



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DIVISION**  
SUITE 700, JAMES K. POLK BUILDING  
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**BUTCH ELEY**  
DEPUTY GOVERNOR &  
COMMISSIONER OF TRANSPORTATION

**BILL LEE**  
GOVERNOR

October 7, 2022

**Re: ADDENDUM #6**  
**Contract No.: DB2101**  
**County: Hamilton**

**To Whom It May Concern:**

This addendum revises the RFP Contract Books 1 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,

Clayton Markham, P.E.  
CE Manager 2, Alternative Contracting

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

**TENNESSEE DEPARTMENT OF TRANSPORTATION**

**I-75 Interchange Modification at I-24, Phase 2 (IA)**

**Hamilton County- TENNESSEE**

**CONTRACT NUMBER: DB2101**



**May 27, 2022**

**Addendum #1 July 8, 2022**

**Addendum #2 July 27, 2022**

**Addendum #6 October 6, 2022**

## 2. ***PROJECT OVERVIEW***

Project Description: I-75 Interchange Modification at I-24 (Phase 2) (Design Build) (IA)

This project will consist of:

### **Segment 1 (I-24 from Germantown Road to just west of Spring Creek Road)**

- Reconstruct all concrete pavement and shoulders on I-24 from Germantown Road to Spring Creek Road with asphalt pavement;
- Replace the existing median barrier with a 51-inch single slope concrete median barrier from Germantown Rd. to Spring Creek Rd along I-24;
- Reconstruct the existing interstate access ramps between Germantown Road and Spring Creek Road to the configuration shown on the approved IAR;
- Replace the storm sewer system from Germantown Rd. to Spring Creek Rd along I-24 for a complete operational system designed in accordance with TDOT's Drainage Manual. Drainage structures that can be retained and reused are limited to the following: STA 91+98 – 30" RCP, STA 99+52 – 36" RCP, **STA 136+16 – 54" RCP**, STA 142+44 – 24" RCP, STA 145+02 – 24" RCP, STA 155+34 – DBL 8x7 RCBC, STA 175+78 (westbound roadway) - 48" RCP, and STA 176+52 (eastbound roadway) - 48" RCP, Ramp O STA 3008+80 – DBL 8x7 RCBC;
- Widen to add an additional lane eastbound and westbound from Germantown Rd. to S. Moore Rd. and two (2) additional lanes eastbound and westbound from S. Moore Rd. to Spring Creek Rd. along I-24 as shown on the Functional Plans;
- Remove the existing temporary ramps between Germantown Road and Belvoir Avenue from N. Terrace and S. Terrace to I-24;
- Add new noise walls along I-24;
- Replace the S. Moore Road and McBrien Road overpass bridges and approaches, including new 6'-0" sidewalks on both sides of the roadway, 5'-0" bike lanes on both sides of the roadway, 6'-0" paved shoulder on each side of the roadway, a single 11'-0" through lane in each direction, a single 11'-0" northbound left turn lane, 11'-0" southbound left turn lane (dual 11'-0" left turn lanes required on S Moore Road), lighting, traffic signals, and fencing;
- Mill and resurface all existing asphalt pavement on N. Terrace and S. Terrace from Germantown Road to Spring Creek Road;
- Remove and replace all guardrail. Install new guardrail in accordance with TDOT's Roadway Design Guidelines;
- Clean and place new texture coat on all existing median barrier to be retained;
- Replace all roadway lighting on I-24 between Germantown Road and Spring Creek Road. Replace all roadway lighting on S. Moore Road between N. Terrace and S. Terrace. Replace all roadway lighting on McBrien Road between N. Terrace and S. Terrace;

- Treated Permeable Base Or Lean Concrete Base
- Any Portland Cement Concrete Pavement ( $\leq$  10 in. Thickness)
- Any Portland Cement Concrete Pavement ( $>$  10 in. Thickness)
- Tack, Prime coat

#### 604-10.95 Design-Build Bridges

- Components (steel, deck drains, etc.)
- Bridge
- ABC superstructure units
- Bridge Repairs
- Inspections

#### 604-50.50 Design-Build Minor Structures (Other)

- Removal of Existing Buildings and Improvements
- Box Culvert
- Retaining Walls
- Endwalls
- Wingwalls
- Temporary structures
- ~~Noise Walls~~
- Minor Structure Repair

