STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DIVISION
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2414

CLAY BRIGHT
COMMISSIONER

BILL LEE
GOVERNOR

June 26, 2019

Re: ADDENDUM #2
Contract No.: DB1802
County: Polk

To Whom It May Concern:

This addendum revises the RFP Contract Books 1, 2 and 3. Attached are the revised sheets.

You must acknowledge this addendum by completing the "Addendum Letter Acknowledgement form C and the Technical Proposal Signature Page (Form TPSP) within your Technical Proposal. It is the bidder's responsibility to notify all affected manufacturers, suppliers and subcontractors of this change.

Sincerely,

Lia Obaid

Lia Obaid, P.E.
Assistant Director of Construction
Construction Division

DESIGN-BUILD
RFP CONTRACT BOOK 1
INSTRUCTIONS TO
DESIGN-BUILDERS (ITDB)

TENNESSEE DEPARTMENT OF TRANSPORTATION

US-64 (SR-40) over Ocoee River Bridge

Polk County- TENNESSEE

CONTRACT NUMBER: DB1802

April 12, 2019

Addendum #1 May 30, 2019

Addendum #2 June 26, 2019

5. PROCUREMENT SCHEDULE/SUBMITTAL DEADLINES

The Procurement Schedule and submittal deadlines are set out below**.** The Department will not consider requests on any submittal received by the Department after the deadline for its submittal date stated below. The Department will not consider requests on any submittals pertaining to an Addendum after the deadline established in the Addendum.

Deadline for Submittal of Alternate Technical Concepts	***On or before ~~June 28, 2019 4:00 p.m.,~~ July 8, 2019, 12:00 p.m., CT.***
Deadline for Response to Alternate Technical Concepts	***July 19, 2019 4:00 p.m., CT.***
Deadline for Aesthetic Bridge Design and Initial Right-of-Way Submittal	***August 16, 2019***
Deadline for Response to Aesthetic Bridge Design and Initial Right-Of-Way Acquisition	***August 30, 2019***
Deadline for Submittal of Question Requests, and Requests for QPL Determination	***September 6, 2019 4:00 p.m., CT.***
Anticipated Deadline for Issuance of Last Addendum	***September 20, 2019 4:00 p.m., CT.***
Technical Proposal and Price Proposal Due Date and Time	***October 18, 2019 4:00 p.m., CT.***
Price Proposal Opening	***November 1, 2019 9:00a.m., CT.***
Anticipated Award of Design-Build contract, or rejection of all proposal	***On or before November 15, 2019***
Anticipated Issuance of Initial Notice to Proceed	***December 6, 2019***

The Department will not consider any late Proposals. Proposals received after the Proposal Due Date will be returned to the unopened. The Department will not consider any Proposal modifications submitted after the Proposal Due Date. Nor will the Department acknowledge Proposal withdrawals submitted after the Proposal Due Date. Any such attempted withdrawal will be ineffective.

If the Design-Builder does not submit a Proposal by the Due Date and the Department chooses to issue a new, revised, or modified RFP, the Proposal will be considered non-responsive to the requirements set forth herein. As a result, the Design-Builder will not be eligible to respond to any additional RFP requests from the Department on this project.

