

Form QR
RFP Question Request

Project & DB Contract: Timber Bridge Bundle One (DB2506)

RFP Book No. and Section ID	Question	TDOT Initial Response
Book 2: Appendix B	Structure 46 is near a railroad. The project documents state for us to refer to 105C for railroad requirements, but the draft RFP does not provide a 105C. When will the 105C be provided?	The Department is confirming if there is a need to include SP105C based on the specific scope of work at this bridge location. Further information will be provided when known.
Book 3: Section 1.1	Are bridges required to have applied texture coating? How about the stars?	See forthcoming revisions to Section 4.2 of Book 3 to clarify these requirements. All bridges shall receive an applied texture coating finish. The TDOT Tri-Star State Emblem is not required on the bridges.
Book 3: Section 1.1	Is the roadway pavement between bridges 31 and 32 expected to be full depth reconstructed? Do any other locations require this?	See forthcoming revisions to Section 1.1 of Book 3 to clarify the pavement scope for Project, including what is required for Bridges 31 and 32 and the other locations.
Book 3: Section 9.3	Who is responsible for the performance of maintenance and the cost of the maintenance related to the designated detour routes?	The Design-Builder is to maintain detour signing over the Project duration, but all other maintenance responsibilities for the detoured routes would remain under the respective jurisdictions (either TDOT or the local agency).
Book 3: Section 9.4	When does TDOT assume responsibility for maintenance for each bridge location? Is it after each bridge is completed or at the acceptance of the entirety of the project?	Per Section 9.4.1 of Book 3, the "Department acceptance and subsequent Design-Builder relief of maintenance shall occur when both 1) the Bridge Opening Date has been met and 2) all Punch-List items and vegetation establishment requirements have been completed and accepted by the Department for each bridge location." See revisions to Section 9.4 in Book 3 for additional clarifications on the Project's maintenance requirements.
Book 3: Section 9.4	Who is responsible for maintenance and inspection of the existing bridges after contract execution and prior to completion of the new bridge? Who is responsible for the cost of the maintenance and inspections?	Design-Builder (maintenance) and TDOT (inspection).
RFP Book 1 Section 1.14	The stipend appears low considering the proposal requirements. Please consider increasing the stipend of \$75,000.00, especially when considering 11 individual project locations and the requirements of RFP Book 1 Sections 3.4.2 and 3.4.4.	As noted in Section 3.4.2 in Book 1, the Proposer only has to submit a roll plot(s) of its preliminary roadway and bridge schematic/concept plans to represent the Proposer's general design approach consistent with each bridge location. It is not the intent for the Proposer to submit plans for each bridge location or to submit fully developed design plans.
RFP Book 1 Section 3.4.1	Can TDOT expand on the specific tasks expected for each of the following Level 2 personnel? When evaluating the qualifications of staff proposed for these roles, can TDOT provide additional guidance on specific qualifications, training, certifications, or experience that are required or considered favorably? •Utilities Design Engineering/Coordination Supervisor •Erosion Prevention/Sediment Control Inspector •Hydraulics Design Lead •Water Quality Permits Lead •ROW Lead	See forthcoming revisions to Section 3.4.1 of Book 1, where minimal years of experience and qualification requirements will be added for each Level 2 personnel.

