



TENNESSEE DEPARTMENT OF
TRANSPORTATION
FINAL QR DOCUMENT

Interstate 24

**Interchange at Epps Mill Road/Buchanan Road; Epps Mill Road,
From west of Capital Way to SR-2 (US-41)
Rutherford County, Tennessee**

Project Identification Number (PIN): **124683.06**

State Project Number: **75I024-S0-009, 75CCOU-S1-002, 75I024-S1-010,
75CCOU-S2-002, 75I024-S2-010, 75CCOU-S3-002, 75I024-S3-010**

Federal Project Number: **N/A**

DB Contract# **DB2505**

Note to Proposers:

Where conflict arises, the responses provided in this form supersede the original Contract Book 1, 2, 3, and any Addendum issued prior to the date an individual QR response was posted. Addenda issued after a posted QR response supersede any prior QR response.

This document is a compiled pdf of all previously issued QR Responses.

**Form QR
RFP Question Request**

Project & DB Contract #: DB2505 I-24 Interchange at Epps Mill Road/Buchanan Road

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3, Section 8.2	Can the experience of the Utility Coordinator be modified from "A minimum of 4 years of experience performing utility coordination in accordance with TDOT standards, policies and procedures." to "A minimum of 4 years' experience performing utility coordination on projects of similar size and complexity."	No.
Drawings	I-24 ramps to Epps Mill currently have Specific Service signs (TN-67-A, B, C) in the TN Supplement to Highway Signs, while these signs don't appear to be in the Functional Plans, will they need to be replaced?	The Department does not own or maintain these signs. If design or construction impacts these signs, Design-Builder shall coordinate and remediate the impact on any TN Logo or Specific Service signs.
Book 3/Section 3.2	States that only design that affect Right-Of-Way will need a reevaluation, Book 3/Section 9 states "If the Design-Builder's design footprint extends beyond the study area and/or changes to impacts to identified resources, the Design-Builder will be responsible for the additional environmental technical studies and re-evaluation of the TEER document. If easements or ROW limits are modified will they require a re-evaluation or only modifications that extend outside the study area require a re-evaluation. If utilities relocate into easements outside ROW/Study limits will a TEER reevaluation be required?	If re-evaluations are required for Design-Builder's design and construction, the Design-Builder is responsible for all work required to perform the re-evaluation and gain approval. See above.
ROW	Will private fences, landscaping, etc that lie within the project limits be relocated by the property owners via compensation provided to them during the ROW acquisition process? Verify Design-Builder is not responsible for removing and relocating the appurtenances of private property owners at Design-Builder cost.	The Design-Builder shall be responsible for removing all appurtenances that remain after construction NTP on Rights-of Way at Design-Builder's expense.
Book 3/Section 8.4-8.5	Will schedule and compensation be modified if utility relocations into easements outside the new ROW are required? Are there known agreements with any of the known utilities listed in the RFP, if so can they be provided?	No. There are no known existing utility agreements specific to this project.

Form QR
RFP Question Request

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3/Section 1.1	The final Bullet says replace control access fence. Please define the limits of replacement. Is it all new fence or only new fence in areas where disturbed by construction activities?	Any control access fence that is damaged within the Project Limits shall be replaced in kind. The Design-Builder shall install new control access fences per the functional plans.
Addendum 2	Please clarify, can existing pavement on Epps Mill Road and S.R. 2, be milled and overlaid only?	See Addendum #2 (specifically Book 3, Appendix A, Page 1 of 3) for pavement requirements for Epps Mill Road and SR2.
Book 3, Section 8	Will TDOT provide a timeline for the utility coordination process? Similar to DB2506 (please see attached).	No.
Book 3, Section 9.6	Will TDOT provide a timeline for the environmental permitting process? Similar to DB2506 (please see attached).	No.
Book 3, Section 12	Should either known 3rd party development not be complete, as anticipated, with their work ahead of construction of DB2505, will TDOT consider time request(s) should the 3rd party developments impact the critical path of the schedule for DB2505?	All time requests related to impact on Critical Activities will be evaluated on individual basis.
RFP Book 1, Section 1.3 Procurement Schedule	Would TDOT consider pushing back the 2/13/2026 Technical and Price Proposal due dates?	See Addendum #3.
Bid Form	Please provide the bid form as soon as possible, ideally no later than the first week of January, so we can setup the estimate in our bidding software.	See Book 1 Section 3.4.4
RFP Book 3, Section 7	If we determine that additional ROW is needed to meet the requirements of the functional plans, will TDOT be acquiring the additional ROW?	If the Design-builder determines that additional ROW is needed to meet the requirements of the RFP, the Design-builder must notify TDOT within 60 days after Notice to Proceed (NTP) after award of contract, and if TDOT concurs that the additional ROW is required, TDOT will acquire the additional ROW. The additional ROW will be acquired within an agreed upon date. The additional time required will not be considered as compensable.
Materials, 5. Roadway, Template Library, Civil Templates	The link to this file is broken, can it please be updated?	The link is updated with a zip file.

