



**STATE OF TENNESSEE**  
**DEPARTMENT OF TRANSPORTATION**  
**ALTERNATIVE DELIVERY DIVISION**  
REGION 1  
7345 REGION LANE  
KNOXVILLE, TENNESSEE 37914

**WILL REID**  
COMMISSIONER OF  
TRANSPORTATION

**BILL LEE**  
GOVERNOR

**January 21, 2026**

**Re: ADDENDUM #1**  
**Contract No. CMGC13**  
**County: Hawkins and Sullivan**

To Whom it May Concern:

This addendum revises the RFP sections as noted in the revised sheets. The Proposer must acknowledge this addendum by completing Form C (attached).

Sincerely,

Amber Warren  
TDOT Project Manager  
Alternative Delivery – Region 1

**TENNESSEE DEPARTMENT OF TRANSPORTATION  
FORM C: Addendum Acknowledgement FORM  
CONSTRUCTION MANAGER/GENERAL CONTRACTING SERVICES**

\_\_\_\_\_  
Date

\_\_\_\_\_  
Contract Number

\_\_\_\_\_  
Project Title

Firm Name:

Acknowledges receipt of Addenda No. \_ No. \_ No. \_

\_\_\_\_\_  
Applicant or Corporate Officer Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
Applicant or Corporate Officer Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
Applicant or Corporate Officer Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title



# TENNESSEE DEPARTMENT OF TRANSPORTATION

## **Request for Proposals**

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

### **SR-1 Bridge Replacement**

**SR-1 Bridge over the North Fork Holston River**

Hawkins and Sullivan Counties, Tennessee

Project Identification Number (PIN): **124387.00**

State Project Number: **37S001-F0-002; 37S001-F1-002**

Federal Project Number: **BR-HIP-NH-1(446)**

CM/GC Contract: **CMGC13**

**RFP: December 2025**

**Addendum No. 1: January 2026**

- Two, 12-foot-wide travel lanes, a 6-foot-wide inside shoulder, a 12-foot-wide outside shoulder with a 4-foot-wide bike path (included in the shoulder) and a 6.5-foot-wide sidewalk, and concrete parapets with structural tubing.
- Each structure's proposed out-to-out width would be 50 feet, 6 inches.
- The roadway centerline and grade for both bridges are proposed to remain the same.
- Removal and disposal of the existing bridges.
- Roadway infrastructure work that includes new pavement and signage, construction of roadway approaches, and necessary tie-in work within the Project limits for both bridges.
- Removal and replacement of all guard/barrier rail for the roadway approaches and across the bridge structures.
- Installation of necessary drainage improvements.
- Support for TDOT-led utility, railroad, and right-of-way (ROW) activities.
- Traffic control during the demolition and construction work, including coordinated construction phasing to accommodate at least one lane of travel in each direction over the Project duration.

**Current Level of Design:** The Department has completed a Concept Report, field survey (including bathymetric survey), and a Line and Grade Package (including preliminary bridge plans) for the Project. Relevant reference documents and drawings are available on the Project website.

**Project Construction Funding:** The funding source for the construction contract is State and Federal funding.

**Restrictions and Constraints:**

- Maintaining at least one lane of travel in each direction over the duration of the Project.
- Class I railroad (CSX) limitations and requirements when work is being performed around the railroad's structure east of the Holston River bridges.
- Environmental constraints to protect native species for in-river work.

**Environmental Clearance Status:**

TDOT is completing an environmental document for the Project, with an expectation of receiving clearance from the Federal Highway Administration (FHWA) in the Spring of ~~2026~~2027.

It is important to note that, at this time, the proposed Project remains in the environmental review and permitting process. Final environmental approvals and related requirements have not yet been clearly identified and secured. The no-build/no-action alternative is always considered in the environmental process, and it is possible that the no-build/no-action alternative may be adopted. Nothing contained in this RFP, including any description of the Project, is intended to modify, limit, or otherwise constrain the on-going environmental review and permitting for this Project or other projects within or around the Project area or to commit TDOT or any other entity to undertake any action with respect to the Project, including any procurement for the final design and construction of the Project.

## **1.2 Project Goals**

The Project and use of the CM/GC delivery method are intended to achieve the following goals:

In discussing the Proposer's cost model, the Proposer is to describe or provide an example of its approach to estimating Project bid items that include labor hours and dollars, temporary and permanent materials, equipment, trucking, etc.

