended to the flanking inlet location, the valley gutter only be extended, add the flanking inlet with no ramp or valley gutter extension, or omit the flanking inlet?	Ramp construction limits shown in the plans are preliminary and for information only. It is the Design Builders responsibility to determine the final limits of ramp construction based on their final design.



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4.29	Preliminary Plans & LiDAR Data	<p>The minimum vertical clearances shown on the preliminary plans do not match the clearances using the point cloud information provided (I-440 Bridge PODS). For example,</p> <ul style="list-style-type: none"> <li>•Marlborough-Richardson: Plans say 16.42' at the WB Travel Lane; Point Cloud shows 16.17' at the EB Travel Lane</li> <li>•Granny White: Plans say 16.76' at the WB Edge of Shoulder; Point Cloud shows 16.27' at the EB Edge of Shoulder</li> <li>•Woodlawn: Plans says 16.99' at the EB Travel Lane; Point Cloud shows 16.14' at EB Travel Lane.</li> </ul> <p>These 3 are given for example only. We fear there may be more discrepancies. Which is good/correct?</p>	The preliminary plans are for information only. It's the Design-Builders responsible to verify and update the survey and the plans as necessary, to prepare their final design and construction plans.
4.30	GENERAL QUESTION	Can the Design Builder assume that TDOT already conducted utility coordination for the two ramp queue projects (TDOT PIN Nos. 119734.00 and 119735.00)?	The Department is handling the utility coordination on these two projects only. TDOT PIN 119734.00 has received respond "No Conflict" or "Not on project" from all utilities except Metro Public Works (response not received as of this writing). TDOT PIN 119735 has received respond "No Conflict" or "Not on project" from all utilities except Metro Public Works and Nashville Electric Service (response not received as of this writing).

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4.31	TDOT Response to Questions Dated 3/13/18 Question 3.26	The provided response indicated it is the DB's responsibility to conduct an inspection either before or after successful award. How will verification of the inspection and concurrence of the report be made?	The Design-Builder shall be required to supply the video inspection of the existing drainage system as part of the Project Records for the project.