#### 610-10.50 Design-Build Drainage

- Catch Basins
- Storm Drainage System
- Side drain
- Under drain

#### 712-01.75 Design-Build Maintenance of Traffic

- Work Zone Safety Plan
- Temporary Barrier Rail
- Concrete Median Barrier
- Guardrail
- Changeable Message Sign
- Traffic Control
- Project photography and videography

#### 714-40.75 Design-Build Utilities and Railroad

- Coordination
- Relocation
- Lighting
- ~~ITS~~

#### 713-15.25 Design-Build Signing

- Footings
- Installation
- Removal and Disposal

716-99.50 Design-Build Striping/Pavement Markings

- Material
- Raised Pavement Markers
- Snowplowable Raised Pavement Markers

717-99.95 Design-Build Mobilization

718-01.95 Design-Build Noise Wall Barrier

725-07.95 Design-Build ITS

730-01.95 Design-Build Traffic Signals

4) Issues Resolution Plan

**c. PROJECT MANAGEMENT**

- 1) Describe the administrative and operational structure that would be used to perform the proposed work, including:
  - Describe how design personnel will interface with the construction personnel.
  - Communicating and coordinating between the Department and the Design-Builder. Include the approach for change management during construction for design initiated, field initiated, and the Department-initiated changes.
  - Describe existing design and/or construction quality management plan(s) that the Design-Builder may have already developed, and how it (they) will be implemented into work performed. Describe coordination of design and construction activities to ensure consistency in quality. Explanation of how independence of quality staff and function will be maintained.
  - Approach to managing costs under this Contract while fulfilling required tasks and assuring quality of work.
  - Describe or outline the process for constructability, durability, maintainability, safety, aesthetics and environmental mitigation in the design and construction processes.
  - Describe or outline the process for coordinating design and construction functions, including both design and construction components and all Subcontractor activities. Include a brief description (Construction Management Plan) of the Design-Builder proposes to deal with unexpected disruptions (e.g., weather- or accident-related).
  - Describe or outline the process (Design Review Plan) on how the Design-Builder will facilitate and implement Design Reviews as required under the Contract. Describe how the Designer and the design staff will be involved during construction. Also include the Design-Builder's Construction Staging and Phasing Plan, indicating timing and sequencing of major activities for the Project.
  - Describe or outline the process (Diversity Plan) of the plan to ensure projected subcontracting plan is applied at all tiers. Describe how the Design-Builder will achieve the goal set forth on this project. Participation shall be accomplished by including certified DBEs in any part of the Contract work that is necessary to complete the Contract obligation. A certified DBE may participate as a Design-Builder, subcontractor, joint venture member, material supplier, material manufacturer, or professional

