



**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

September 9, 2019

Re: ADDENDUM #4
Contract No.: DB1802
County: Polk

To Whom It May Concern:

This addendum revises the RFP Contract Books 2 & 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,

A handwritten signature in cursive script that reads "Lia Obaid".

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

**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 #4 September 9, 2019

505 DEADERICK STREET, SUITE 700

NASHVILLE, TN 37243

E-mail: lia.obaid@tn.gov

Telephone Number: 615-532-7522 Fax Number: 615-741-0782

3. DESIGN-BUILDER REPRESENTATIVE

The Design-Builder’s representative for this Project is

Design-Builder’s Project Manager

Address:

E-mail:

Telephone Number:

Fax Number:

4. KEY PERSONNEL AND DESIGN PROFESSIONALS

The Design-Builder’s Key Personnel, Design Professionals, and ROW Acquisition Firms shall perform the functions established under the Contract for the duration of the Contract and are listed below.

a. KEY PERSONNEL

Design-Builder’s Project Management Personnel (Level “1” Personnel) shall consist of the following:

- Project Manager:
• Design Manager:
• Construction Manager/Superintendent:
• Traffic Engineering Manager:
• Traffic Control Supervisor:
• Environmental Compliance Manager:



b. DESIGN PROFESSIONALS

The Design-Builder’s design professionals (Level “2” Personnel) shall consist of the following:

- Utilities ~~Design Engineering~~/Coordination Supervisor: _____
- Design Lead Engineer - Structures: _____
- Design Lead Engineer - Roadway: _____
- Design Lead Engineer – Geotechnical: _____
- Erosion Prevention/Sediment Control Inspector: _____

c. Right-of-Way Acquisition Firms

The Design-Builder shall have separate firms for appraisals, appraisal reviews, and acquisition/negotiation. These firms must be on the Department’s ROW Office’s pre-qualified list:

- Appraisal Firm: _____
- Review Appraisal Firm: _____
- Acquisition/Negotiation Firm: _____

5. SUBSTITUTION OF KEY PERSONNEL AND/OR DESIGN PROFESSIONALS

The Parties agree that each Key Personnel, Design Professional and Subcontractor is unique, and that the Department has relied upon their qualifications in selecting the Design-Builder to perform the Contract. Therefore, the Design-Builder shall not replace any Key Personnel or Design Professional during the term of the Contract. Notwithstanding the foregoing, in those limited circumstances in which the Department elects to consider substitutions, the process shall be governed by the provisions of **Design-Build Standard Guidance**. In the event the Department approves a substitution request, the Department retains the right to strictly enforce this Section C.5 in the event of future requests for substitution. No individual substitution approval or pattern of substitution approvals shall constitute a waiver of this requirement. Should the Department, in its sole discretion, elect to authorize a substitution, such authorization shall not relieve the Design-Builder of its sole responsibility under the Contract to complete all work and deliver the Project in accordance with all Contract requirements.



D. DATE OF COMMENCEMENT AND COMPLETION OF SERVICES

1. TIME FOR PERFORMANCE

The Contract shall take effect on the Effective Date and shall be performed by the Parties according to its terms, unless earlier terminated, until Final Acceptance by the Department in accordance with **Design-Build Standard Guidance**.

2. COMMENCEMENT OF SERVICES

The Design-Builder is authorized to commence the work within the Contract for post award submittals pursuant to **Design-Build Standard Guidance**. The Design-Builder shall not perform any services beyond post award submittal until the issuance of first Notice to Proceed (NTP) and for each subsequent phase requiring a Review and Approval NTP.

3. COMPLETION DATES

The Design-Builder shall complete all work to be done under the Contract, except for plant/vegetation establishment, by / / and not later than **October 30, 2022**.

The Design-Builder shall specify the number of calendar days for completion of the project within their price proposal. The number of calendar days specified by the Design-Builder in their price proposal will be placed in the Contract above prior to execution of this Design-Build contract.

E. COMPENSATION

1. CONTRACT AMOUNT

The Department agrees to compensate the Design-Builder for all work performed under the Contract for a fixed price of \$_____ the "Contract Amount"). The Contract Amount includes the entire cost of completing the Project in accordance with all Contract requirements as contemplated by the Parties under the Contract, and further includes all contingencies and the Design-Builder's overhead and profit. The Contract Amount shall be payable in accordance with **Design-Build Standard Guidance**.

