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

DB CONTRACT No.: DB2001

DATE: 08/23/2020

Revised: 09/02/2020

QR#	RFP Book No. and Section ID	Question	Response
3-1	Book 3 1.1 Project Description pg. 1	To provide consistency across all price proposals, will TDOT define what guardrail within the project limits is considered "substandard"?	**Any existing guardrail present within the project limits that does not meet Std. Dwg. S-GR31-1 and any associated standard drawings for connections and terminals shall be replaced to meet current standards. Guardrail replacement quantity is the responsibility of the Design-Builder.**
3-2	Book 3, 1.3 Provided Materials pg. 4	Are soil and rock samples that were collected for the geotechnical report available for visual inspection?	**Rock samples are available. Design-Builder shall contact TDOT Geotechnical section to arrange a time to view the samples.**
3-3	Book 3, 3.1 General pg. 13	What is the design and construction schedule(s) for the adjacent project(s) along Bucker Lane widening?	**Anticipated schedule will be posted to the project website at a later time.**

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3-4	Book 3, 3.2 Design Requirements pg. 18	Per the roadway scope of work, the design build teams must provide for future construction of cross walks and meet ADA requirements for future shared multi-use path. Does the requirement also apply to the signals scope of work? For example, are the design build teams required to install underground infrastructure under this project for future pedestrian phasing.	**Yes. The Design-Builder shall design for future ADA accommodations and provide necessary conduit to allow for connection of these appurtenances in the future.**
3-5	BK 3, 3.5 Drainage pg. 20	Will box culverts inspection reports be made available to the Design Builder? Will typical repair details be provided? Will this be a cost-plus item or required repairs be determined by TDOT for consistency across all price proposals for any drainage conveyance structure?	**The Department will provide inspection reports if they are available. Typical repair details will be provided on the project website. It is the Design-Builder's responsibility to determine the repair quantities and include it in their price proposal.**
3-6	BK 3, 4.1 Bridge Design Requirements Pg. 23	Are there any exceptions to exceed the 10,000 psi concrete limits for prestressed concrete beams?	**Prestressed beam strength shall not exceed 10,000 psi.**

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3-7	BK 3, 4.1 Bridge Design Requirements Pg. 24	Is AASHTOware BrR required for the load rating or can we provide the load rating in other software? If there are no exceptions to AASHTOware BrR, does the design-build team have any options to get a copy of the software via TDOT or at the DOT pricing?	**The Design-Builder may use either AASHTOWare BrR or CSI Bridge. The Design-Builder shall contact AASHTOWare to inquire about pricing options for BrR.**
3-8	BK 3, 4.1 Bridge Design Requirements (pg. 24) and Bridge No. 1 Preliminary Layout drawing	Will parapet deck drains be allowed to be located over current non-roadway areas of I-65?	**Parapet deck drains shall not discharge onto current or future lanes or shoulders of Interstate 65.**
3-9	BK 3, 4.2 Buckner Road over Interstate 65 Bridge Aesthetics (pg. 24) and Bridge No. 1 Preliminary Superstructure drawing	Referring to typical section showing dry stacked stone form liner at the columns, does the bottom edge coincide with the top of the future median barrier wall?	**The formliner shall extend 1' below the Design-Builder's proposed ground line at the centerline of Interstate 65.**
3-10	Book 3, 5.1 Traffic Signals pg. 27	Who will be responsible for the cost associated with providing power to the proposed signal locations?	**Cost will not be included in the Design-Builder's bid.**
3-11	Book 3, 5.2 Lighting pg. 27	Will TDOT secure maintenance agreements for the interchange lighting?	**Yes, this agreement will be between TDOT and the City of Spring Hill.**
3-12	Book 3, 5.2 Lighting pg. 27	Can TDOT provide information concerning power source options for the interchange?	**Per Section 5.0 of the RFP, the Design-Builder shall coordinate with the City and/or MTEMC to determine electric feed points.**