3. A letter(s) from the Proposer's insurance company verifying the Proposer's EMRs for each year requested in Section 2.5.3.1, Subfactor 4.
4. Supplemental materials not to exceed ~~fourthree~~ (43) pages, such as additional cost model examples, a list of awards, letters of recommendations, or additional photos, exhibits, or schedules.

## 2.6 Oral Interview Requirements

TDOT plans to conduct mandatory oral interviews for Proposers that have submitted a Proposal based on TDOT's evaluation of the qualifications listed in Section 2.5.

TDOT plans to arrange the specific interview times and location, notifying the Proposer in advance of its time to interview. TDOT will schedule interview times on a random basis based on the number of Proposals received.

The structure of the oral interview is as follows, where the Selection Committee evaluates the interview responses using scoring criteria detailed in Section 3.2. At the time of the interview, the Proposer's Project Manager and up to four (4) additional members must be present for all portions of the interview process. Failure of a Proposer to appear at the interview is considered non-responsive, and the Proposer will be eliminated from any further consideration.

### 2.6.1 Presentation

In no more than twenty (20) minutes, the Proposer is to:

- Summarize its Proposal,
- Describe any innovative ideas, unique resources, or specified strategies that make the Proposer the best candidate for the Project, and
- Communicate to the Selection Committee why it should be chosen.

### 2.6.2 Question and Answer Session

In no more than twenty-five (25) minutes, the Proposer is to answer both standard questions for all Proposers and specific questions related to the Proposer's Proposal. The session may include questions on:

- Project understanding and approach to meet the Project's goals.
- The type and value of specific early work packages or long-lead procurements that will expedite the Project's construction schedule or reduce Project risk.
- The Proposer's approach to bridge demolition, while maximizing the number of open travel lanes over the Project duration.
- In-river preconstruction and construction constraints and contractor methods to mitigate these challenges.

### 3 EVALUATION CRITERIA AND SCORING

The method to select a CM/GC Contractor considers the following evaluation factors and assigned, weighted multipliers (i.e., the RFP scoring matrix) to arrive at an aggregate (total) score and selection of a Proposer.

Section	Weighting/Scoring	Section Reference/Comment
<b>Proposal</b>	<b>60% Overall Weight</b>	
Statement of Interest <sup>1</sup>	Not scored	Section 2.5.1; 1 page max
Mandatory Proposal Attachments <sup>1</sup>	Pass/Fail	Section 2.5.2; no page limits
Proposal	Max. 100 Points	Section 2.5.3; (14 pages max)
Eval. Factor #1: Project Team Qualification	40 of 100 points	
Subfactor #1: Proposer Project Team Description	10% <sup>2</sup>	
Subfactor #2: Key Personnel Biographies (Bios)	40%	
Subfactor #3: Project Descriptions	40%	
Subfactor #4: Safety Information	10%	
Eval. Factor #2: Project Approach	40 of 100 points	
Subfactor #1: Preconstruction Approach	40%	
Subfactor #2: Construction Approach	50%	
Subfactor #3: Subcontracting Approach	10%	
Eval. Factor #3: Cost Estimating Approach	20 of 100 points	
Proposal Attachments	Informative to scoring the above evaluation factors	Section 2.5.4; (Resumes + sample estimate + EMR letter + <u>up to 4-pages of supplemental materials</u> limit)
<b>Oral Interviews</b>	<b>40% Overall Weight</b>	
Presentation	50 of 100 points	Section 2.6.1
Questions & Answer Session	50 of 100 points	Section 2.6.2

<sup>1</sup> No evaluation points will be assigned for this information; **however, the Proposal may be rejected as non-responsive if the required information is not attached/provided.**

<sup>2</sup> TDOT assigns weightings and Selection Committee members score each subfactor based on its percentage of the overall evaluation factor.

#### 3.1 Proposal Evaluation Criteria

Each Selection Committee member individually reviews and evaluates each responsive Proposal, assigning a rating for each factor and subfactor listed in Section 2.5.3 according to the descriptions below.

**Note:** The primary focus of the evaluation is on the Proposer’s qualifications compared to the listed requirements of Section 2.5.3 and how its approach meets or exceeds the Project goals listed in Section 1.2.