

## RFP QUESTION REQUEST FORM QR

PROJECT: Interstate 65 Interchange at Buckner Road, Williamson County, Tennessee

DB CONTRACT No.: DB2001

DATE: 08/06/2020

QR#	RFP Book No. and Section ID	Question	Reserved for Agency Response
1-1	CB-3; Section 2.0	PlanGrid software is required for this project. Will TDOT please elaborate on what specific activities PlanGrid will be used for?	<b>PlanGrid will be used by the Design-Builder to transmit all submittals and RFIs to the Department and by the Department to transmit responses.</b>
1-2	CB-3; Section 3.5	Contract book 3 states "The analysis, design, and construction of all components of the stormwater management system shall address the interim conditions during construction of the Project and the final design." Please provide the criteria (storm frequency) that must be maintained for the interim condition design.	<b>Where not otherwise instructed by the TDOT Design Guidelines, TDOT Drainage Manual, TDOT Standard Drawings, TDOT Design Procedures for Hydraulic Structures 2012, or Permit requirements, the Design-Builder shall design interim open channels to collect and convey without damage, and to confine within any temporary roadside ditches or swales, stormwater flow using a 2-year design frequency. Interim design shall be based on the interim landcover and corresponding Manning coefficients.</b>
1-3	CB-3; Section 1.2; pg 3	RFP states the following Project Goal: "Provide visually pleasing finished product." Please confirm there are no other aesthetic requirements other than bridge aesthetics listed in Section 4.2 and wall aesthetics in Section 4.3?	<b>In addition to Section 4.2 and Section 4.3 listed, the Design-Builder shall refer to any requirements in the Standard Specifications related to the aesthetics or appearance of the project.</b>

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1-4	CB-3; Section 5.1; pg 26	RFP requires signals to be located at the intersection of Buckner Rd & Lewisburg Pike and at the DDI cross-overs. Please confirm that no signal will be required at the intersection of Buckner Rd & Buckner Ln for this project.	<b>The signal at Buckner Road and Buckner Lane is not included in this project.</b>
1-5	Functional Plans	Please provide Functional Plans and Preliminary Drawing CADD files.	<b>DGN files are available from the Department if the Design-Builder formally requests by submitting a signed CAD Disclaimer form.</b>
1-6	CB-3; Section 3.1; pg 13	Segments 1 and 2 will tie to adjacent projects by the City of Spring Hill. Please provide an update on design status of each of those projects. Additionally, is it anticipated to provide design files of the adjacent projects during this procurement phase?	<b>A City of Spring Hill project is constructing the improvements to the Buckner Road intersection with Buckner Lane. This City project will construct a stub to which Segment 1 will tie as described in Section 3.1. Additional information on this project will be added to the project website at a later date.</b>

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1-7	Functional Plans	A 0.02 f/f normal crown cross slope is shown for Buckner Rd across the full travel way width. Section 4.2.2.1 of the AASHTO Geometric Design of Highways and Streets recommends increasing the cross slope on pairs of successive lanes from the first two when the travel way is 3 lanes or greater. Please confirm a 0.02 f/f cross slope is to be used across all lanes of Buckner Rd including the bridge section.	<b>The Design-Builder shall revise the cross slope to conform to the TDOT Design Guidelines.</b>
1-8	Functional Plans	Design note "M" on TDOT standard drawing RD11-TS-4 states, "For concrete ramps use constant cross slope for lanes and shoulders, for asphalt ramps use .04 f/f for tangent shoulders..." however the functional plan typical sections show a 0.04 f/f cross slope along the ramp shoulders. Appendix A of Contract Book 3 indicates the ramps will be paved with concrete and shoulders paved with asphalt. Please confirm a 0.04 f/f cross slope for the ramp shoulders is required.	<b>The cross slope of the shoulders shall conform to note M of RD11-TS-4 for asphalt ramps.</b>

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1-9	Functional Plans	The functional plans indicate the ramp baseline is to be located at the outside EOP. TDOT standard drawing RD11-TS-4 show the baseline located along the inside EOP, with design note "F" stating, "When the ramp pavement is adjacent to mainline roadway pavement, the profile grade will be located along the mainline edge of pavement" Please confirm the ramp baseline is to be located on the outside EOP.	<b>The ramp baseline can be located at either the inside EOP or outside EOP.</b>
1-10	CB-3; Section 4.2	RFP calls for a 12' future shared use path along the median of the bridge over I-65 with the vertical face of the 51" single slope barrier half wall along each side of the shared use path requiring a dry-stack stone finish. Please confirm that the 12' width requirement is measured from vertical face of barrier to vertical face of barrier, and not face of stone finish.	<b>The 12' dimension shall be measured between the inside vertical faces of the 51" single slope barrier half wall.</b>