Form QR
RFP Question Request Responses 3

Project & DB Contract #: I-24 Interchange at Epps Mill Road/Buchanan Road (DB2505)

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3, Section 2.3	TDOT has recently produced a Design Quality Manual which outlines procedures and processes for design quality that are applied to all TDOT projects. Does TDOT intend for those same quality procedures to be applied to this project? If so, should this section simply refer to the TDOT Design Quality Manual?	The Quality Management Plan (QMP) shall be in accordance with Section 2.5 of the <i>DB Standard Guidance</i> and Section 2.3 of Book 3.
Book 3, Section 9.6	How much oversight from TDOT Environmental is expected on this project? Will TDOT Environmental be reviewing permitting packages prior to submitting them to TDEC? It would be preferred to submit directly to TDEC with TDOT environmental as information only.	Book 3, Section 9.6, Subsection <i>Applying for and Obtaining Permits</i> , details the Department's role and oversight related to permits.
Book 3, Section 2.2	We understand that TDOT has not negotiated agreements with the utility owners in the project footprint. What duration should be assumed in the project schedule for 3 rd Party reviews? To balance the field we suggest TDOT identify an anticipated review period that is included in each bidders CPM schedule.	It is the Design-Builder's responsibility to determine third party utility review times. The Design-Builder shall include this review time in the project CPM schedule.
Book 3, Section 3.2	The Epps Mill functional classification is "Urban Major Collector". The 2018 TDOT standard drawing RD-18-TS4 identifies an Urban Major Collector as a 5-lane road with curb and gutter. Rural Minor Arterial RD-18-TS5A. Please confirm the typical cross section desired for Epps Mill.	Epps Mill Road will be widened to a 3-lane section. TDOT Standard Drawing RD11-TS-7B is the basis for the typical section of Epps Mill Road.
Drawings	At multiple locations, the cut/fill lines are shown outside of the ROW. Will TDOT be acquiring additional ROW to accommodate the construction limits?	If TDOT determines additional ROW is required to satisfy the requirements of the RFP provided, the additional cost will be the responsibility of the Department.

Form QR
RFP Question Request Responses 3

RFP Book No. and Section ID	Question	Reserved for Agency Response
Traffic Studies	<p>Per the Traffic Report included in the concept report, the intersection at Epps Mill and SR2 warrants a traffic signal. However, the traffic modeling and conceptual plans do not show the Epps Mill and SR2 intersection as signalized.</p> <p>Without a traffic signal at SR-2, significant queueing will occur across the whole network (gridlock) (i.e. cars spilling back onto I-24 in both the EB and WB directions and along the entirety of Epps Mill Road).</p> <p>Please confirm if TDOT expects the intersection of Epps Mill and SR2 to be signalized?</p>	<p style="color: red;">See Book 3, Section 12.1 and Addendum #2.</p>

Form QR

RFP Question Request Responses 2

Project & DB Contract #: I-24 Interchange at Epps Mill Road/Buchanan Road (DB2505)

