

RFP QUESTION REQUEST FORM QR

PROJECT: I-75 Interchange Modification at I-24 Phase 2 (IA)

DB CONTRACT No.: DB2101

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 1, page 23, Item 5 first sentence	<p>First sentence reads: <i>An Initial Lighting Design and Right-of-Way Acquisition Exhibit submittal containing item 4.b.2...</i></p> <p>4.b.2 on page 22 references “Show preliminary drawing of bridge elements”</p> <p>Please confirm that 4.b.2 is the intended reference.</p>	This will be addressed in a future addendum.
Book 2 Page 10 and Book 3, Page 5	Book 2 lists 10-31-26 as the Contract End Date Book 3 lists 10-30-26 as the end date. Please clarify.	Book 2 will be revised to reflect a 10-30-26 completion date. This will be addressed in a future addendum.
Form TPSP Page 2 Book 2 Page 17 Book 3 Page 6	Book 2 lists DBE goal as 9% Book 3 lists DBE goal as 10%. Please clarify.	It is anticipated that the DBE goal for the project will be 10%. This will be addressed in a future addendum.
Book 2, SP 108B	Reference to no closures during SEC Championship. Please clarify which sports?	The SEC Championship only refers to the SEC Championship Football Game.
Book 3 Page 3 Book 1 Page 3	Drainage Description includes STA 142+44 – 24” RCP in Book 3. This pipe system is not mentioned in Book 1. Please clarify.	This information will be added to Book 1. This will be addressed in a future addendum.
Book 3 Page 3 Book 1 Page 3	Signals at intersection are mentioned in Book 3. They are not referenced in Book 1. Please clarify.	This information will be added to Book 1. This will be addressed in a future addendum.
Reference Materials	Please provide survey control point calculations and any available QC checklists for the survey database provided.	Geodetic Survey Control Data Sheets will be added to the reference materials. The Design-Builder shall verify the ground survey and survey control before utilizing in the design of the Project.
Book 2 Appendix B	Appendix B references spec 718NB, Sound-Absorbing Noise Barriers, however spec 718NB was not provided. Please provide.	SP 718 NB will be added in future addendum.

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Book 1 Section B 3 Selection Procedure	Under Time Adjustments to be considered, the time for ordering material and delivery of materials for Extra Work as directed by the Department is included, however, performance of the Extra Work should also be included. Please consider revising.	This is covered in the <i>Design-Build Standard Guidance</i> .
Book 1 Section A5 Procurement Schedule/ Submittal Deadlines	Please consider having the price proposal due date the same date as the public price opening (10/28/2022). This would reduce the amount of escalation pricing risk that the Design-Builder will carry to cover the evaluation the period if the price is due the same day as the Technical Proposal.	No change will be made to the submittal dates.
Book 3 Page 18	Please confirm that the Design-Builder shall include in their price, the cost up to the quantity shown in the quantity Payment for Select Quantity Overruns in the price proposal.	There will not be a bid item for items shown in the Payment for Select Quantity Overruns table. See answer to question below for further explanation.
Book 3 Page 18	The Payment for Select Quantity Overruns has 20,000 Uniformed Police Officer hours. This quantity seems excessive based our history of similar projects with similar scope, please confirm that the 20,000 hrs is needed.	This is the quantity at which point the unit price shown in the table on page 18 of Contract Book 3 will take effect. The Department will reimburse the Design-Builder for approved hours in excess of 20,000 in accordance with the RFP.