2. PROGRESS PAYMENTS

The Department shall make progress payments to the Design-Builder in accordance with **Design-Build Standard Guidance**. Progress payments shall be based upon the Design-Builder's Schedule of Items submitted with the Price Proposal, which shall include the cost of all work. The Department's payment of progress payments shall not be deemed by either Party to constitute Acceptance or Approval of any Pay Item

APPENDIX B

SPECIAL PROVISIONS

TITLE	SP#
EMPLOYING AND CONTRACTING WITH ILLEGAL IMMIGRANTS	102I
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
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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DBE CONTRACT GOALS	1247

B

**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

Addendum #3 July 24, 2019

Addendum #4 September 9, 2019

- Ocoee Utility District letter dated April 10, 2019;
- Preliminary Plans in dgn format and sheet files shall be available to the contractor after the CAD Disclaimer form (provided on the project website) is submitted to TDOT;
- Traffic Data developed by the Department's Project Planning Division, dated November 15, 2018;
- Design-Build Preliminary Geotechnical Reports, dated November 7, 2018;
- Pavement design (Note: Alternative pavement design will not be allowed), dated March 5, 2019;
- TVA supplied water generation table below Dam #1 (with water elevations), from 2003 to 2018;
- 2019 Recreational Release Calendar for Ocoee Dam #1 (Design-Builder shall obtain the latest information);
- 2019 Recreational Release Calendar for Ocoee Dam #2 (Design-Builder shall obtain the latest information);
- State Historic Preservation Office (SHPO) letter of opinion that there are no National Register of Historic Places (NRHP) listed or eligible archaeological properties affected, dated June 26, 2018;
- State Historic Preservation Office (SHPO) letter of opinion that there are no National Register of Historic Places (NRHP) listed or eligible historical/architectural properties affected, dated July 31, 2018;
- Coast Guard letter of determination that this section of the Ocoee is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes and therefore a Coast Guard bridge permit is not required for this project, dated October 1, 2018;
- Bridge renderings, demonstrating the desired appearance of the SR 40 / US 64 Bridge over the Ocoee River, including aesthetic treatments, native model file from Sketchup (Endscape, the rendering program within Sketchup, outputs directly to PNG files that are provided);
- Pylon Renderings, demonstrating the desired appearance of the pylon signs on SR 40 / US 64, including aesthetic treatments along with example Forest Service pylon and plans for informational purposes;
- Ocoee River and emblem and formwork dimensions for the two pier faces are provided;
- **Intermediate rail post rendering and detail sketch;**
- Example maintenance road gate detail;
- TDOT 2017 Waste and Borrow Manual (May 15, 2017 edition); and
- CAD Disclaimer Form.

Except as provided by the Department above, the Design-Builder shall verify existing survey and provide all update surveys, mapping, plans, verification of existing utilities, investigation, and analysis required for completion of the work.

The Design-Builder shall adhere to all commitments stated in the environmental documents. The Design-Builder shall acknowledge that materials furnished by the Department are preliminary and provided solely to assist the Design-Builder in the development of the project design. The Design-Builder shall be fully and totally responsible for the accuracy and completeness of all work performed under this contract and shall hold the Department harmless and shall be fully liable for any additional costs and all claims against the Department which may arise due to errors, omissions and negligence of the Design-Builder in performing the work required by this contract.

The Design-Builder shall conduct and submit a load rating analysis for the existing bridge if the use of the existing bridge for construction activities exceeds normal highway loading. The load rating is to be submitted in AASHTOWare Bridge Rating software or a format to be concurred with by the Department. If the load rating analysis results in a substandard load capacity, the Design-Builder shall be responsible for any remedial action required on the bridge or modify their construction means and methods to ensure that any portion of the bridge that will be open to live loads has sufficient load capacity.

Upon completion of the Project, the Design-Builder shall provide TDOT Structures Division a final revised set of plans and final design calculations for all structures (bridges, walls, etc.). The plans shall be delivered on USB flash drive (each sheet an individual PDF file).

4.1 SR 40 / US 64 BRIDGE OVER OCOEE RIVER DESIGN REQUIREMENTS

The new bridge shall be designed and detailed using the AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications, Eighth Edition (2017), and the AASHTO Guide Specifications for LRFD Seismic Bridge Design, Second Edition (2011) with all interims as well as the current practices and policies of the TDOT Structures Division.