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3, Section 3.2	Section states that 16’-6” minimum vertical clearance shall be maintained during all construction phases of the project. The existing minimum vertical clearance is 16’-3” per the inspection report. Please confirm the 16’-6” applies to the proposed structure.	The 16’-6” minimum vertical clearance requirement applies to the proposed structure over any roadway. The existing clearance shall be maintained during construction.
Book 3, Section 4.1	Reference is made to vehicles to be load rated and a report format in the reference material. Please add these materials to the website.	See Addendum 2.
Book 3, Appendix A, Page 2, Note 1	A full depth pavement design is provided for I-24 and note 1 provides information for M&O at the Tie-in locations. The provided RFP plans depict a M&O for all lanes of I-24 within the project limits. Can you please clarify if all I-24 travel lanes and shoulders within the project limits are required to be milled and overlaid?	Yes. All existing I-24 travel lanes and shoulders within the project limits are required to be milled and overlaid.
RFP Concept Plans	There are multiple locations where drainage easements or proposed slope lines extend beyond the limits of the existing survey terrain. Will TDOT please provide the extended terrain that was used for these areas and clarify its source. The requested areas are apart of Tracts 6, 24, 25, 26 ,27, 31, 32, and 34.	Yes, there is a combined field survey and TDOT Lidar Terrain file that will be provided in the Reference Material.
Book 3, Section 11.2	Can TDOT please clarify the minimum lane width for Interstate ramps that will be required during construction?	The minimum lane width requirement also applies to interstate ramps.
Book 3, Section 11.1	What is the design storm that must be design for during work zone traffic control?	See Book 3, Section 3.3
Book 3, Section 11	Can TDOT please clarify if the entrance and exit to Miller Lane and the Auto Entrance to the Loves Truck must be maintained until the traffic signal is installed at Forbus Drive?	It is not required to maintain these entrances/exits until the traffic signal is installed. It is the responsibility of the Design-Builder to safely phase the work in accordance with the RFP.
Book 3, Section 3	Is the Design-builder responsible for providing clear zone outside of the construction limits?	The Design-builder shall be responsible for ensuring all clear zone requirements are met within the Project Limits as defined in Book 3, Section 1.1.

Form QR
RFP Question Request 1 Revised

Project & DB Contract #: DB2505 I-24 Interchange at Epps Mill Road/Buchanan Road

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3 / Section 7	If more ROW is required to meet functional design provided, will this additional cost be the responsibility of the Department?	If TDOT determines additional ROW is required to satisfy the requirements of the Functional Design RFP provided, the additional cost will be the responsibility of the Department.

Form QR
RFP Question Request

Project & DB Contract #: DB2505 I-24 Interchange at Epps Mill Road/Buchanan Road

RFP Book No. and Section ID	Question	Reserved for Agency Response
Functional Design Plans- Roadway	Is the intent to Asphalt Cold – Plane and Overlay I-24 mainline within the limits of the ramp modifications as depicted in the Functional Design Plans	Yes.
RFP Book1 ITP– 1.1.2 Project Description	The RFP states that the Project will not alter the thru-lanes along I-24 EB or WB. Please confirm that slope correction on mainline of I-24 is not required as part of the works related to the acceleration/deceleration ramps at I-24 Epps Mill Road interchange.	Slope correction is not required.
Functional Design Plans- Roadway	The Functional Design Plans identify “Asphalt Pavement” on the acceleration/deceleration auxiliary lanes where concrete pavement exists today. Is it the intent of the project to reconstruct the concrete pavement (or asphalt overlay)?	The intent is to remove the existing concrete pavement and reconstruct the acceleration/ deceleration auxiliary lanes with full-depth asphalt.
RFP Book1 ITP– 1.1.2 Project Description Functional Design Plans- Roadway	The RFP and Functional Design Plans require the extension of the acceleration/deceleration auxiliary lanes, is the intent to have these extensions made of full depth concrete or full depth asphalt?	Ramp acceleration/deceleration auxiliary lanes are full-depth asphalt.
Functional Design Plans- Roadway	Please provide the limits of concrete pavement along the ramps.	Concrete full-depth paving for the ramps will begin at the physical nose of the gore areas and extend to Epps Mill Road.
RFP Book1 ITP– 1.1.2 Project Description Functional Design Plans- Roadway	The RFP and Functional Design Plans require the extension of the acceleration/deceleration auxiliary lanes, is the intent to have these extensions made of full depth concrete or full depth asphalt?	Ramp acceleration/deceleration auxiliary lanes are full-depth asphalt.
Functional Design Plans- Roadway	Is the intent to reconstruct the outside shoulders on I-24 mainline to have Full Depth Asphalt Pavement as depicted in the Functional Design Plans?	Yes.
Functional Design Plans- Roadway	Kindly clarify if the areas shown as WTL-2 and WTL-3 in proximity of the bridge crossing are indeed identified as wetlands and will require any compensatory mitigation.	WTL-2 and WTL-3 have been identified as wetlands. It is the responsibility of the Design-Builder to determine if mitigation is required.
RFP BOOK 3 PROJECT SPECIFIC INFORMATION. 3.2 Design Requirements- Deviations and exceptions	We kindly request clarification on whether the requirement for an ATC for Deviations from the Functional Plans horizontal alignment (greater than 10.0 feet) applies solely to the roadway horizontal alignment, or if it encompasses any other roadway element that is proposed to be shifted more than 10 feet, such as drainage systems or barriers.	The 10-ft. limitation applies to horizontal roadway alignment(s).