DESIGN-BUILD
RFP CONTRACT BOOK 2
CONTRACT

TENNESSEE DEPARTMENT OF TRANSPORTATION

US-64 (SR-40) over Ocoee River Bridge

Polk County - TENNESSEE

CONTRACT NUMBER: DB1802

April 12, 2019

Addendum #2 June 26, 2019

APPENDIX B

SPECIAL PROVISIONS

TITLE	SP#
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SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION	102LC
BUY AMERICAN REQUIREMENTS	106A
AIR QUALITY FOR MOWING	107AQ
WATER QUALITY AND STORM WATER PERMITS	107FP
POTENTIALLY ACID PRODUCING MATERIALS	107L
PROJECT COMPLETION AND LIQUIDATED DAMAGES	108B
~~LIQUIDATED DAMAGES FOR CONSULTANT~~	~~108C~~
PAYMENT ADJUSTMENT FOR FUEL	109A
PRICE ADJUSTMENT FOR BITUMINOUS MATERIAL	109B
EMBANKMENT (COMPACTED IN PLACE)	205A
SECTION 411-ASPHALT CONCRETE SURFACE (HOT MIX)	411C
GRINDING CONCRETE PAVEMENT	503
SECTION 602 – STEEL STRUCTURES (INSPECTION COST ONLY)	602
RETAINING WALLS	624
DRILLED SHAFT SPECIFICATIONS	625
HIGHWAY SIGNS, LUMINAIRES & TRAFFIC SIGNALS	700SIG
PORTABLE QUEUE WARNING SYSTEM	712PQWS
REMOVAL AND DISPOSAL OF LITTER	719A
RIGHT-OF-WAY MOWING	806
EQUAL EMPLOYMENT OPPORTUNITY	1230
STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS (EXECUTIVE ORDER 11246)	1231
NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)	1232
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DESIGN-BUILD
RFP CONTRACT BOOK 3
PROJECT SPECIFIC INFORMATION

TENNESSEE DEPARTMENT OF TRANSPORTATION

STATE ROUTE 40 / US 64, BRIDGE OVER OCOEE RIVER
POLK COUNTY- TENNESSEE

CONTRACT NUMBER: DB1802

April 12, 2019

Addendum #1 May 30, 2019
Addendum #2 June 26, 2019

Traffic lane widths on side roads shall be as follows: Welcome Valley Road 10 feet, Hildabrand Road 12 feet, Cookson Creek Road 12 feet and maintenance road 9 feet (see TDOT Typical Sections Standard Drawings RD11-TS-1 and RD11-TS-1A).

The shoulders on all side roads shall be 2 feet wide (0 feet paved).

The minimum clear zone along SR 40 / US 64 shall be 20 feet for cut slopes and 28 feet for fill slopes.

Welcome Valley Road's approach to SR 40 / US 64 shall be realigned as shown in the preliminary (30%) plans to meet all applicable sight distance requirements.

River Bend Drive shall utilize existing SR 40 / US 64 to access relocated SR 40 / US 64 as shown in the preliminary (30%) plans. All driveway or intersection connections to SR 40 / US 64 shall be designed to meet minimum sight distance requirements.

Proposed ROW line shall be set at 10 feet (minimum) outside of the toe of proposed slope along SR 40 / US 64. The Design-Builder shall maintain the minimum offset (or greater) with any adjustments to the SR 40 / US 64 alignment. The ROW line shall be set as shown on the preliminary (30%) plans adjacent to the maintenance road. No land disturbance is allowed greater than 10 feet outside of planned slope lines.

All existing permanent signage within the project limits shall be replaced.

Pyritic / acid producing rock has not been identified within the project area. Should it be identified during construction, the Design-Builder shall follow all requirements found in Special Provision 107L *Potentially Acid Producing Materials.* ~~The Design-Builder is responsible for all costs for mitigating pyritic material.~~ TDOT will be responsible for the cost of removal and hauling any pyritic rock found within the footprint of the slope lines shown on TDOT's 30% plans; the Design-Builder shall be responsible for all cost associated with the removal and disposal of acid producing material outside of this footprint. Item 203-01.09, Acid Producing Material Haul & Tip Fee at a unit price of $50.00 per ton shall be used to compensate the Design-Builder for all cost associated with the removal and disposal of acid producing material found within the footprint of the slope lines shown on TDOT's 30% plans.

The Design-Builder shall be responsible for preparation of final signed and sealed construction plans used to construct the proposed improvements. They shall be prepared in accordance with TDOT's *Design Guidelines* and the previous design standards referenced in this section.

If the Design-Builder deems that additional ROW is needed outside of the proposed ROW shown on the TDOT-provided preliminary (30%) plans (studied in the approved NEPA document), they shall be responsible for any and all additional environmental technical studies and re-evaluation of the NEPA document (See Figures 2, 2A & 2B - NEPA Study Area Map). The Design-Builder is responsible for all ROW appraisals and acquisitions, Move-In State (MIS) utilities relocation and any permits necessary. Any increase in ROW by the Design-Builder must be approved by TDOT in the proposal phase and shall not require relocations. The Design-Builder is required to submit an Initial Right-Of-Way Acquisition Exhibit for approval in accordance with the schedule in RFP Contract Book 1. In addition to the conceptual plans required in Response Category IV in RFP Contract Book 1, the Design-Builder shall also submit ROW Acquisition sheets which shall be in the format of the Right-of-Way Acquisition and Property Map sheets in the Roadway Preliminary (30%) Plans provided by the Department.

