

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	The noise technical report had Appendix B – Noise Measurement Data Sheets and Photographs (field validation readings and noise measurement data). For the updated noise technical report that needs to be completed once the project is awarded do these field measurements need to be completed again or can we use existing data/readings? Our assumption would be that we can use the same readings to keep costs down for the Department.	The Design-Builder's shall use the noise measurement data provided in the Noise Technical Study to design the noise barriers.
Contract Book 3, Section 9, Permitting Page 61	Will a TVA permit be required?	The Design-Builder is responsible for permit coordination.
Contract Book 1, Section 5, Page 23, ROW Submittal	Will TDOT consider removing the requirement for a ROW submittal during the pursuit phase?	The ROW submittal will be required as part the proposal.
Follow-up Question QAR#3, pg 6, question 5	The response indicated there all commitments are listed in the RFP pr reference documents. TDOT has also verbally stated that there are commitments to local stakeholders, that are not included in the environmental documents, concerning the left turn movements on the Moore Rd bridge. Can TDOT please provide a copy of all the commitments that were made to local stakeholders?	Coordination with local stakeholders that resulted in specific design requirements for the project were incorporated into the RFP. There is no additional documentation to provide.

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Reference Materials, Functional Plans	As per Drainage manual, “The minimum depth of the ditch invert should be set below the bottom of the subgrade as specified in the Standard Roadway Drawings” and “As described in Section 5.04.6, the ditch should be provided with sufficient capacity that the design high water elevation will be below the bottom of the subgrade”. In the Functional Plans, most of the ditches along the periphery of the corridor (ditches receive runoff from the terraces and the area between the terrace and I-24) are not designed to be deep enough to account for the runoff. The also have ditch elevations either at or above subgrade which do not meet standards. To meet standards, the ditches will need to be deeper which would increase the ROW limits and, in some cases, undercut the terraces. Will TDOT release a revision to the Functional plans that addresses the need for larger/deeper ditches.	Minimum ditch depths should be below subgrade to accommodate positive drainage of under drains per RD-UD-4. Where closed drainage systems are used adjacent to under drains, they will connect to the closed drainage system to ensure positive drainage of the roadway subgrade. Plan revisions will be in an upcoming addendum.
Contract Book 3, Section 3, Roadway, Drainage Page 24	The RFP states “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.” As per RFP, the existing 54” pipe under Belvoir Ave would need to be replaced. Since the bridge on Belvoir is to be retained, replacing the 54” pipe would not be possible. Would the department allow teams to retain the portion of the 54” pipe under Belvoir and replace the rest of the length of the 54” pipe?	The section of 54” pipe can be utilized under the following conditions: <ul style="list-style-type: none"> • Per the RFP, the Design-Builder shall video inspect and verify all existing drainage systems for Segment 1 (from station 74+50 to station 179+00) and Segment 2 that are to remain, are clean, operable, and determined to be hydraulically sufficient and structurally adequate. Video inspection and supporting documentation shall be provided to the Department for concurrence. • No portion of the pipe can be located under a travel lane

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RFP, Contract Book 3, Page 18	<p>According to the RFP, Contract Book 3, Page 18, All Ramps Design Requirements: Outside shoulders shall be a minimum of 6' wide (stabilized) and Inside shoulders shall be a minimum of 4' wide (stabilized).</p> <p>Please confirm that outside shoulders are to be 6' wide (stabilized) without the 2' un-stabilized shoulder as indicated in RFP and shown on most ramps in functional plans</p> <p>Please confirm that inside shoulders are to be 4' wide (stabilized) without the 2' un-stabilized shoulder as indicated in RFP and shown on most ramps in functional plans.</p> <p>Please confirm if this to be used for all ramps or single ramps only. If single ramps only, please provide direction for shoulder widths on dual lane ramps as Ramp O currently is shown having a 10' wide inside (right) shoulder and 6' wide outside (left) shoulder.</p>	<p>The shoulder widths for single lane ramps shall be 6' stabilized for outside and 4' stabilized for inside shoulders. For multi-lane ramps, they shall be 10' stabilized on the outside and 6' stabilized on the inside shoulder. The shoulders on Ramp O have been corrected and will be released in an upcoming addendum.</p>
RFP Contract Book 3, Page 18, Payment for Select Quantity Overruns	<p>Can the Department please review the Unit Prices proposed for the Concrete Repair item overruns? The proposed rates appear to be insufficient to cover anticipated costs to perform these items.</p>	<p>After the Departments review, no changes will be made to the concrete pavement full depth repair overrun unit price.</p>
Contract Book 3, Section 4, Noise Barrier Walls, Page 36	<p>The functional plans show the noise wall on slopes and in ditch bottoms. How was TDOT proposing to account for drainage behind the wall, on the upstream side as there will be a significant amount of flow in some locations?</p>	<p>The Design-Build Teams will be responsible to develop details for how drainage is addressed based on their final design of noise wall locations. Flows shall be collected behind the noise walls and released at wall ends or with underground conveyances.</p>