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RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3, Project Specification References, Section 1.1	Section states DBT's shall replace existing and install new signage as shown in the roll plots, no roll plots were provided. Please either remove reference or provide roll plots.	See Addendum No. 1.
Reference Materials, 5. Roadway, Template Library, Civil Templates	The link to this file is broken, can it please be updated?	The file link is not broken. DB Teams will need to update the file path to reflect where the DB Team places the template(s).
Book 2, Appendix B, Special Provisions	The following special provisions do not apply to the work to be completed under this contract. Can they either be removed or the intent of their inclusion clarified? 107L Potentially Acid Producing Material, 203E Scaling and Trimming, 204CG Compaction Grouting, 205A Embankment, 505 Rubblizing Concrete, 627PVD Prefabricated Vertical Drains, 712B Traffic Control Supervisor	See Addendum No.1. Some Special Provisions may not be applicable depending upon the DB Team's design.
Book 2, Special Provisions, SP109A, 109B, 109MA	There appears to be some conflicting information regarding the payment adjustments for fuel in Book 2, for example, SP109MA shows \$1.48/gal for fuel while the amount is blank in SP109A. Please clarify the fuel index for this contract.	The current October 2025 fuel rate (\$2.48/gal) can be used for reference. The estimated price per gallon of fuel will be determined by the time the price proposal is due.
Book 2 / Appendix B	SP108B – Would TDOT allow partial and/or complete closures on Epps Mill Road during nighttime hours?	No.
Book 2 / Appendix B	SP108B – Would TDOT allow partial and/or complete closures on ramps? If so, please provide time frames and how many ramps can be closed at same instance.	See Addendum No. 1.
Book 2 / Appendix B	SP108B states damaged safety apparatuses must be temporarily delineated within 24 hours of discovery or notice. If situation occurs in which temporarily delineation requires a lane closure to install, it is difficult to get that approved by the Department in the allotted time frame given. Can language be added to waive LDs if the Department's processing of lane closure request doesn't allow for temporary delineation within 24 hours?	No.
Book 2 / Appendix B	SP108B – Will repair of safety apparatuses (guardrail, bridge rail, concrete barrier, and cable barrier systems) be compensated?	No.
Book 2 / Appendix B	SP108B states potholes as described in Book 3 Section 10.3.2 must be mitigated within 24 hours of discovery or notice. Can language be added to waive LDs if the Department's processing of lane closure request doesn't allow for pothole mitigation within 24 hours?	No.