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RFP Book 1 Section 3.4.2	The RFP states that proposers are not to submit fully developed plans but should illustrate "color, texture, pattern, emblems, proportion, corridor consistency, or other such visual effects." Does TDOT intend for these bridges to incorporate enhanced visual design treatments (similar to interstate bridges), or should schematic plans reflect standard designs for each bridge location?	See forthcoming revisions to Section 3.4.2 in Book 1, where the noted reference to "color, texture, pattern, emblems, etc." will be deleted.
RFP Book 1 Section 3.4.4	Please provide clarification as to the proposal CPM schedule requirements. What is a Level IV work breakdown structure (WBS)?	See forthcoming revisions to Section 3.4.4 in Book 1, which clarifies what should be included in the Proposal CPM schedule.
RFP Book 1 Section 3.4.4	Please provide clarification as to the proposal Pay Item Breakdowns requirements.	This includes the pay items that the Design-Builder uses to establish its schedule of values and what the Department will pay based on the reimbursement request per the DB Standard Guidance. See forthcoming revisions to Section 3.4.4 of Book 1 that will further clarify this point.
ITP	Project Goal 1 is to limit the duration for each road/bridge closure and related detour. Should the Department consider assigning a "C" value to the bid evaluation for the total site use days or individual "C" values for each site (and/or combined sites)? The "C" value for the bid evaluation would be \$2,000.00 per site use day (to match the liquidated damage value shown in SP108B). The revised Price Proposal Scoring in Section 4.2.1.2 would be: $\text{Total Price Proposal} = A + (B \times \text{TIME B}) + (C \times \text{TIME C})$ Where, C = The amount of one site use calendar day to be \$2,000.00 as stated in Special Provision 108B. TIME C = The number of site use calendar days indicated by the Proposer's time needed to complete the cumulative total of all sites as detailed for site use in SP108B. Additional/Revised Language: Should the total number of site use calendar days that the Proposer included in the Proposal under the "C" portion of the Proposal exceed one thousand two hundred forty (1,240) site use calendar days, then TDOT may reject the Proposal. Additionally, a Proposer's failure to enter a value for "C" with its Price Proposal will deem the Proposal nonresponsive and will be a cause for rejection. While the total Price Proposal ($A + [B \times \text{TIME B}] + [C \times \text{TIME C}]$) cost will be used by TDOT to determine the apparent best evaluated design-builder, reimbursement to the Proposer/Design-Builder is based	No change.
RFP Book 3 Section 2.2.1.2	"The CPM Schedule shall be time and cost loaded . . ." Will monthly estimates be paid solely off the cost-loaded CPM Schedule update?	The CPM Schedule will inform the schedule of values that includes the Project Section and Pay Items, broken down by the activity. See the DB Standard Guidance for additional guidance.
RFP Book 3 Section 6.1 Table 4	Will the Department provide the Availability Dates for each Tract in the final version of the RFP?	Yes, this will be included in the Final RFP. See forthcoming revisions to Table 4 and Table 5 in Book 3.

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RFP Book 3 Section 6.2.6 Table 6	Will the Department grant additional time if the timeframes depicted in Table 6 are exceeded and the activities are included in the baseline CPM schedule, so long as the activities are critical at the time of impact?	While blanket relief will not be granted, non-compensable time extensions may be considered for critical path delay depending on the nature of the third-party impact and consistent with TDOT change order provisions.
RFP Book 3 Section 7.2.2 Table 9	Will the Department grant additional time if the timeframes depicted in Table 9 are exceeded and the activities are included in the baseline CPM schedule, so long as the activities are critical at the time of impact?	While blanket relief will not be granted, non-compensable time extensions may be considered for critical path delay depending on the nature of the third-party impact and consistent with TDOT change order provisions.
RFP Book 3 Section 8.3.2.4 Table 12	Will the Department grant additional time if the timeframes depicted in Table 12 are exceeded and the activities are included in the baseline CPM schedule, so long as the activities are critical at the time of impact?	While blanket relief will not be granted, non-compensable time extensions may be considered for critical path delay depending on the nature of the third-party impact and consistent with TDOT change order provisions.
Book 2, Appendix B	109A and 109B are called out but not present. When will these be added to the RFP?	As noted in the lead-in for Appendix B in Book 2, the listed special provisions will be compiled and provided at the time of the Department's final addendum. The Final RFP will include any customized special provisions completed at that time.
Book 3, Section 8	Please confirm the requirements of TDOT's TS4 permit do not apply, specifically the post construction stormwater management requirements.	Correct, any related requirements will not apply on this Project.
Book 2, Appendix B	108B lists several scenarios for potential liquidated damages pertaining to bridge closures. There is also liquidated damage specified for the contract completion date. Will these Liquidated Damages be compounded if both scenarios exist simultaneously?	Yes.
Book 3, Section 1.3, page 5	When will TDOT have the DGN files listed in section 1.3 available?	All current DGN files are now available, upon Proposer request and after submitting a CAD disclaimer waiver.