The Design-Builder shall identify the need for any special roadway design details (i.e. any special drainage structures, rock embankment, retaining walls, concrete barrier designs, etc.) and shall provide special design drawings to the Department for Review and Acceptance.

conditions for flood events up to the 500-year flood. The Design-Builder shall submit a hydraulic design to TDOT for approval; this design shall be sealed by a Professional Engineer licensed in Tennessee. The bridge hydraulic design shall meet the FEMA "No-rise" requirement (i.e., the proposed 100-year flood elevation is equal to or less than the existing). No ATC will be considered by the Department that creates the need for a Federal Emergency Management Agency (FEMA) Conditional Letter of Map Revision (CLOMR) or Letter of Map Revision (LOMR), including the placement of fill within the FEMA 530-foot wide floodway at the bridge. Excavation below natural ground elevation for the purpose of flood storage or adding hydraulic capacity to the bridge shall not be allowed.

The Design-Builder shall submit shop drawings in accordance with the requirements set forth in the Standard Specifications for Road and Bridge Construction for bridge components, erection plans and calculations for concurrence by the Department. For demolition of the existing SR 40 / US 64 Bridge over the Ocoee River, the Design-Builder shall submit demolition plans and calculations for concurrence by the Department. The shop drawings, erection plans, and demolition plans shall be submitted in a timely manner allowing ten (10) business days for the Department's review.

Should the Design-Builder elect to use drilled shafts, they shall be constructed according to Special Provision 625 Drilled Shaft Specifications.

The bridge shall be constructed while maintaining the minimum number of lanes open to traffic during construction as specified in this RFP.

The new structure shall be wide enough to incorporate the full roadway width as presented in the functional plans (three 12-foot lanes and 10-foot shoulders). The new structure shall provide at least 24'-0" minimum vertical clearance over the river measured from the Normal Water Level elevation of ~~714.90~~ 715.90 shown on the Bridge Preliminary Layout and shall apply for the entire width of the river channel from bank to bank. The bearings for the girders shall be seated above the 100-year flood elevation of 735.20. Piers 1 and 2 shall be no closer to the river than the stations shown on the Bridge Preliminary Layout. The Design-Builder shall provide any sheeting or shoring necessary to protect the existing bank from sloughing into the river during excavation for pier construction.

The SR 40 / US 64 Bridge's main span shall completely span the Ocoee River with no pier foundations in the river (must span top of bank to top of bank). No ATC will be considered by the Department that places a pier in the Ocoee River or creates the need for CLOMR/LOMR. The Design-Builder may provide a different span arrangement which must be presented in the Bridge Aesthetics Submittal stating that the submitted span arrangement meets the hydraulic requirements. TDOT can approve the span arrangement on the condition that the hydraulics are approved in the design process. No uplift at the abutment is allowed.

4.2 SR 40 / US 64 BRIDGE OVER OCOEE RIVER AESTHETICS - SIGNATURE BRIDGE

The SR 40 / US 64 Bridge over the Ocoee River is considered a gateway to the region. Aesthetic features are therefore included in this RFP to enhance the appearance of the bridge and are described below. Design-Builders shall submit their conceptual plans and specifications for aesthetic features as a Bridge Aesthetics Submittal for approval during the procurement phase including any changes deviating from the RFP. Changes in aesthetic features from the approved Final Bridge Aesthetics submittal will not be allowed after the successful Design-Builder is selected.

The Design-Builder's Bridge Aesthetics Submittal shall include but not be limited to:

- Bridge length supported by hydraulic analysis
- Span arrangement and lengths
- Superstructure cross-section

- Open concrete bridge rail
- Beam dimensions
- Haunch dimensions
- Pier 1 and 2 dimensions
- Pier 3 shape and dimensions
- Stone facing
- Ocoee symbol
- Pylons

