



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**PROJECT MANAGEMENT DIVISION**  
SUITE 700, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-1402  
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**BUTCH ELEY**  
DEPUTY GOVERNOR &  
COMMISSIONER OF TRANSPORTATION

**BILL LEE**  
GOVERNOR

**September 19, 2024**

**Re: ADDENDUM #1  
Contract No. CMGC08  
County: Jefferson**

To Whom it May Concern:

This addendum revises section 1.1.2 - Project Information, section 1.1.2 – Project Information, Current Level of Design ROW plan year, section 2.5.3.1 Subfactor #3 last paragraph, and section 2.5.3.1 Subfactor #4 year.

You must acknowledge this addendum and all the receipts of any addenda to RFP in the Introductory Letter and Statement of Interest as indicated in section 2.5.2 subsection 5, and by acknowledging it on form C (attached).

Sincerely,

A handwritten signature in black ink, appearing to read "J Sholtz", is written over a light blue horizontal line.

Jason Sholtz, P.E.  
TDOT Manager  
Alternative Delivery



TENNESSEE DEPARTMENT OF TRANSPORTATION  
**Request for Proposals**

*Construction Manager/General Contractor  
(CM/GC) Services*

**Interstate 40 French Broad River Bridge**

**East of S.R. 113 (Exit 424) to near Rest Area at LM 15.82**

Jefferson County, Tennessee

Project Identification Number (PIN): **106301.00**

State Project Number: **45002-2147-94**

Federal Project Number: **BR-I-40-8(139)**

CM/GC Contract# **CMGC08**

**August 2024**

[Addendum #1](#)

The existing I-40 bridge, located at LM 14.70, over the French Broad River is a 2,416' deck truss bridge supported on concrete piers and was constructed by the Department in 1961. The bridge has been proposed for replacement because it is structurally deficient, generally rated "poor" and is an interstate bridge rated for 15 tons.

The existing I-40 bridges (east and west bound) over SR 113 are cast-in-place deck girders supported on concrete piers. These bridges each currently carry two 12-foot lanes with 6' inside and 12' outside shoulders. The current interchange at exit 424 (S.R. 113) consists of a hybrid configuration with traditional parallel diamond interchange style on-ramps at the eastbound on and off-ramps as well as the westbound on-ramp. The westbound off-ramp is currently a loop ramp.

### 1.1.2 Project Information

This Project includes the following:

- The proposed I-40 bridge will be constructed with its centerline shifted south of the existing bridge to accommodate staged construction of the proposed structure/demolition of the existing bridge. This approach will minimize ROW impacts and allow for maintenance of four lanes of traffic on I-40. The new bridge cross section will consist of six, 12-foot travel lanes (three eastbound and three westbound), 14-foot inside shoulders, and 12-foot outside shoulders. The new structure will have a total length of approximately 2,420 feet with arrangement of spans similar to those of the US 70 bridge, which is just downstream of this crossing. Current proposed bridge type has not been finalized at this time.
- The existing I-40 bridges over S.R. 113 at exit 424 will be replaced by a single two-span structure with a length of approximately 160 feet. The centerline of this bridge will be shifted to the south, matching the new alignment of the proposed I-40 bridge over the French Broad. This shift will accommodate phased construction of the new bridge allowing for maintenance of four lanes of traffic on I-40 through the life of the project. The proposed bridge cross section will consist of two, 12-foot lanes in each direction, 14-foot inside shoulders, and 12-foot outside shoulders.
- The proposed interchange improvements will eliminate the existing westbound loop ramp and re-work the facility to a diamond interchange tying into the new interstate alignment.
- Additional lanes will terminate east of the bridge: the west-bound lane begins at the on-ramp for the rest area, the east-bound lane merges to a two-lane section just east of the bridge. Approximately 1,450 feet east of the bridge near the I-40 Rest Area, proposed I-40 transitions out of the southerly shift, back to the four-lane depressed median section near the existing Rest Area.

**Existing Utilities:** Existing utilities include Dandridge Water Management, Appalachian Electric Co-Op, Tennessee Valley Authority (TVA), AT&T, Charter Communications. Please note Francher's campground utilities are privately owned utilities.

**Current Level of Design:** The Department has developed ROW plans (~~2018~~ 2022) for this project. Reference documents and drawings are available on the Project website at:

<https://www.tn.gov/tdot/alternative-delivery/construction-cm-gc-services.html>

- b) A graphic organization chart, complete with working titles, for all the Key Individuals listed in subfactor #2 below. The chart is to also include the Proposer's Safety Manager and Quality Manager.
  - c) Specific responsibilities of each team member or firm, notably if the Proposer's team is a joint venture (JV) or association.
2. **Subfactor #2:** Provide individual biographies ("bios") for the following Key Individuals (see Section 2.5.4 for requirements to include resume as part of the Proposal attachments):
- Project Manager
  - Construction Manager
  - Lead Cost Estimator
  - Project Superintendent
  - Up to two other persons that the Proposer considers key to the success of the Project's design/preconstruction phase and/or construction phase

Each Key Individual bio is to address:

- Role and responsibilities under both the preconstruction and construction phases.
  - Qualifications and relevant experience, including unique knowledge of the Project.
  - Commitment of time and availability for both the preconstruction and construction phases.
  - Length of time with the firm or Proposer team.
3. **Subfactor #3:** Provide relevant project descriptions of the Proposer's highway transportation experience in delivering projects of similar size, scope, and complexity that include:
- The project/contract name, location, and description of services provided, including any implemented innovations that could be relevant to the Project.
  - Overall project construction cost, including initial/estimated contract value, actual/final contract value, and reasons (as applicable) for the difference.
  - Overall schedule of the project's construction phase, including initial/estimated date for completion, actual/final date for completion, and reasons (as applicable) for the difference.
  - The noted Key Individuals assigned to the project and their specific roles on the project.
  - Reference(s) from the owner (**Note:** all references are to include current email address and telephone number)

The Proposer is to provide a **minimum of three (3)** and up to **ten (10)** project descriptions that have been completed in the last 15 years. The proposing firm may not rely on the construction experience of a subcontractor or other team member for the purpose of meeting this requirement.

4. **Subfactor #4:** Provide the following safety information for each construction firm under the Proposer's team covering the period 2009 2019 to present:
- Experience modification rates (EMRs).

