

PDB QUESTION REQUEST FORM QR

PROJECT: NH-I-40-1(370)

DB CONTRACT No.: DB2501

DATE:4/30/2025

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 1, Section 1.1.2 and Book 3, Section 1.1	<p>Given the recent expansion of the project scope outlined in Addendum No. 1, specifically the addition of "removal of concrete pavement and replacement with full depth base and pavement," proposers face significant uncertainty in quantifying this element. While proposers could individually perform geotechnical investigations, the resulting data would lead to unique structural designs and estimated quantities specific to each proposer, thereby preventing a fair and equal comparison among competing bids.</p> <p>Additionally, the provided California Bearing Ratio (CBR) test results indicate that at least one identified area will require subgrade improvement to meet the recommended CBR value of 4.0%. Given limited existing geotechnical information, particularly beneath current travel lanes and in the median, the potential for additional subgrade improvements throughout the project limits remains significant.</p> <p>To ensure all proposers bid under equitable and consistent conditions, we respectfully request TDOT establish standardized allowance quantities both for the removal and replacement of concrete pavement with full depth base and pavement and for anticipated subgrade improvements. This standardized allowance approach would be similar to the methodology TDOT implemented for partial depth bridge deck repairs as detailed in Section 5.1 of the RFP. Under this allowance structure, proposers would uniformly incorporate TDOT-established quantities into their base bids, with any actual quantities encountered beyond these allowances handled as changed conditions. This approach would ensure transparency, fairness, and consistency across all proposals. Would TDOT consider adopting this allowance-based approach for both concrete pavement reconstruction and subgrade improvement quantities to promote fairness and clarity in the bidding process?</p>	<p>The intent of the project is to provide the Proposer with multiple methods for the rehabilitation and resurfacing I-40. RFP Book 1 Section 1.1.2 Project Description & RFP Book 3 Section 1.1 General Project Description; Scope of Work will be revised to state: will replace the existing concrete pavement with an asphalt surface <i>using one or a combination of the following methods</i>: rubblization, crack & seating, removal of concrete pavement and replacement with full depth base and asphalt pavement, and/or any other approved methods.</p> <p>It will be the Proposers design which will determine the amount of concrete pavement removal and subgrade design based on the options listed in RFP Book 1, Section 1.1.2.</p> <p>TDOT will not offer an allowance-based approach for the quantities of subgrade improvement and concrete pavement restoration.</p>