~~For the Draft Bridge Aesthetics Submittal,~~ The Design-Builder ~~may~~ shall submit one ATC with all options for any bridge elements including alternatives of any particular item ~~alternatives of a particular aesthetic item,~~ and TDOT will approve or disapprove each alternative of that ~~aesthetic~~ bridge item. ~~After TDOT's review of the Design-Builder's Draft Bridge Aesthetic submittal, all~~ The Design-Builder~~s~~ shall submit ~~a~~ the Final Bridge Aesthetics Submittal (including any approved ATC that the Design-Builder selected to use) for approval in accordance with the schedule in RFP Book 1. The approved Aesthetic Bridge submittal shall be included in the Design-Builder's proposal and bid. ~~which the~~ The Final Bridge Aesthetics Submittal shall include renderings with a view on the river, a bird's-eye view and a view of the face of pier with the Ocoee symbol adjacent to the river (similar to the renderings provided in the Reference Material). All Design-Builders must submit the Final Bridge Aesthetics submittal with renderings even if they don't change any of the aesthetic features as shown on the TDOT bridge renderings.

The Design-Builder shall provide the bridge beams depicted in the bridge renderings which are haunched weathering steel girders; no ATC may be submitted for approval using other beam designs and materials. All beams in the bridge cross section shall be identical in depth with the same haunch dimensions. The parabolic haunch shall extend 25% into the river span from the pier with a ratio of maximum girder depth to minimum girder depth of 1.6. The haunch into the adjacent span shall be the same length as in the river span.

All exposed concrete surfaces shall receive an applied texture coated finish of Mountain Grey (AMS STD-595 color No. 36440), except that the top and the side of the bridge rail facing traffic shall receive a white finish (AMS STD-595 color No. 37886).

The Design-Builder is to provide an accent lighting system to consist of bridge rail mounted lighting to provide a wall wash effect on the street side of the bridge railing as well as up-wash lighting for signs to be installed on the pylons at the four corners of the bridge. The lighting system is to consist of photo-controlled LED lights supplied by a single control center to be installed at one end of the bridge, 2-inch conduit with appropriate junction boxes and conductors to be installed in the top rail of the bridge rail. The light style and color are to be selected to blend with the bridge rail and must be approved by the Department. The lighting of the bridge rail shall be continuous light without dark spots as depicted in the bridge renderings.

The Design-Builder shall use the hammerhead pier type and shape shown in the bridge renderings and bridge preliminary for Piers 1 and 2 adjacent to the river. The radius of the pier cantilever and the dimensions of the inlay of the Ocoee River symbol may be modified to fit the column height from the top of the masonry wall to the bottom of the pier cap. If the symbol dimensions must be reduced from those provided in the Reference Material, the symbol shall be no further than 2-feet from the bottom of cap and top of the masonry wall. The Design Builder may use a different concrete pier shape at Pier 3 except that a pile supported bent cap is not allowed. The formwork with the inlay of the Ocoee River symbol and the rock wall at the base of the pier as shown on the bridge renderings must be incorporated in Piers 1 and 2. The inlay of the Ocoee River symbol shall be 2-inches in depth and painted the same blue (including clear coat) as on the Tri-Star State Emblem (see Standard Drawing STD-8-6). ~~Blue with Grey overtones (AMS~~

~~STD-595 color No. 35240).~~ The top of the rock wall shall be 4-feet above ground level with the base of the rock wall 1-foot below ground level. The Design-Builder shall provide a mock-up of the rock wall for approval prior to construction.

Pylon signs shall be constructed at all four corners of the bridge as shown on the bridge renderings. Pylon renderings are provided to demonstrate the desired appearance including aesthetic treatments and approximate dimensions. The proposed pylons are similar to the existing pylon signs along SR 40. The Design-Builder shall submit for TDOT's approval pylon construction plans and material details. Up-lighting for the pylons must be similar in style and compliment the bridge rail accent lighting.

All guardrail (including guardrail terminal, anchor and hardware) shall be brown powder coated and MASH TL-3 compliant.

The Design Builder shall accommodate the Ocoee Utility District's water line to be attached to the new bridge. The water line and hanger system shall be installed between bridge girders to be hidden from view. The water line and hanger system details will be provided by the utility through TDOT. A letter from Ocoee Utility District stating their intentions for this project is included in the reference material.

