

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
Reference Materials	Does TDOT plan to provide an updated *.gdf file for I-24 eastbound? The provided *.gdf file for I-24 eastbound as provided has hydraulic design and constructability deficiencies relative to TDOT standards.	An updated .gdf file will be provided on the project website. If there are specific issues encountered, please specify.
Reference Materials	The provided *.gdf files utilize Method 1 for calculation of junction losses. Our experience suggests this produces unnecessary conservatism in the hydraulic design. Is Method 2 also acceptable to TDOT?	Either method is acceptable. Whichever method is selected, must be used throughout the drainage system.
Reference Materials	In Addendum 2 Book 3, the drainage design requirements state "...any new box culverts must be designed with a minimum of 5' vertical height for maintenance purposes." Does this apply to the proposed double 6'x3' (span x height) box culvert crossing S. Moore Road in the functional plans? Was the proposed culvert actually labeled height x span?	The culvert size will be updated in a future plan addendum to 6x5.
Contract Book 3, Page 42, Maintenance of Communication and Electrical power to ITS Devices.	Can the department clarify if wireless communication links will be acceptable for use to maintain communications, replacing the fiber optic trunk line for limited periods of time?	Wireless communications cannot be used to maintain fiber optic communications for the ITS fiber optic trunk line. Wireless communications can only be used to maintain individual ITS devices that are being replaced (e.g. CCTV Cameras, RDS, etc.).

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
Contract Book 3, Page 75, Temporary Lane/Road Closures	This section indicates local road/lane closures are only permitted upon approval but does not define limitations for those closures. What time restrictions are there for local road lane closures? Are long term closures permitted on North and South Terrace (i.e. close 1 or 2 lanes continuously to accommodate pavement reconstruction)? This may be used for wall construction as well.	SP 108B covers temporary lane closures on local roads. Any proposed long-term closure must be submitted as an ATC.
QR-2, Follow-up, Page QR-6, Question 4	The response indicates "Any pertinent traffic data is provided in the IAR." The traffic data provided is just values and not an analysis. The VISSIM Traffic model files will be needed to provide support analysis for ATCs and to verify the current analysis. Could the traffic model files be provided to the design builder to make these analysis possible?	VISSIM files will be provided on the project website.

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
<p>CSX Public Project Information Manual/General</p>	<p>CSX Public Project Information - Overhead and Undergrade Bridge Projects, PDF page 28 & 29 states:</p> <ul style="list-style-type: none"> • No drainage will be directed to CSX right of way. <p>CSX Public Project Information – Parallel Road Construction, PDF page 30 & 31 states:</p> <ul style="list-style-type: none"> • No additional drainage may be directed onto railroad property. <p>Appendix – Overhead Bridge Criteria, section IV. Drainage, PDF page 106 states:</p> <ul style="list-style-type: none"> • Drainage from the bridge <i>shall be preferably collected</i> with drain pipes and drained away from CSX’s right-of-way. <i>When open scuppers are provided on the bridge, none shall be closer than 25’-0” of the centerline of nearest track.</i> Flow from the scuppers shall be directed away from CSX’s drainage ditches. <p>Will drainage from the new bridge would be allowed onto the CSX ROW?</p> <p>Will CSX allow the use of open scuppers on the new bridge or will a closed drainage system be required?</p>	<p style="color: red;">TDOT cannot guarantee a specific response from CSX. The Design-Builder shall submit the required information regarding their proposed drainage design to TDOT for submittal and approval by CSX.</p>

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
<p>Contract Book 3, Page 23, Drainage, Design Requirements</p> <p>Contract Book 3, Page 74, Maintenance of Traffic</p>	<p>See below the spread calculations that have been computed for the existing and proposed/function plan conditions for the CSX bridge:</p> <ul style="list-style-type: none"> • Worst case spread on the existing bridge for the inside median: 6.60' • Worst case spread on the existing bridge on the inside median with 6" deck drains at 12' centers as a suspended system: 4.15' • Worst case spread on the proposed bridge from the functional plans on the outside: 3.17' • Worst case spread on the proposed bridge from the functional plans on the outside with 6" deck drains at 12' centers as a suspended system: 1.81' <p>Currently the existing bridge configuration with and without a suspended deck drain system would have spread into the travel lane during temporary traffic phasing, see the marked-up PDF for the Phase 1 Construction. The proposed bridge would have to have a suspended deck drain system during temporary traffic phasing for the spread to not encroach into the travel lane, see the marked-up PDF for the Phase 2 Construction.</p> <p>Will the Department accept 3.6' and 1.17' of potential spread in the inside and outside lanes respectively, in the temporary construction condition?</p>	<p style="color: red;">This will be addressed in future addendum. It is planned to reduce the design rainfall event for TEMPORARY DRAINAGE DURING CONSTRUCTION to a 5-year 1-hour rainfall event. Spread will not be allowed to encroach onto the travel lanes for its respective design rainfall event (i.e. during construction & after construction).</p>

**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
General Question – Noise Wall TNM files	<p>The design files provided based on the functional plans are based on a datum (projected) different than noise model TNM files provided. This limits our ability to accurately place noise wall ground and top of wall elevations from the design files in the TNM model. This will also complicate the Departments ability to compare proposed noise level reductions between the current model and DB optimized model as required by the RFP.</p> <p>We understand that due to the current procurement schedule, it will be difficult for TDOT to modify the TNM files to the same datum as the design file. Therefore, would the Department provide the current proposed noise walls and proposed design elements in a DTM or TIN file on the same datum used in the noise model TNM? This information will only be used for the noise wall optimization and will have to adjust the datum to match the design files after project award.</p>	<p>The TNM files XY coordinates should be scaled by 0.99998.</p>