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RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 2 / Appendix B	SP108B – Will pothole mitigation (hot mix and/or mill/fill) be compensated?	No.
Book 3 / Section 3.2	“All proposed slopes associated with the roadway shall be 2:1 or flatter and shall be sodded.” Can TDOT clarify if the limits of slope associated with roadway is toe of slope?	Vegetation requirement will be modified to allow seeding. This will be addressed in a future addendum.
Book 3 / Section 3.2	Can seed and straw and/or erosion matting be used as stabilization outside of slope associated with roadway if the chosen stabilization meets design guidelines?	Yes.
	Can the Department provide core data for existing roadway/shoulders on I24?	The Department has provided all available core data for the project.
Book 3 / Section 5.1	Design Builder is responsible for supplying power for ITS scope. Are there any requirements on where the power source originates? Is Design Builder required to accommodate any future expansion of proposed ITS infrastructure?	See SP725, Section 7, for details related to electrical service requirements. Solar power will not be an acceptable power source. No future expansion capabilities are included in the scope.
Book 3 / Section 7	If ROW is not acquired by February 28, 2027 and the project is delayed, will this be viewed as a compensable time extension?	Any delay to critical activities caused by the Department is compensable.
Book 3 / Section 7	If more ROW is required to meet functional design provided, will this additional cost be the responsibility of the Department?	If TDOT determines additional ROW is required to satisfy the requirements of the Functional Design provided, the additional cost will be the responsibility of the Department.
Book 3 / Section 11.5	Can the Department clarify how many message boards are needed.	It is the responsibility of the Design-Builder to determine the number and type of temporary traffic control devices.
Book 2 / Appendix B	SP712DSL – Can speed reduction construction signs be utilized in lieu of digital speed limit sign assemblies?	SP712DSL is intended for I-24 only. Static signs are acceptable for non-interstate roadways.
Roadway Functional Plans	Typical Section for Ramp 2/3 calls out concrete barrier rail. Proposed Layout 506+50 to 514+00 illustrates as a median island CAD file in same station range illustrates as striped gore Can the Department clarify which layout is required?	Functional Plans will be updated. Design-Builders are reminded that all Reference Material is for information only.
Roadway Functional Plans	TDOT Functional Design Checklist requires proposed guardrail locations be shown. Can the Department provide proposed guardrail locations for the provided functional plans?	Functional Plans will be updated to show guardrail. Design-Builders are reminded that all Reference Material is for information only. Guardrail locations need to be verified by the Design-Builder.

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RFP Book No. and Section ID	Question	Reserved for Agency Response
	Can the Department clarify what type of controlled access fence is required?	Standard Drawing S-F-10 will apply for controlled access fence.
Report of Preliminary Geotechnical Exploration	Is the Design-Builder responsible for determining if underdrain is required along SR2?	Yes.
Roadway Functional Plans	Are rumble strips / rumble stripes required on SR 2 and/or Epps Mill Road?	It is the Design-Builder's responsibility to determine this requirement.
Report of Preliminary Geotechnical Exploration/Pg 11/Section 3.1	The preliminary geotechnical exploration report mentions that there are soil seams present in the rock at borings near the abutments, and they recommend pre-drilling piles to the estimated tip elevation. Does the Design-Builder decide whether pre-drilling of piles is necessary, or is that a decision by TDOT Geotech?	The Preliminary Geotechnical Report is provided for information only. It is the Design-Builder's responsibility to determine if pre-drilling of piles is required.
Book 2 / Appendix B	The special provisions below are listed but don't seem to apply: SP108C, SP203E, SP204CG, SP503DB, SP505, SP627PVD, SP712SFS Special provisions noted in table of contents but not included: SP106A Special provisions included but not listed in table of contents: SP107L, SP 406HFST (this SP doesn't apply) If a special provision is listed in Book 2 but not relevant per scope requirements in Book 3, can the Department clarify the intent?	See Addendum No.1. Some Special Provisions may not be applicable depending upon the DB Team's design.
Book 2 / Appendix B	SP4071C – Is intelligent compaction required for I-24 only?	SP4071C is applicable to all roads within project limits.
	If local police officers are utilized for traffic control will this be reimbursed by the Department?	Yes. Circular letter 712.04-04 will be used as the basis of payment.
	Can TDOT provide plans or CAD file of SR2 widening to be installed by adjacent Barrett facility construction?	All available information is already included in Book 3, Section 12.1, and in Reference Material.
TEER	This report calls out pedestrian infrastructure connecting truck stops. Can the Department clarify that the only pedestrian infrastructure required is sidewalks along bridge? Are ramps required for sidewalk connection from proposed bridge to roadway shoulder?	Per the RFP, the only pedestrian facilities required are the sidewalks on the bridge over I-24.