4.3 REMOVAL OF EXISTING STRUCTURE

During demolition of the existing bridge deck over the Ocoee River, ~~a protection shield shall be erected from the underside of the bridge over the river to catch falling~~ the Design-Builder shall prevent debris from falling into the river and to protect river traffic. ~~The protection shield shall be supported from girders or beams.~~ The deck over the river shall be removed by cutting it in sections and lifting each section out. ~~The protection shield shall be designed, with supporting calculations, for a minimum of 50 pounds per square foot plus the weight of the equipment, debris, personnel, and other loads to be carried. Large pieces of deck shall not be allowed to fall on the protection shield. The Contractor shall submit detailed plans, with supporting calculations, of the protection shield and environmental protection for approval prior to the start of demolition. These plans and calculations shall be sealed by a Professional Engineer licensed in Tennessee.~~

Blasting will not be permitted to demolish the existing bridge piers in the Ocoee River without prior approval of the detailed plan by TDOT and by the permitting and natural resources agencies.

If blasting is used for the demolition of the existing bridge, a blasting plan will be required and need to be included with permit application package submitted to the regulatory agencies. Please refer to Section 8.10, Permitting, for additional information.

4.4 RETAINING WALLS

Retaining walls are not anticipated. If the Design-Builder utilizes retaining walls, they shall be built in accordance with Special Provision 624, Retaining Walls. The exposed face of the retaining wall shall have a cut stone form finish approved by TDOT. The addition of a retaining wall shall be submitted through an ATC. MSE walls that can be partially inundated are not allowed.

5.0 GEOTECHNICAL ENGINEERING SCOPE OF WORK

The geotechnical exploration investigations shall be performed in accordance with the current TDOT *Geotechnical Manual* located on the Geotechnical Engineering Sections webpage on the Department's website:

anticipate time for condemnation proceedings. The Design-Builder is solely at-risk for any delays for right-of-entry associated with condemnation proceedings.

7.0 UTILITY SCOPE OF WORK

1. The project is a Chapter 86 project. Reimbursement will be subject to TDOT 340-07 policy administration. The project utility coordination will be performed by TDOT, inclusive of submitting plans, receiving, reviewing, and approving responses, reimbursement agreements, easement agreements, and authorization to proceed with utility relocation. The Design-Builder may coordinate with utilities as needed prior to the proposal and during development of the Design-Builder's ROW Plans. The Design-Builder shall coordinate with utilities during construction.

2. Move-In State utility relocation work is only to be accomplished if a MIS Contract is executed by both TDOT and the Utility. These MIS contracts will require that the utility provide the detailed construction plans, construction specifications and quantities, collectively known as the "B-Date Package" no later than 30 days after the utility receives the fully executed contract back from the Department. The Department will revise the Design-Builder Contract to include the MIS work per Standard Specification 109.04.

3. Immediately after submittal of the accepted final Definitive Design Plans to TDOT, TDOT will begin the utility coordination according to the statute (TCA 54-5-854) which requires the utility to respond with their "A-Date Package" within 120 -165 Calendar Days. The Design Builder will include the TDOT coordination in their CPM for Utility Investigation.

4. The Design-Builder shall be responsible for all costs associated with utility relocations due to revisions to the definitive plans after submittal to the utility for coordination with respect to haul roads and/or any other temporary conditions resulting from the Design-Builder's methods of operation or sequence of work.

5. Some adjustment of utility facilities will be required due to the Design-Builder design. The Design-Builder shall be responsible for identifying any utility conflicts/relocations from the utility construction plans. Exact locations shall be determined in the field by contacting the utility companies involved. Notification by calling the Tennessee One Call System, Inc., at 1-800-351-1111 as required by TCA 65-31-106 will be required.

6. Prior to submitting the proposal, the Design-Builder shall be solely responsible for contacting owners of all affected utilities in order to determine the extent to which utility relocations and/or adjustments will have upon the schedule of work for the Project. While some work may be required 'around' utility facilities that will remain in place, other utility facilities may need to be adjusted concurrently with the Design-Builder's operations. ~~Advance clear cutting may be required by the Department at any location where clearing is called for in the specifications and clear cutting is necessary for a utility relocation.~~

7. If the Design-Builder elects to make arrangements with a utility company to incorporate a new utility installation as part of the highway construction, the utility work done by the Design-Builder and the associated costs for the work shall be negotiated and agreed upon between the Design-Builder and the utility company.

8. In the event the Design-Builder performs any utility relocation work, it is their responsibility to obtain any and all applicable permits.