



**STATE OF TENNESSEE**  
**DEPARTMENT OF TRANSPORTATION**  
**REGION 4 ALTERNATIVE DELIVERY DIVISION**  
300 BENCHMARK PLACE  
JACKSON, TN 38301  
(731) 935-0344

**WILL REID**  
COMMISSIONER

**BILL LEE**  
GOVERNOR

**December 17, 2025**

**Re: Addendum No. 3**  
**Contract No. DB2506**  
**Counties: Haywood and**  
**Lauderdale**

To the Shortlisted Proposers:

This addendum revises the RFP sections as detailed below. Attached are the revised sheets.

- Revised Book 2 to update SP109A and 109B with the latest payment adjustment data.
- Revised Book 3, Section 4.2, to include Bridge 30 (alongside Bridges 29 and 46) as the three bridges with exceptions to the Project's standard hydraulic requirements.

The Proposer must acknowledge this addendum as indicated in Section 3.2.2 of Book 1 by acknowledging the addendum on Form C. The native files for the RFP forms (including Form C) are included on the Project website.

Sincerely,

A handwritten signature in black ink that reads "Derek Link".

Derek Link  
TDOT Project Manager  
Alternative Delivery – Region 4



# TENNESSEE DEPARTMENT OF TRANSPORTATION

## **Design-Build**

## **Book 2 Contract**

## **Timber Bridge Bundle One**

Haywood and Lauderdale Counties, Tennessee

DB Contract# **DB2506**

**Final RFP: October 2025**

**Addendum #1: October 2025**

**Addendum #2: November 2025**

**Addendum #3: December 2025 (Conformed)**

**SPECIAL PROVISION**  
**REGARDING**  
**PAYMENT ADJUSTMENT FOR FUEL**

This special provision covers the method of payment adjustment for fuel price increases or decreases. Payment adjustments will be made in monthly increments based on the estimated fuel consumed on major items of work, the estimated price per gallon of fuel at the time of letting, and the percentage change of the Producer Price Index for Light fuel oils, Series ID Number WPU0573, published by the U.S. Department of Labor, Bureau of Labor Statistics.

The estimated price per gallon of fuel for this contract is \$2.62 .

The November 2025 Price Index (Ib) for light fuel oils shall be used for this contract. Adjustments will be based on the price index in effect for the month in which the item was installed.

Fuel consumption for payment adjustment shall be based on the following:

Item Number	Description of Work	Gallons	Unit of measure
		per unit	
203	Any Road and Drainage Excavation	0.25	Cubic Yard
203	Any Borrow Excavation (Rock)	0.36	Cubic Yard
203	Any Borrow Excavation (Other than Solid Rock)	0.25	Cubic Yard
203	Any Borrow Excavation (Rock)	0.16	Ton
203	Any Borrow Excavation (Other than Solid Rock)	0.11	Ton
203-05	Undercutting	0.25	Cubic Yard
203	Any Embankment (in-place)	0.25	Cubic Yard
303, 309, 312	Any Aggregate Base	0.79	Ton
313, 501	Treated Permeable Base or Lean Concrete Base	0.10	Square Yard
307	Any Bituminous Plant Mix Base (HM)	2.98	Ton
411	Any Bituminous Concrete Surface (HM)	2.98	Ton
501	Any Portland Cement Concrete Pavement		
	≤ 10 in. thickness	0.25	Square Yard
	> 10 in. thickness	0.30	Square Yard

(Rev. 05-16-16)  
(Rev. 04-01-19)  
(Rev. 11-08-19)  
(Rev. 3-2-23)

January 1, 2021

**SPECIAL PROVISION**

**REGARDING**

**PAYMENT ADJUSTMENT FOR BITUMINOUS MATERIAL**

This Special Provision covers the method of payment adjustment for bituminous materials.

**100% Virgin Bituminous Material**

A payment adjustment will be made to compensate for increases and decreases of 5% or more in the contractor's bituminous material cost. The normal bid items in the contract covering the bituminous material shall not be changed. Payment adjustments (+/-) shall be paid under "Payment Adjustment for Bituminous Material" and calculated as described herein:

A "Basic Bituminous Material Index" will be established by the Tennessee Department of Transportation prior to the time the bids are opened. This "Basic Bituminous Material Index" is the average of the current quotations on P.G. 64-22 from suppliers furnishing asphalt cement to contractors in the State of Tennessee. These quotations are the cost per ton f.o.b. supplier's terminal.

