

RFP QUESTION REQUEST FORM QR

PROJECT: STP-396(4), 60100-1209-04

DB CONTRACT No.: DB1601

DATE: Nov 9th 2017

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3 – Section 3 Roadway Scope of Work -Project 1 & 2	<p>What is the required design speed for Project 1 & 2? Data provided indicates 35mph on the profile.</p> <p>If TDOT is requiring the DB team to meet 40 mph (as indicated in Project 3), is the DB team responsible for correcting the plans for Project 1 & 2 and acquiring additional R/W? And acquire additional R/W if need for staging?</p>	<p>Project 1 (PIN 117319.01) – As indicated on the Title Sheet of the ROW plans, the Design Speed (V) is 35 MPH</p> <p>Project 2 (PIN 121394.00) – As indicated on the Title Sheet of the ROW plans, the Design Speed (V) is 35 MPH</p> <p>Any additional ROW needed for staging will be the responsibility of the DB team</p>
Addendum # 4 – October 19th 2017	“Roadway Lighting TBD” - What is the status of a Lighting Addendum?	An addendum will be issued stating that intersection and partial interchange lighting, in accordance with TDOT’s Traffic Design Manual, will be required at the GM Plant intersection and ramps
Book 1 – Section 2 - Project 2 Site 3	At the intersection of US 31 and Stephen P Hirsch Parkway where the radius is improved, Is it acceptable to re-locate the traffic signal pole only without upgrading the signals?	Relocation of the traffic signal pole is acceptable if the existing pole, span wire and signal heads meet the current standards

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Book 3 – Section 3 Roadway Scope of Work	Please define the limits for replacement of large guide signs and other signs on SR 396 and SR 6. For example, will the sign at ¾ mile in advance of the NB SR 6 Gore (“GM Visitor & Truck Entrance”) require replacement?	<p>All signs that define movements and direction that will change based on the new intersection and ramp configuration at all approaches will need to be replaced. DB team to verify existing signs and determine the limits</p> <p>As to the specific sign mentioned, yes, the replacement.</p> <p>RFP states a conceptual signing and marking plan is required as part of RFP submittal</p>
Book 3 – Section 3 Roadway Scope of Work	Please define the interchange classification with respect to MUTCD 2E.32 as either Major, Intermediate, or Minor. The type of guide sign required differs significantly depending on the classification (Arrow-Per-Lane vs. Exit Only signage).	<p>US-31 (SR-6) at SR-396 is classified as a Major Interchange</p>

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Book 3 – Section 3 Roadway Scope of Work	<p>Addendum 4 specifies that “All Advance Guide Signs and exit directional signage shall be mounted on new overhead truss or bridge mounted sign structures (not cantilevered sign structures).” Recommend amending the RFP to allow for ground-mount advance guide signage, in accordance to the MUTCD, as some signs (for example SR 6 SB ½ mile guide sign) would be impactful if requiring overhead truss structures.</p>	<p>The intent of the mentioned statement was to not allow new cantilevered structures and to replace existing cantilever structures within the project limits with new overhead truss mounted sign structures.</p> <p>The MUTCD does allow ground mounted signs under certain conditions. Sign and sign structure shall be defined as part of the conceptual signing and marking plan required as part of RFP submittal</p>
Book 3 Section 9 – Construction Scope of Work	<p>“Sod shall be placed.....on all newly graded cut and fill slopes as work progresses.” contradicts “if permanent or temporary vegetation is to be used as an EPSC measure”. It is impractical and costly to use sod as work “progresses”. We are assuming this is an error and temporary vegetation can be used during construction and permanent vegetation such as seed and erosion blankets are allowed not sod. Please confirm</p>	<p>Permanent stabilization shall be as shown on the typical section in Addendum 4. Temporary stabilization can be shall meet Chapter 10 of the TDOT Drainage manual.</p>