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SP 105C (R)	The department has allotted 300 flagging days to the Contractor. Furthermore, the specification reference that there will be 2 flaggers needed for operations. Please that 2 flaggers will be present for 300 days, not 150 days.	The Department will provide compensation for the specified number of flaggers required by the Railroad, as stated in SP 105C, for the allotted number of flagging days (300 days). One flagging day is defined in SP 105C as a 12 hour “Work Day”.
Reference Materials	Please provide the following files: <ul style="list-style-type: none"> ▪ The .tin file for the Phase 2 Survey ▪ 14304_PH2_I75Proposed.dgn ▪ 14304_PH2_Proposed STRIPING.dgn ▪ 14304_PH2_Drainage_Concept.dgn ▪ 14304_PH2_Drainage_i24_JC.dgn 	These following files will be uploaded to the project website: <ul style="list-style-type: none"> • The .tin file for the Phase 2 Survey • 14304_PH2_I75Proposed.dgn <p>The remaining files are not applicable to the design.</p>
RFP Contract Book 1, Section A(9)	Section A(9) states that all submittals shall be stamped by a Professional Engineer licensed in Tennessee. Does this requirement also apply to submittals that are purely administrative and construction related submittals not involving design or engineering?	This requirement only applies to design submittals and engineering documents.
RFP Contract Book 1, Section B(3)	Section B(3) states that if the total number of calendar days proposed under the “B” portion is deemed excessive, then the Proposal will be rejected. How, or what is the basis for, the Department’s determination that the number of days is excessive?	The Department will use the October 30, 2026 completion date stated in the RFP as the basis for determining if the “B” portion is deemed excessive.

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RFP Contract Book 1, Section B(3)	Section B(3) states that no time adjustments will be allowed for the time required to review and approve shop drawings. Since the time to review and approve shop drawings is not in the control of the Design-Builder we request that the Department commit to 10 business days (same for design submittals) for review and approval of shop drawings be established for the Design-Builder to use when developing its schedule and determining its “B” value.	See RFP Book 3, Quality Management Plan.
RFP Contract Book 1, Section B(3)	Section B(3) states that no time adjustments will be allowed for delays typically encountered during a Project regardless of the source. This provision is extremely broad and determining what delays are ‘typically encountered’ could be very subjective. As such, we request that this provision be deleted so that the Proposer can make a fair assessment of the schedule risks it is willing to assume when determining the “B” component of its Proposal.	This language will remain unchanged. The Design-Builder should be prepared to accelerate the project to overcome delays that are typically encountered.
RFP Contract Book 1, Section D(4)(i)	Section D(4)(i) states that a detailed “Traffic Analysis and Mitigation Report as described in the Response Category IV: Technical solution Form be provided. Please confirm that the intent of this requirement is to direct the Proposer’s attention to Item 12 of the referenced form only and that a traffic analysis and report is not required.	This will be addressed in future addendum.
RFP Contract Book 1, Section D(4)(a)	Section D(4)(a) states that it is not the Department’s intent that design plans be submitted; however, (c) states that the Technical Proposal shall include plan sheets depicting those elements required by the RFP. In addition, the Form for Response Category IV indicates that conceptual plans/ drawings are to be included. Can the Department clarify its expectations regarding design plans to be included in the Technical Proposal?	Section D(4)(b) lists what shall be included at a minimum in the conceptual plans, drawings, etc.

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RFP Contract Book 1, Section D(5)	<p>The Proposal requirements regarding lighting and right-of-way acquisition in Section D(5) is not clear. Specifically, please clarify the following:</p> <ol style="list-style-type: none"> 1. An Initial Lighting Design and ROW Acquisition Exhibit containing Item 4.b.2). Item 4.b.2) is preliminary drawings of bridge elements. 2. The submittal components referenced in Item 1 are to be submitted in accordance with the Procurement Schedule. 3. The Department will respond with comments according to the Procurement Schedule and the Technical Proposal shall include the Item 4.b.2 along with ROW acquisition Sheets with comments addressed. 	<p>Item 4.b.13) will be added in section 4.b. Item 4.b.13) will state, "Provide preliminary lighting design. Information shall include electronic design files using Agi32 software, layout sheets that illustrate the photometrics. All lighting shall be in conformance with the <i>TDOT Traffic Design Manual</i>." Corresponding references will be revised accordingly. The Procurement Schedule will be revised to include Initial Lighting Design and ROW Acquisition Exhibit dates. This will be addressed in a future addendum.</p>
RFP Contract Book 1, Section E(1)(a)	<p>It is understood that Price Proposals will be submitted using internet bidding and therefore assumed that the Department will establish the 'Bid or Pay Items' as it deems necessary for the Project. Can the Bid/Pay Items be provided as soon as possible so that the Proposer's estimate be structured consistent with how the Price Proposal will be</p>	<p>Bid Items will be added to the RFP. This will be addressed in a future addendum.</p>
RFP Contract Book 3, Section 1	<p>The 11th bullet under the Segment 1 scope states "Removing and replacing all guardrail. Does this requirement apply to North Terrace and South Terrace?"</p>	<p>Yes.</p>