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3-13	Book 3, 5.2 Lighting pg. 27	Will project use standard TDOT poles (MH, arm, etc.) for offset lights on interstate? Local electric utility (MTEMC) typical power pole is 30'.	**Offset lighting on ramps and interstate shall be designed per TDOT standards. This will be addressed in an upcoming addendum.**
3-14	Book 3, 7.0 ROW Scope of Work, Page 31	ROW: Will TDOT allow a pre-approved threshold for administrative settlements?	**No. Each administrative settlement has to be justified/supported.**
3-15	Book 3, 7.0 ROW Scope of Work, Page 31	Is there a limit to the amount and/or quantity of checks to be issued by the department per day?	**There is no limit to quantity of checks issued.**
3-16	Book 3, 11.2 Temporary Lane/Road Closures pg. 57	Per the RFP, rolling road blocks will be allowed for the operations specified in SP108B. Does this also include bridge girder and overhead sign erection over I-65?	**Rolling road blocks may be used for erection of bridge girders and overhead signs.**
3-17	Book 3, Appendix A pg. 63	Please provide the calculations used to develop the provided pavement designs.	**These calculations will not be provided. The RFP pavement sections shall be used.**
3-18	Functional Plans sheet 15A (NB exit ramp) and sheet 17A (SB exit ramp)	Will taper type ramps be required at the 2 lane I-65 exits? If so will plans be revised to extend limits of I-65 construction? See 2018 AASHTO Green Book Fig 10-77	**Taper type ramps are required. Revised Functional plans will be posted to the project website.**

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3-19	Functional Plans sheet 18A (NB entrance ramp)	Does the 700' gap-length tangent (beyond the termination of the second ramp) of the northbound on-ramp meet AASHTO Section 10.9.6.6.5 requirements? See 2018	**Functional plans will be revised to update the gap-length to 900'.**
3-20	Functional Plans sheet 2A5 and Bridge No. 1 Preliminary Bridge Layout drawing	Is the 72'-0" dimension on the future I-65 typical sections correct from centerline to face of wall?	**The 72' dimension is measured from the centerline of Interstate 65 to the top of the future barrier wall. Sheet 2A5 of the Functional Plans will be revised.**
3-21	Roadway plans sheet 2A1	Since no TDOT standard drawing exists for the barrier wall taper detail shown, will TDOT be providing crash testing and design details? Will TDOT accept a standard drawing from another state DOT?	~~**The design details will be deleted from the reference materials.**~~ ~~**The Design-Builder shall submit its proposed barrier wall for the shared use path on the bridge over Interstate 65 as an ATC for approval. Use of other state standards is acceptable. Any modifications to other state standards to reflect the aesthetic requirements of RFP Section 4.2 shall be noted in the ATC. The limits of the proposed barrier wall shall also be noted in the ATC.**~~ **This will be addressed in a forthcoming addendum.**

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3-22	Functional Plans sheet 2A5 and Bridge No. 1 Preliminary Bridge Layout drawing	Will turning retaining wall wingwalls along the roadway alignment be allowed at the bridge ends?	**This will be allowed.**
3-23	Bridge No. 1 Preliminary Superstructure drawing	Will a flat bottom Bent cap configuration be allowed?	**The bent cap shall have a hammerhead appearance as stated in Section 4.2 of the RFP.**
3-24	Book 3; Section 1.3	Please provide the 2040-year traffic volumes, or indicate what traffic volumes are to be used for the signal timing and VISSIM model.	**Additional traffic information has been posted to the project website.**
3-25	Book 3; Section 5.1	Please indicate whether right-turn on red is required or optional (based on sight distance) at each of the interchanges signalized intersections.	**Right turn on red for Ramps A and D shall be prohibited.** ~~**Ramps A and D turning right onto Buckner Road shall be signed "RIGHT ON RED AFTER STOP". The barrier on the bridge over Interstate 65 may transition to a raised median with a center 12' shared-use path to provide the necessary sight distance. The barrier shall be of full height for a distance of not less than ten feet beyond the bridge before transitioning to a raised median.**~~
3-26	Book 3; Section 3.5	Please identify if there are any modifications to the design requirements for the cut-ditch behind the proposed sidewalk and multi-use path.	**In cut sections, the Design-Builder shall provide a ditch such that water does not convey across the multi-use path from the cut slopes.**

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3-27	Book 3; Section 3.5	Please define what is meant by the phase "reducing hydraulic capacity". Does this include a check of water surface elevation upstream of the culvert or will it solely be a check of the pipe capacity utilizing the manning's equation?	**For an existing pipe requiring a liner, the Design-Builder shall check the existing conditions and ensure that the selected liner will maintain or improve existing conditions (flow, backwater, velocity, headwater elevation, etc.). The Design-Builder shall make any necessary improvements to the inlet or outlet for the calculated velocities.**
3-28	Book 3; Section 3.5	What type of culvert modeling will be required for culverts that have a 50-yr design event storm less than 500CFS?	**Refer to Section 6.06 of the TDOT Drainage Manual for acceptable software.**
3-29	Book 3; Section 4.2	Please identify the minimum reveal for the proposed form liner finishes. Is this width to be incorporated into the barrier rail to ensure adequate cover over the rebar?	**The form liner shall have a minimum relief of 1.25". The provided cover shall account for the maximum relief of the selected form liner.**
3-30	Book 3; Section 4.2	Referring to the above question, if the barrier rail width was increased, can the shared-use path width or travel lane width be reduced?	**The lane widths and shared-use path width shall not be reduced from what is shown in the RFP and Functional Plans.**