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RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3 / Section 3.2	"The geometric configurations of all roadway components shall be designed to provide adequate drainage and prevent hydroplaning (during construction and when complete)." As far as we are aware there aren't specific instructions in TDOT Design Guidelines to analyze this. Can the Department clarify if other design guidelines should be followed?	It is the Design-Builder's responsibility to design adequate drainage and prevent hydroplaning for this project. RFP Book 3, Section 3.3 provides references for design guidelines.
Book 3 / Section 11.2 Bridge Functional Plans	RFP calls out maintaining minimum shoulder width of 2'. Bridge plan sheet 2 calls out shoulder width of 1'. Can the Department clarify minimum shoulder width requirement?	The RFP will be revised to all of 1' shoulders next to the sidewalk and a 2' shoulder next to temporary barrier. This will be addressed in a future addendum.
T-WZ-62	When work occurs on freeways, standard T-WZ-62 has been a requirement by the Department. Will this standard be required for this project?	Yes
Book 2 / Appendix B Book 3 / Section 11.6	SP712PTQ is listed in RFP regarding queue trucks. Recently TDOT has waived this special provision after performing a traffic analysis on project area. Can the Department confirm queue trucks shall be utilized per SP712PTQ?	SP712PTQ will apply.
Functional Bridge Design Plans	Based on the Grade Sketches shown for Epps Mill, I-24 WBL, and EBL along with proposed superstructure depth, the minimum vertical clearance over I-24 WBL = 16.13' and I-24 EBL = 15.47' at the respective FGL of the underroute. This would violate the minimum vertical clearance limit of 16'-6".	The 16'-6" vertical clearance requirement applies to the proposed structure over any roadway. The existing clearance shall be maintained during construction.
	Aquatic Organism Passage is not mentioned in RFP. Can the Department please confirm AOP does NOT apply to this project?	AOP does not apply.
Book 3 / Section 3.6	"The Design-Builder shall coordinate the signals at the interchange using a fiber optic connection." Can the Department please confirm that interconnect is only required for signals at Interchange and does NOT include signal at Epps Mill Road / Forbus Drive and/or future signal at Epps Mill Road / Manchester Pike.	Interconnection of signals are detailed in RFP Book 3, Section 3.6. No future connection to the Epps Mill Rd./Manchester Pk. intersection is required.
	When does Barrett facility adjacent SR2 intend to complete sewer connection?	All available information is already included in Book 3, Section 12.1, and in Reference Material.
Book 1 / Section 3.4.4 Book 3 / Section 9.1, 9.3	If sinkhole is encountered during construction, will Design-Builder be compensated for sinkhole mitigation?	No.

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RFP Book No. and Section ID	Question	Reserved for Agency Response
Functional Plans	In areas of existing ramps/roadway to be scarified and obliterated, can the existing concrete/asphalt (including base stone) be broken up and topsoiled over? Or does existing surface (including base stone) need to be completely removed?	Existing surface, including base stone, shall be removed and regraded.
Book 3 / Section 1.2 Functional Plans	Ramp 2 departure design speed must be a minimum of 40 MPH. The Functional Plans show Ramp 2 -Curve 7 to be designed to 35 MPH design speed. Where does TDOT delineate the limit of the departure design speed of 40 MPH on Ramp 2? Should a minimum 40 MPH design speed be required for the entirety of Ramp 2?	Departure speed only affects the first curve from the gore.
Book 3 / Section 11 SP108B	What is the minimum posted speed required during MOT phases on Epps Mill, Ramps and SR-2?	Circular Letter 712.04-01 shall apply.
Book 3 / Section 11 SP108B	Is MOT required to be designed to meet the minimum required of the posted speed + 10 MPH as required by T-WZ-16?	It is the Design-Builder's responsibility to determine this requirement.
Book 3 / Section 11 SP108B	Which MOT standard overrules the other, TDOT standards or MUTCD?	Order of precedence is provided in RFP Book 2, Section 12.
Book 2 / Appendix A	Flexible pavement design for Epps Mill Road mentions shoulder design to be used for temporary traffic. Can Design-Builder utilize an alternate pavement design for temporary traffic? If so, what guidelines must be met?	As stated in the RFP, proposed pavements shall be constructed utilizing the pavement designs provided unless otherwise approved by the Department via the ATC process.
Functional Plans	If preexisting utilities impact clear zone within project limits but outside of proposed construction area, is it the responsibility of Design-Builder to relocate such utilities? For example, utility poles and respective guides at stations 529+00 LT, 530+00 LT, and 542+00 LT	Within the Project Limits, the Design-Builder shall be responsible for ensuring that there are no unprotected obstacles within the clear zone. If Design-Builder's design cannot accommodate an existing utility, the Design-Builder will be responsible for its relocation.