The Design-Builder shall reference and adhere to the Department's Standard Specifications for Road and Bridge Construction (January 1, 2015 edition) for construction materials and methods.

Structural steel girders shall be designed continuous for all loads and shall be haunched as depicted on the bridge renderings. Structural steel shall be A709 Grade 50W. Concrete for the bridge deck shall be Class "DS" ($f'_c = 4000$ psi) and meet the requirements of the Standard Specifications. Concrete for substructures shall be Class "A" ($f'_c = 3000$ psi) and meet the requirements of the Standard Specifications. Class A concrete in pavement at bridge ends shall have surface aggregate in accordance with Article 903.24 of the Specification. Other types of concrete required by the design from the Design-Build Team shall meet the minimum design strength requirements and also the requirements of the Standard Specifications or any applicable Supplemental Specification or Special Provision.

The SR 40 / US 64 Bridge over the Ocoee River shall be designed for HL-93 live loading. The bridge design shall include 35 pounds per square foot (psf) for a future wearing surface.

The bridge rail shall be a concrete open rail crash tested to meet a 50-mph design speed. It shall include the Tri-Star emblem as shown on the TDOT Standard Drawing STD-8-6. *The bridge rail shall also include an intermediate post over each pier with an Ocoee logo recess on both faces of the post (see the Reference Material on the project website for a rendering of the intermediate post and the Ocoee logo recess detail). The one-inch deep recess shall be the same blue (including clear coat) as on the Tri-Star State Emblem (see Standard Drawing STD-8-6), and the Ocoee logo shall be the same white (including clear coat) as the Tri-Star State Emblem.* The bridge preliminary provided by TDOT shows standard rail STD-11-4 (included in Reference Material located on the project website) which can be used for speeds of 50 mph when a MASH TL-3 rated guardrail transition is used. The Design-Builder may submit an ATC for an alternative open concrete rail for approval. An open concrete rail is required for aesthetics to provide a view of the river through the rail.

The Design-Builder shall perform a hydraulic analysis for bridge deck drainage and shall meet the criteria in the TDOT *Design Procedures for Hydraulic Structures*. Deck drains shall be designed and installed for the "ultimate" 4-lane section as shown on the Preliminary Bridge Plans included in the Reference Material on the project website. *Deck drains shall be in accordance with the details shown on TDOT Standard Drawings STD-1-2 and STD-1-2SS.*

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). 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.

The stone masonry for the base of the two piers immediately adjacent to the river and for the pylons at the ends of the bridge shall meet the following requirements:

- The stone facing shall be natural rock with a minimum width of 5-inches from the face of the pylon or pier. Also, different thicknesses of rocks shall be utilized to provide a look similar to the existing Forest Service pylons on SR 40 (see the photo provided in the Reference Materials).
- The stone shall be placed using dry stack installation with a colored mortar to match the stones. Gaps shall be filled as necessary while maintaining the dry stack appearance.
- The stone shall be supported by the concrete footing of the pylon or pier either directly on the footing or on a concrete ledge built up from the footing, or by forming a ledge out from the pier column.

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

Sodding is required underneath the bridge on both sides of the river from the toe of the abutment slope to the top of bank and for the full bridge width. Class "B" Rip Rap is required for the abutment fill slopes as shown on TDOT's Bridge Preliminary.

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, the Design-Builder shall prevent debris from falling into the river and to protect river traffic. The deck over the river shall be removed by cutting it in sections and lifting each section out.

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.

6.0 RIGHT-OF-WAY (ROW) SCOPE OF WORK

6.1 ACQUISITION SERVICES REQUIREMENTS

The Design-Builder, acting as an agent on behalf of the Department, shall provide ROW acquisition services for the Project.

ROW acquisition services shall include certified title reports, appraisal, appraisal review, negotiations, relocation assistance services, property management services, parcel closings and all related activities.

All appraiser/s, appraisal reviewer/s and acquisition/relocation firms shall be selected from the Department's ROW Office's pre-qualified list. **Three separate firms must be used to perform these services.**

The Department will retain authority for approving just compensation, relocation benefits and claims administrative settlements, court settlements and court awards.

The Department must issue a NTP with ROW Acquisition to the Design-Builder prior to any offers being made to acquire the property. This represents a hold point in the Design-Builder's Baseline Schedule.