**DESIGN-BUILD  
RFP CONTRACT BOOK 3  
PROJECT SPECIFIC INFORMATION**

**TENNESSEE DEPARTMENT OF TRANSPORTATION**

**I-75 Interchange Modification at I-24, Phase 2 (IA)**

**Hamilton County- TENNESSEE**

**CONTRACT NUMBER: DB2101**



**May 27, 2022**

**Addendum #1 July 8, 2022**

**Addendum #2 July 27, 2022**

**Addendum 3 August 12, 2022**

**Addendum #5 September 14, 2022**

**Addendum #6 October 6, 2022**

## Segment 1

- Reconstruct all concrete pavement and shoulders on I-24 from S Germantown Road to Spring Creek Road with asphalt pavement;
- Replacing the existing median barrier with a 51-inch single slope concrete median barrier from Germantown Rd. to Spring Creek Rd along I-24;
- Reconstruct the existing interstate access ramps between Germantown Road and Spring Creek Road to the configuration shown on the approved IAR with new concrete pavement from the nose of the new physical gore at the ties to I-24 to the nose of the physical gore at the ties to the Terraces;
- Replacing the storm sewer system from Germantown Rd. to Spring Creek Rd along I-24 for a complete operational system designed in accordance with TDOT's Drainage Manual. Drainage structures that can be retained and reused are limited to the following: STA 91+98 – 30" RCP, STA 99+52 – 36" RCP, **STA 136+16 – 54" RCP**, STA 142+44 – 24" RCP, STA 145+02 – 24" RCP, STA 153+34 – DBL 8x7 RCBC, STA 175+78 (westbound roadway) - 48" RCP, STA 176+52 (eastbound roadway) - 48" RCP and Ramp O STA 3008+80 – DBL 8x7 RCBC;
- Widening to add an additional lane eastbound and westbound from Germantown Rd. to Moore Rd. and two (2) additional lanes eastbound and westbound from Moore Rd. to Spring Creek Rd along I-24 as shown on the Functional Plans;
- Removal of the existing temporary ramps between Germantown Road and Belvoir Avenue from N Terrace and S Terrace to I-24;
- Adding new noise walls along I-24;
- Replacing the S Moore Road and McBrien Road overpass bridges and approaches including new 6'0" sidewalks on both sides of the roadway, 5'0" bike lanes on both sides of the roadway, 6'0" paved shoulder on both sides of the roadway, a single 11'0" through lane in each direction, a single 11'0" northbound left turn lane, 11'0" southbound left turn lane (dual 11'0" left turn lanes required on S Moore Road), lighting, traffic signals and fencing;
- Full depth repairs as required and milling and resurfacing all existing asphalt pavement on N Terrace and S Terrace from Germantown Road to Spring Creek Road;
- Repairing and stabilizing an existing slide on N Terrace located between Belvoir Avenue and S Moore Road;
- Removing and replacing all guardrail. Installing new guardrail in accordance with TDOT's Roadway Design Guidelines;
- Cleaning and placing new texture coat on all existing median barrier to be retained;
- Replacing all roadway lighting on I-24 between Germantown Road and Spring Creek Road. Replace all roadway lighting on S Moore Road between N Terrace and S Terrace. Replace all roadway lighting on McBrien Road between N Terrace and S Terrace;

### 3. ROADWAY

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The roadway shall be designed to adhere to the latest editions of all appropriate TDOT Roadway Standard Drawings, TDOT Roadway Design Guidelines and Instructional Bulletins, TDOT Drainage Manual, TDOT Traffic Design Manual, TDOT Design CADD Standards, TDOT Survey Manual and the Department accepted AASHTO *Policy on Geometric Design of Highways and Streets*, and *Manual on Uniform Traffic Control Devices (MUTCD)* in effect at the time of procurement.

Microstation and Geopak or OpenRoads Designer (ORD) shall be used in the development of 3D parametric modeling to provide model-centric design deliverables. If the Design-Builder uses ORD, the Design-Builder shall use ORD in accordance with requirements and guidelines provided on TDOT's website:

[www.tn.gov/tdot/roadway-design/tdot-cadd-support/tdot-openroads-designer.html](http://www.tn.gov/tdot/roadway-design/tdot-cadd-support/tdot-openroads-designer.html)

#### ***O GENERAL***

The Project shall consist of the following I-24 and I-75 Segments:

**Segment 1** (I-24 from S. Germantown Road to Spring Creek Road) shall consist of:

- Reconstruct all concrete pavement and shoulders to asphalt pavement;
- Replace the median barrier with a 51-in single slope concrete median barrier;
- Reconstruct the existing interstate access ramps to the configuration shown in the approved IAR with new concrete pavement from the nose of the new physical gore at the ties to I-24 to the nose of the physical gore at the ties to the Terraces;
- Replace the storm sewer system for a complete operational system designed in accordance with TDOT's Drainage Manual. Drainage structures that can be retained and reused are limited to the following: STA 91+98 – 30" RCP, STA 99+52 – 36" RCP, **STA 136+16 – 54" RCP, 142+44 – 24" RCP**, STA 145+02 – 24" RCP, STA 155+34 – DBL 8x7 RCBC, STA 175+78 (westbound roadway) - 48" RCP, and STA 176+52 (eastbound roadway) - 48" RCP, Ramp O STA 3008+80 – DBL 8x7 RCBC;
- Widening to add an additional lane eastbound and westbound from Germantown Rd. to Moore Rd. and two (2) additional lanes eastbound and westbound from Moore Rd. to Spring Creek Rd. along I-24 as shown on the Functional Plans;
- Removal of the existing temporary ramps between Germantown Road and Belvoir Avenue from N Terrace and S Terrace to I-24;
- Adding new noise walls along I-24;
- Replacing the S Moore Road and McBrien Road overpass bridges and approaches including new 6'0" sidewalks on both sides of the roadway, 5'0" bike lanes on both sides of the roadway, 6'0" paved shoulder on both sides of the roadway, a single 11'0" through lane in each direction, a single 11'0" northbound left turn lane, 11'0" southbound left turn lane (dual 11'0" left turn lanes required on S Moore Road), lighting, traffic signals and fencing;
- Full depth repairs as required and milling and resurfacing all existing asphalt pavement on N Terrace and S Terrace;



- Coordinating utility relocations;
- Relocating and improving ITS facilities;
- Installing new overhead signs and sign structures and update existing signs and sign structures to the ultimate build configuration; and
- Replacing control access fence.

