

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
RFP Contract Book 1, Section E.1.a	Price Proposals are submitted using Internet Bidding (Bid Express). However, this project or any associated files does not show up on the Bid Express website. Can you confirm that the electronic bidding file will be posted to the Bid Express website?	Bid Express will be used for bid files. The contract will be added by the beginning of October 2022.
RFP Book 1, Page 4, Overview	<p>The RFP states "Replace all lighting on I-75 from 400 ft. south of the CSX Railroad bridge to the East Brainerd Road bridge"</p> <p>Currently there is only existing lighting from 400 ft south of the CSX RR bridge to a few hundred feet north of the bridge. Is the scope "Install new" rather than "Replace all", or should we only replace the lighting that currently exists in this area?</p>	The lighting scope for Segment 2 is to install new lighting (replacing any existing light standards) from 400 ft south of the CSX bridge to just south of the East Brainerd Road interchange (no lighting is to be added for the East Brainerd Road Interchange). This will be addressed in a future addendum.
References	Previously, the TNM files were provided to the design builder. Thank you. The files provided do not appear to have a complete AM Build or PM bulid file. Is there a complete AM Build and PM Build TNM file, and if there is, can we have it?	TDOT only models the worst-case scenario so there are not abatement models for both AM and PM.
RFP Book 2, Appendix B, Special Provisions	The Appendix includes a Special Provision for Grinding Concrete Pavement (SP503). Where does TDOT intend for this grinding to occur? Is it intended for both new and existing concrete surfaces within the project limits?	QR #3 addressed the diamond grinding. Diamond grinding of existing concrete pavement from Phase I will not be required, except for areas that need to meet ride specifications (i.e. at profile tie-ins, etc.).

RFP QUESTION REQUEST FORM QR

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

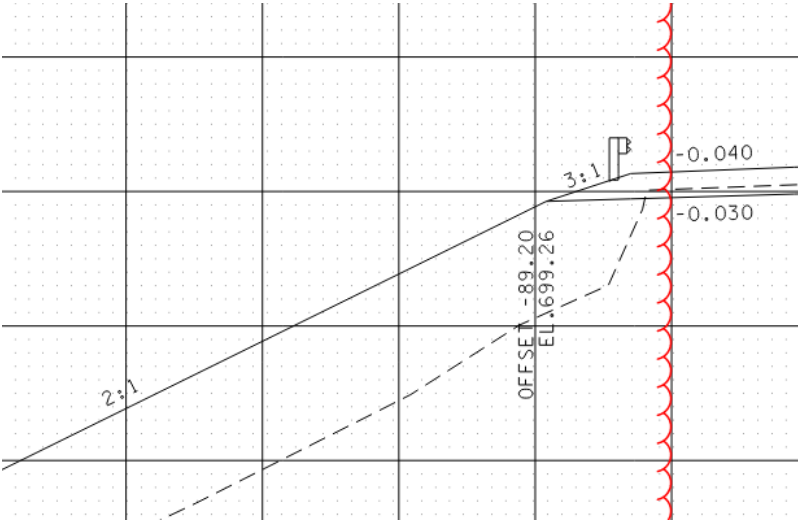
DB CONTRACT No.: DB2101

RFP Book No. and Section ID	Question	Reserved for Agency Response
Contract Book 3, Section 4, Structures, Design Requirements, Page 35	The RFP states "For all bridges, the Design-Builder shall perform a hydraulic analysis for bridge deck drainage and shall meet the criteria in the TDOT Design Procedures for Hydraulic Structures. Any conduits proposed for deck drainage shall be encapsulated in the bridge components. No drainage conduits shall be exposed." Can the Department provide clarification on what is considered encapsulation for drainage conduits? Will drainage conduits be considered encapsulated if they are placed in between the bridge beam interiors and not on the beam exteriors under the bridge overhang?	Horizontal drainage conduits are allowed to be concealed between interior girder bays. However, all vertical drainage conduits must be completely encapsulated.
Contract Book 3, Lighting, Pages 31-32	Are light standards allowed to be mounted on the median barrier for Segment 1?	Light standards can be mounted to the median barrier for Segment 1.
Contract Book 1, 3. Proposal Stipend, Page 27	Will the Department consider increasing the stipend amount?	The Department will not increase the Stipend amount.
Contract Book 3, Construction, Pages 72 - 82	The Department has mentioned that emergency pull-offs will be required. There does not appear to be any guidance for this in the RFP. Can the Department provide an addendum or guidance regarding emergency pull-offs?	The Department published new standard drawings prior to the original posting of the RFP that provide requirements for construction entrances and emergency pull-offs (T-WZ-62). Note: other pertinent traffic control standard drawings were published near the same date.
Contract Book 3,	For Segment 2, the RFP requires texture coating existing median barrier to remain. Is there anything that needs to be done to damaged sections.	The Design-Builder will be required to patch or replace sections of the existing median barrier to remain, prior to texture coat application. This will be addressed in a future addendum.

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: Functional Plans	<p>In multiple places in the provided Functional Plans and subsequent revisions, the I-75 cross sections show a Shoulder Slope Break steeper than the standard 6:1 (Detailed in RD11-TS-5B), in some places as much as 3:1. Will steepened shoulder breaks be allowable along the entire I-75 corridor so long as the requirements of Standard S-PL-6 are met?</p> 	<p>The intent is to meet the requirements of S-PL-6 where 6:1 slopes cannot be constructed within the existing right of way along I-75. Slopes shall be as flat as possible in all areas of the project limits.</p>