The Department must also issue a NTP with Construction to the Design-Builder once the property has been acquired prior to commencing construction on the property. This also represents a hold point in the Design-Builder's Baseline Schedule.

The Department will be responsible for the actual purchase price paid to a landowner for ROW, including fee simple, for any and all easements, and for any relocation assistance payments.

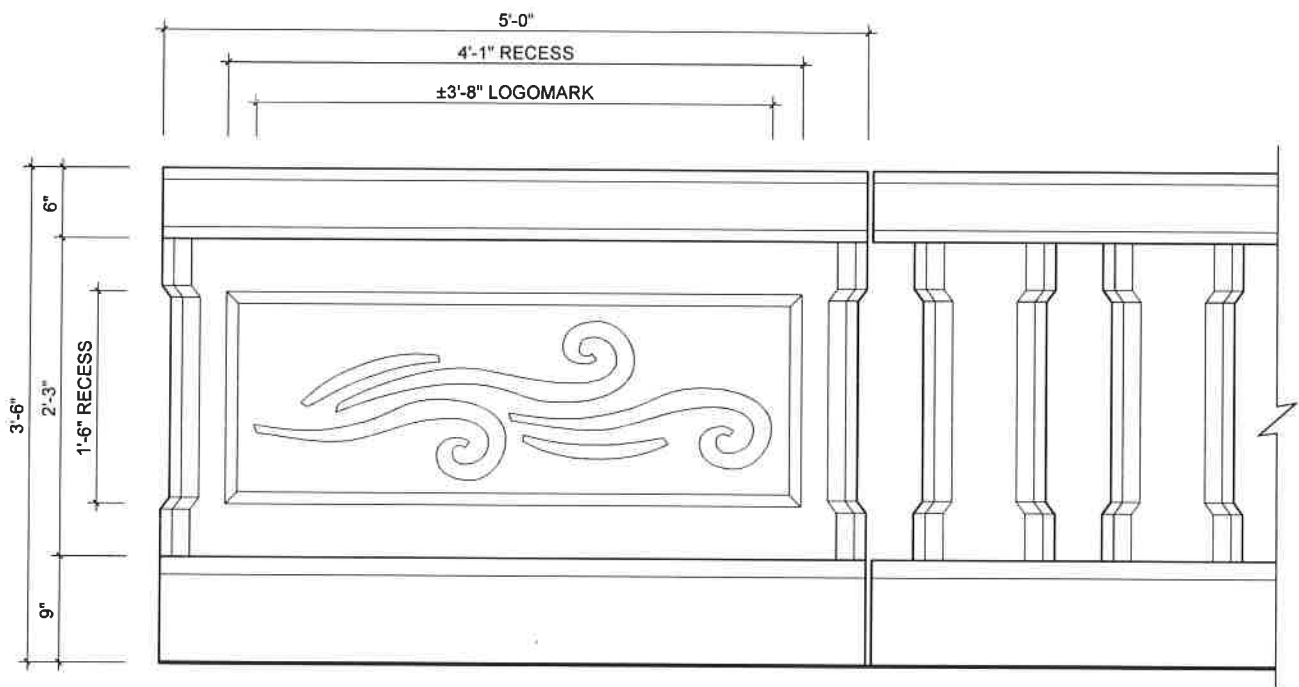
The Department will be responsible for actual payments to property owners and certain expenses related to the acquisitions and associated legal costs as well as any additional monies paid the landowners to reach an administrative settlement or pay for court settlements and awards.

The Design-Builder will be responsible for all costs associated with the services provided by the appraiser(s), review appraiser(s), acquisition/relocation firm, title company, engineering and legal services related to the acquisition of ROW, the costs of any public hearings that may be required, and any other cost associated with the services related to the purchase of ROW.

The table below shows the tracts with the proposed ROW to be acquired based on TDOT's preliminary plans. The actual area of ROW to be acquired will be based on the Design-Builder's final plans.

TRACT NO.	PROPERTY OWNER	AREA TO BE ACQUIRED (ACRES)
18	Gamble Synder, Mark & Lance Howard	1.023
19	Joe D. Fetzer	2.859
20	Alan K. Fetzer	1.123
21	Samuel M. & Margaret L. Rodgers	996 SF
TOTAL		5.028

Note: The full ROW acquisition table is shown in the preliminary plans.



1

PILASTER WITH OCOEE LOGOMARK

1" = 1'-0"