The following concrete repair quantities are anticipated:

Concrete Repair (Full Depth): 2,000 C.Y.

Hot Applied Fiber-Polymer Patching Material: ~~9,000~~ 6,500 POUNDS

Repair of spalls, minor potholes, and missing or replaced snow plowable markers in the existing concrete pavement shall be repaired using Special Provision 502FRP.

Concrete repairs shall be performed in accordance with Special Provision 502A and Standard Drawing RP-J-23.

Following concrete repairs, all existing concrete pavement on I-75 shall be ground and the joints sawed, cleaned, and sealed in accordance with Special Provision 502J and 503.

High early strength concrete is prohibited for new concrete roadway pavement unless otherwise approved by the Department.

**Segment 3** (I-75 Interchange with I-24 from just west of the Spring Creek Road overpass on I-24 to approximately 400' south of the CSX Railroad bridge on I-75 North and just north of the Tennessee Welcome Center on I-75 South) shall consist of:

- Mill, resurface, and install permanent pavement markings in all areas necessary to achieve the ultimate build configuration as shown in the Signing and Marking Roll Plot. This includes all areas affected by temporary pavement markings.
- Update and install new signs on the existing sign structures to the ultimate build configuration; and
- Replacing control access fence.

***Payment for Select Quantity Overruns***

The following table is provided to cover select quantities that are above those anticipated in the scope. Additional repair areas/quantities shall be pre-approved (in writing) by the Department prior to commencing Work or no payment will be received, see **DB Standard Guidance** section 2.11.2 for additional details. No payment will be provided for repairs required due to Work being

properties that are impacted, such as road crossing information, structure damage elevations, and channel cross sections (at a minimum), and shall be used in support of hydraulic calculations for the offsite drainage systems. Engineering analyses and certifications shall be provided to the Department and the local jurisdiction for approval prior to performing the alteration.

The Design-Builder shall acquire all applicable municipal drainage plans, watershed management plans, and records of citizen concerns. The Design-Builder shall acquire all pertinent existing storm drain plans, bridge hydraulic studies, and/or survey data, including data for all culverts, drainage systems, storm sewer systems, and bridge sites within the Project limits. The Design-Builder shall also identify existing drainage areas and calculate the estimated runoff to the highway drainage system. The Design-Builder shall analyze existing storm drainage systems, culverts (boxes and cross pipes), and open channels impacted or affected by the Project design.

Damage to existing infrastructure due to the Design-Builder's operation shall be immediately repaired to maintain existing system capacity and TDOT's Drainage Manual requirements at all times. This permanent repair shall be at the Design-Builder's expense.

The use of blind junctions and/or non-accessible structures shall not be allowed unless otherwise approved in writing by the Department. Manholes shall not be allowed in paved areas unless otherwise approved in writing by the Department. The Design-Builder shall not install and/or utilize longitudinal storm sewer pipes under travel lanes unless otherwise approved in writing by the Department. If no modification or upgrading of the existing stormwater management system is required, the Design-Builder shall, at a minimum, maintain the existing system. This maintenance includes, but is not limited to, silt removal from any pipe, ditch, or structure, and removal of any debris prior to the use of any existing stormwater system. This maintenance shall be at the Design-Builder's expense.

If documentation is not available for certain components of the existing drainage system within the Project limits and these components are planned to remain in place, the Design-Builder shall investigate and video record or photograph these components to determine condition, size, material, location, and other pertinent information.

There are existing floodwalls within the project limits along the north side of I-24 at approximately STA 143+50 to STA 179+00 owned and maintained by the City of Chattanooga. The Design-Builder shall not impact these floodwalls or their functionality either during construction or in the final condition. If the walls or their functionality are impacted, re-certification with FEMA will be required by the Design-Builder.

The Design-Builder shall replace all drainage structures along I-24 for Segment 1 from station 74+00 to station 179+00 for a complete, operational drainage system designed in accordance with TDOT's Drainage Manual. The following pipes may be retained and reused in the new system: STA 91+98 - 30" RCP, STA 99+52 - 36" RCP, STA 136+16 - 54" RCP, STA 142+44 - 24" RCP, STA 145+02 - 24" RCP, STA 155+34 - DBL 8x7 RCBC, STA 175+78 (westbound roadway) - 48" RCP, STA 176+52 (eastbound roadway) - 48" RCP and Ramp O STA 3008+80 - DBL 8x7 RCBC, unless pipes are deemed hydraulically or structurally deficient.