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RFP Contract Book 3, Section 1	Contract Book 3 frequently relies on the phrase “as shown in the functional plans” or similar references to the functional plans to describe project scope. Excluding alignment changes that mandate the submission of an ATC, it is unclear what authority The Design-Builder has to deviate from the functional plans to implement concept innovations and refine design details. Please consider removing references to the functional plans from Contract Book 3 and instead describe the mandatory scope with contract language and references to approved documents such as NEPA, IAR, TDOT policies etc.	Where feasible, the Department will reference approved documents instead of the functional plans. This will be provided as part of a future addendum.
RFP Contract Book 3, Section 7	Would the Department please provide a tabular exhibit showing all parcels and easements the Department expects to be acquired for this project based upon the Functional Plans?	This will be provided as part of a future addendum.
RFP Contract Book 3, Section 7	Will TDOT or the Design Build Team be responsible for payments made to property owners for easements not shown in the ROW plans, but that are required to construct the Functional Plans as provided?	Responsibility for additional ROW will be in accordance with TDOT Design-Build Standard Guidance.
RFP Contract Book 3, Section 9	Subsection <i>Mitigation of Streams and Wetlands</i> under Section 9 states that the Department will provide up to 36.2 functional feet of stream mitigation credits for the Design-Builder’s use and that the Design Builder shall be responsible for the balance of stream and mitigation required for the Project. Is the Department providing 36.2 functional feet of stream mitigation credits at no cost to the Design-Builder? If not, what cost per functional foot shall the Design-Builder use in its price proposal?	The Department will provide up to 36.2 functional feet of stream mitigation credits for the Design-Builder’s use at no cost to the Design-Builder.

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RFP Contract Book 3, Section 10	Subsection <i>General Requirements</i> under the Maintenance During Construction section states that the Design-Builder shall maintain the Project from the date of contract execution to Project acceptance. Other than minimal investigation and survey related to design, the Design-Builder will not be physically present or active on the Project until the first NTP for construction. Requiring the Design-Builder to assume responsibility for maintenance of the project beginning at contract execution is unreasonable. Please revised this section so that the Design-Builders obligations to assume maintenance of the Project begins at construction.	This language will remain unchanged.
RFP Contract Book 3, Appendix A	The internal TODT letter transmitting the recommended pavement designs states that the pavement designs are only valid until 12/30/2022 and indicates that revised pavements designs may be issued based upon updated traffic data. Please confirm that it is the Departments responsibility to provide any updates to the traffic data to the pavement design office and that any revision to the pavement designs provided in Appendix A will be a change in contract requirements and addressed accordingly.	The Department is responsible for providing any updates to the traffic data to the pavement design office and any revision to the pavement design after the deadline for proposal submittals will be considered a contract change and will be addressed accordingly.
RFP Contract Book 3, Appendix A	Appendix A provides a concrete pavement design to be used for all interstate ramps. Does the department intend for the I-24 ramps to North and South Terrace to be concrete? If concrete, please confirm the limits of concrete paving on ramps. If asphalt ramps are desired, will TDOT please provide an asphalt pavement design?	The I-24 ramps to North and South Terrace are considered interstate ramps and therefore require concrete. Limits of concrete paving and any additional pavement designs will be addressed in future addendum.

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Reference Documents	<p>The Design Build Team has identified several plans and design files that appear to be missing. If available, will TDOT please provide the following:</p> <ol style="list-style-type: none"> 1. Segment 2 (I-75) Proposed Design File. 2. Environmental Boundaries DGN 3. Project Staging Files (Bridges and Roadway) 4. Cross Sections for Moore and McBrien Road 5. 14304_PH2_Drainage Map Areas DGN <p>Preliminary Bridge Plan DGN's</p>	<p>The following files will be uploaded to the project website:</p> <ol style="list-style-type: none"> 1. Segment 2 (I-75) Proposed Design File. 2. Environmental Boundaries DGN 3. 14304_PH2_Drainage Map Areas DGN 4. Preliminary Bridge Plan DGN's <p>The remaining files are not applicable to the design. Required lane configurations and minimum lane widths for Moore and McBrien will be addressed in future Addendum.</p>