The "Basic Bituminous Material Index" for this project is **\$588.46** per ton.

The "Monthly Bituminous Material Index" is also established on the first day of each month by the same method. A payment adjustment shall be made provided the "Monthly Bituminous Material Index" varies 5% or more (+/-) from the "Basic Bituminous Material Index".

Where the price index varies 5% or more (+/-), the payment adjustment will be made as follows:

$$PA = [Ic - Ib] \times T$$

Where:

- PA = Price Adjustment for Adjustment Month
- Ib = Basic Bituminous Material Index
- Ic = Monthly Bituminous Material Index
- T = Tons bituminous material for Adjustment Month



# TENNESSEE DEPARTMENT OF TRANSPORTATION

## Design-Build

### Book 3 Project Specific Information

#### Timber Bridge Bundle One

Haywood and Lauderdale Counties, Tennessee

**Project Identification Number (PIN): 136185.00**

**State Project Number: R4SVAR-S1-049**

DB Contract# **DB2506**

**Final RFP: October 2025**

**Addendum #1 October 2025**

**Addendum #2: November 2025**

**Addendum #3: December 2025 (Conformed)**

- In addition to those surfaces, all exposed surfaces of the wingwalls, abutments, and exterior portions of the endwalls shall receive an applied texture finish (gray, AMS-STD-595A, color number 36440).
- Before applying any texture finish, all surfaces shall be completely cleaned of all debris and foreign material.

The Design-Builder shall use containment screens or other measures as necessary to prevent any texture coating from entering environmental features. Containment measures shall be approved by the Department and consistent with the NPDES construction general permit.

The Department's Tri-Star State Emblem is not required for use on these 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*. Deck drains, as needed, shall be in accordance with the details shown on TDOT Standard Drawing STD-1-2SS. Bridge deck drains may discharge directly into the stream only if allowed in the permits.

The Design Builder shall adhere to all permits, FEMA, and hydraulic design criteria when designing bridges, culverts, and culvert extensions. As noted in Section 3, the Design-Builder shall reference the Department's *Drainage Manual* and *Design Procedures for Hydraulic Structures*. Design Builder shall use FHWA scour publication HEC-18, and FHWA's Hydraulic Engineering Circular 21 "Design of Bridge Deck Drainage," and Hydraulic Engineering Circular 22, "Urban Drainage Design Manual". Hydraulic designs for all structures shall include a 1D hydraulic model using HEC-RAS or 2D hydraulic model using HEC-RAS or SMS-SRH2D of the 'no-bridge', existing structure, and proposed structure conditions for flood events up to the 500-year flood. TDOT's hydrologic procedure requires evaluating the recommended flow rates from StreamStats, any nearby stream gages, and any existing flows published in a FEMA Flood Insurance Study. The Design-Builder shall determine flow rates following this procedure and increase the established flow rates by 10% to account for current hydrological conditions. The Design-Builder shall submit a hydraulic design to the Department for Review and Comment, which shall be sealed by a Professional Engineer licensed in Tennessee. The bridge hydraulic design shall meet the FEMA requirements for the proposed 100-year flood elevation and meet the Department's backwater requirements for a 50-year design flood. Excavation below natural ground elevation for the purpose of flood storage or adding hydraulic capacity to the bridge shall not be allowed.

The Design-Builder shall submit shop drawings in accordance with the requirements set forth in the TDOT Standard Specifications for bridge components, erection plans, and calculations for concurrence by the Department.

Should the Design-Builder elect to use drilled shafts, the Design-Builder shall construct each drilled shaft according to Special Provision 625, Drilled Shaft. Design-Builder shall prepare all drilled shafts to accommodate cross-hole sonic logging (CSL) testing per the *TDOT Structures Design Guidelines*. Additionally, 3D tomography will be required for shafts that are six feet in diameter and larger per Special Provision Section 625.51.

The proposed low girder elevation shall be equal to or greater than ***the higher of*** 1) the 50-year flood elevation plus 1' ***or*** 2) the 100-year flood elevation. However, the proposed finished grade of the structure shall be equal to or exceed the existing finished grade. The 50-year and 100-year flood elevations shall be determined by the Design-Builder's hydraulic analysis, as concurred to by the Department.

For Bridges 29, 30, and 46, the proposed low girder elevation shall be equal to or greater than the existing low girder elevation. The proposed finished grade of the structure shall be equal to or exceed the existing finished grade.