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3-31	Book 3; Section 6.0	If phosphatic soils are encountered along the proposed corridor, can these be remediated and re-used as roadway fill?	**The department recommends that excavations containing phosphatic material that do not meet all TDOT requirements for fill material shall be wasted off site. If encountered at the proposed subgrade elevation, the Department recommends undercut and replacement.**
3-32	Book 3; Section 6.0	Does TDOT have a preferred remediation method if phosphatic soils are encountered (i.e. soil-cement)?	**See QR3-31.**
3-33	Book 3; Section 8.0 and Book 2; General Contract Provisions, Defined Terms and General Scope of Work	Please clarify if the department or the design builder will be performing utility coordination.	**TDOT will perform utility coordination for the project. See utility scope of work in Book 3, Section 8. The Design-Builder will provide utility coordination for relocations during construction.**
3-34	Book 3; Section 3.2	Please identify the limits of the study network for the requested VISSIM model.	**See QR2-32.**

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3-35	Book 3; Section 3.2	In what format will the VISSIM model information need to be provided (spreadsheet, memo, model, etc..)?	**The Design-Builder shall provide the results relevant to the measurements of effectiveness required by the RFP in a clear format. VISSIM reports or a tabular format is acceptable. The VISSIM model file should also be included in this submittal.**
3-36	Book 3; Section 11.1	Please provide any available information regarding existing pavement depths on I-65 shoulders and what pavement design will be needed for temporary traffic control if shoulders are utilized.	**The Department is working to obtain this information. This will be addressed in an upcoming addendum.**
3-37	Book 3; Section 4.1	Memorandum 7 of the TDOT Design Procedures for Hydraulic Structures 2012, states, "Bridge Deck Drains and End of Bridge Drains shall be spaced so that no more than the shoulder area would be flooded during the design storm where possible. At locations with a Design Speed of less than 45 mile/h and minimum shoulder widths of 2 to 4 feet, it may be acceptable to allow limited spread into the lane adjacent to the shoulder. In no case will the usable roadway width in the inundated lane be reduced to less than 6 feet." Please verify that since the roadway design speed is 45 mile/h that the spread within the bridge length must be limited to the shoulder area.	**For the bridge over Interstate 65, the spread shall be limited to the shoulder plus ~~one half~~ three feet of the adjacent lane ~~as long as the crossover design speed is 40 mph or less~~. For all other bridges, the spread shall be limited to the shoulder.**

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3-38	Book 3; Section 1.2	After the slight delay in the RFP release, will TDOT consider a revision to the final completion date?	**Not at this time. The final completion date is September 30, 2023 which is more than 980 days from the anticipated NTP for this contract.**
3-39	CB-3; Section 4.2; pg 24	RFP calls for 51" single slope barrier half walls along the median 12' shared use path. However, TDOT Standard Drawing S-SSMB series do not show an application of this wall as freestanding in a roadway sections (i.e. not along face of retaining wall or bridge pier). Please clarify if this barrier per the Standard Drawing is to be used for this application, or if this will require a unique or special barrier design.	**See QR3-21.**
3-40	CB-3; Section 3.3; pg 19 / Functional Plan Typical Sections	The Typical Sections in the Functional Plans indicate 5' "Grass Strip" on either side of Buckner Road, and 15' "Grass" on the right of the road and 11' "Grass" on the left. RFP Section 3.3 states that no ATC will be considered that eliminates or reduces the width of the grass strips. Are the "Grass Strips" considered to be the 5' width labeled "Grass Strips" in the Typical Sections, or the 11' and 15' overall widths labeled "Grass?"	**The left side of Buckner Road shall include a 15' grass strip under this project to accommodate a future 5' grass strip with a 10' multi-use path. The right side of Buckner Road shall include an 11' grass strip under this project to accommodate a future 5' grass strip with a 6' sidewalk. No ATC will be considered that reduces these dimensions or eliminates any of these areas.**

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3-41	CB-3; Section 3.7; pg 15	Please provide minimum vertical clearance requirements for overhead sign structures.	**Overhead sign structures shall provide a minimum vertical clearance of not less than 19'-6" to the sign, light fixture, sign bridge, or walkway over the entire width of the pavement and shoulders.**
3-42	CB-3; Section 3.2; pg 16	Please confirm that all ramps will require a 6' inside (4' paved) and 12' outside (10' paved) shoulder, including the 3-lane ramps.	**Shoulder widths shall be 6' inside (4' paved) and 12' outside (10' paved) as shown on Standard Drawing RD11-TS-4 including three lane ramps.**