The Design-Builder can use the existing cross drainage structures for Segment 2 unless corrugated metal pipe (CMP) is existing or if the existing cross drainage structures are deemed

See Ultimate Signing and Marking Roll Plots as provided on the Project Website for guidance.

#### ○ **TRAFFIC SIGNALS**

New traffic signals on S. Moore Road and McBrien Road at N and S Terrace are proposed under this Scope of Work. In the event that the Design-Builder impacts any existing traffic signals during Project construction or for maintenance of traffic related to the construction of this Project, the Design-Builder shall be required to repair and/or replace the affected traffic signal systems (including but not limited to cabinet, controller, traffic signal heads, wiring, detection equipment, conduit and pull boxes, traffic signal poles and associated traffic signal timing and all other materials and methods to provide a fully functional and operational traffic signal). Permanent and temporary traffic signals shall meet the requirements of Special Provision 730C. The Design-Builder shall coordinate with the cities of East Ridge and Chattanooga regarding any impacts to their signals, including signal timings. The Design-Builder shall obtain TDOT, City of East Ridge and City of Chattanooga approval of new traffic signal timing before updating any signal timings.

During construction, video detection for traffic signal actuation shall be maintained at all times. The use of temporary poles for mounting video detection cameras will be allowed.

#### ○ **LIGHTING**

The Design-Builder shall prepare lighting designs/plans in accordance with TDOT Standard Specifications for Road and Bridge Construction, TDOT Standard Drawings, TDOT Standard Traffic Operations Drawings, TDOT Traffic Design Manual, Chapter 15, the latest edition to the National Electric Code, National Fire Protection Association (NFPA) 70, and Electric Power Board of Chattanooga (EPB).

The Design-Builder shall use LED luminaires for the entire Project including ramps.

The Design-Builder shall install new light standards on the interstates and ramps throughout Segment 1 and Segment 2 with the exception of the following locations:

~~All existing light standards located within the Project limits along I-75, I-24, and ramps shall be removed and replaced except as follows:~~

- I-24 west of the S. Germantown Road Bridge, and;
- I-75 SB north of the East Brainerd Road onramp gore, and;
- I-75 NB north of the East Brainerd Road offramp gore.
- ~~• All new lighting installed under Phase 1 (I-75 Interchange with I-24 from just west of the Spring Creek Road overpass on I-24 to approximately 400' south of the CSX Railroad bridge on I-75 North and just north of the Tennessee Welcome Center on I-75 South); and~~
- ~~• All lighting west of the S Germantown Road bridge.~~

New lighting standards and luminaires shall be designed **for new and** to replace any existing lighting removed by the Design Builder to assure that I-75, I-24, and ramps have adequate lighting to meet TDOT standards. Power to existing lighting located outside the Project limits affected by the Project shall be restored so that no existing luminaires are inoperable. All wiring, conduits, pull boxes, poles, luminaires, cabinets, and all other necessary items/components needed to provide a full functioning lighting system shall be new items and shall be in accordance with EPB specifications.

The Design-Builder shall submit lighting photometrics for proposed roadway lighting sections

grade ~~except as required to accommodate drainage.~~

Ground-mounted barriers and barriers on bridges shall be connected to ensure no gaps.

The traffic face of the walls shall be absorptive and meet the following requirements:

- Concrete formliners shall be used to achieve the specified pattern and texture on both the highway and community sides of the barrier. Methods that involve rolling of any kind to achieve the specified pattern and texture shall not be permitted.
- A minimum 1-inch depth of reveal at joints shall be achieved on both the highway and community sides of the noise barrier.
- Top noise barrier panels shall include a 12-inch-wide smooth band across the top of each panel on both sides.
- All posts shall be cut flush with the highest adjacent panel.
- The formliners for both the highway and community sides of the noise barrier shall be approved by the TDOT Environment Division, Hazardous Materials, Air Quality and Noise Section (615-532-9948 or 615-532-8684), TDOT Structures Division (615-741-3351), and TDOT Region 2 Construction (423-892-3430 ext. 6) prior to the manufacture of the noise wall panels.
- The highway side of the noise barrier shall have custom form liners, each with a unique pattern, (5' X 10') shall be developed with 20" tall coursing and 2" average joint relief.
- The Design-Builder shall apply an Anti-Graffiti product to the highway side of the Noise Wall. The product must be on TDOT's QPL 26 list and be intended for wall applications. It must be applied in accordance with the manufacturer's specifications.
- The highway side of the noise barrier (including posts) shall be texture coated to match other structures.
- The formliner used on the community side shall be Random Cut Stone #1106 manufactured by Custom Rock or an approved equal.
- The community side of the noise barrier (including posts) shall be texture coated using Federal Standard Color 36373.
- Texture coating shall be applied to ensure all panels and posts appear uniform in color. Several applications shall be applied to ensure all color uniformity. The Design-Builder shall obtain approval from TDOT Region 2 that the noise barrier surfaces are uniform in color before ceasing texture coating operations.
- The Design-Builder shall cast a sample barrier panel with the approved formliners and colors. If the sample meets the requirements of this provision, TDOT will approve the panel and this panel shall serve as a standard for acceptance of subsequent noise barrier panels. If accepted, the demonstration panel can be incorporated into the completed Project.
- The demonstration panel shall be delivered to the Project Site. The delivery location shall be approved in advance by the TDOT Environmental Division and Region 2 Construction Division.
- The Design-Builder shall insure all panels are protected during all aspects of truck loading/unloading and transport to the Project installation location.
- The panels shall be flush with one another; gaps between barrier panels shall not be permitted.
- The horizontal joints between panels shall line up from one bay of panels to the next. Horizontal joints shall have tongue-and-groove configurations.
- No gaps shall exist between the base of the barrier panels and the ground ~~except as required to accommodate drainage.~~

○ ***MINOR STRUCTURES***

The Design-Builder shall be responsible for needed repairs of existing minor structures as determined by video inspection. The existing box culvert will be repaired in accordance with recommendations from the inspection report provided with the Reference Documents.

The Design-Builder shall repair all existing median barrier to be retained prior to texture coat application. Existing median barrier to be retained shall be free of spalls and damage. Repair locations to be determined by visual inspection. A list of repair locations and proposed repair plans shall be submitted to the Department for concurrence by the Design-Builder. Repair methods shall be made in accordance with SP 705A.

### ***Other Natural Resources***

The Design-Builder shall ensure identification, survey and monitoring of other natural resources such as sinkholes, caves, or specialized habitats. The Design-Builder shall coordinate with the Department's Region 2 Environmental Tech Office for coordination with regulatory agencies (i.e., TDEC) when necessary and obtain any necessary permits for modifications to the natural resources (i.e., TDEC Underground Injection Control Permit, etc.).

### ***GPS/GIS data collection***

The Design-Builder's data collection for streams, wetlands, springs, sinkholes or other jurisdictional features shall be with mapping grade accuracy (defined as sub meter).

### ***Mitigation of Streams and Wetlands***

The Department will provide up to ~~36.2~~ 100 functional feet of stream mitigation credits for the Design-Builder's use **based on the impacts to streams as shown on the Functional Plans**, but **the Design-Builder** is encouraged to minimize their use. The Design-Builder shall be responsible for the balance of stream and wetland mitigation required **in excess to the provided credits** for the Project including all costs associated with obtaining mitigation, maintenance, and monitoring of the mitigation site. This may include (but is not limited to):

- Planning;
- Design;
- Permitting;
- Construction of on-site/off-site mitigation for stream and/or wetlands impacts;
- Post-construction monitoring and maintenance of the mitigation sites;
- Number of wetland mitigation credits provided by the Department; and/or
- Purchasing of stream mitigation from an approved site/organization.

All stream & wetland mitigation shall follow the requirements outlined in the Stream Mitigation Guidelines for the State of Tennessee, prepared by the TDEC, Division of Water Resources Permits Section and federal mitigation requirements of the Department of the Army, Corps of Engineers 33 CFR Parts 325 and 332. All proposed stream and wetland mitigation shall be submitted to and coordinated with the Department's Region 2 Environmental Tech Office for coordination with regulatory agencies prior to the submittal of the permit application. It shall be the responsibility of the Design-Builder to make any and all adjustments deemed necessary by the regulatory agencies to the proposed mitigation plan.

The Design-Builder shall be responsible for all on-site/off-site mitigation requirements listed in the permits and all costs associated with mitigation requirements.

### ○ ***PERMITTING***