



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

REGION 3 ALTERNATIVE DELIVERY DIVISION

REGION 3 ANNEX
6630 CENTENNIAL BLVD.
NASHVILLE, TENNESSEE 37209
(615) 557-4502

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

October 15, 2024

**Re: ADDENDUM #2
Contract No. PD2401
County: Davidson**

To Whom it May Concern:

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

- Section 1.1.2, Bullet 1 – Removed requirement to match a specified out to out width of 98'.
- Section 1.5.1 – Corrected anticipated start date of preliminary design/ Preconstruction phase.
- Section 2.1 - Added 4PM CT to the proposal due date.
- Section 2.3 & 2.5.1 – Corrected number of contract digits from two (2) to six (6).
- Section 2.5.3.1, Subfactor #3 - Added language to meet the requirement of TCA 54-1-504(2)(b)(xi).
- Section 2.5.3.1, Subfactor #4 – Edited safety information base year to represent the last five (5) years instead of fifteen (15).
- Section 3, Scoring Matrix – Edited Max page count for the Proposal section to forty (40) to match the language in section 2.5.3.
- Section 4.3 and 4.3.1– Clarified the full preliminary design and project development activities will be negotiated with the successful Proposer and will be based on the PDN Network.
- Appendix C, Hourly/Unit Rates Form- Updated for clarity.

You must acknowledge this addendum and all the receipts of any addenda to RFP in the Introductory Letter and Statement of Interest as indicated in Section 2.5.2 (5), and by acknowledging it on form C (attached).

Sincerely,

Kimberly Welch, P.E.
TDOT Manager
Alternative Delivery



TENNESSEE DEPARTMENT OF TRANSPORTATION

Request for Proposals

*Progressive Design Build
(PDB) Services*

Interstate 65

Bridge Over the Cumberland River and Cowan Street Between LM 10.05 – 10.65

Davidson County, Tennessee

Project Identification Number (PIN): **130874.02**

State Project Number: **19I065-S1-013, 19I065-S2-013, 19I065-S3-013**

Federal Project Number: **N/A**

PDB Contract# **PD2401**

September 2024

Addendum #2 October 15, 2024

1.1.2 Project Information

This Project includes the following:

- The bridge structure on Interstate 65 over the Cumberland River and Cowan Street (Bridge No. 19I00650145) is to be replaced to match the existing out to out width of 98' within the same general footprint of the existing structure.
- The elevation of the low girder of the proposed structure will be raised by 8ft to increase the vertical clearance from the existing 40ft to 48ft between the low girder elevation and the regulated highwater elevation as required by the Coast Guard.
- The navigational width will increase from 300' to 350' as required by the Coast Guard.
- Minimize or eliminate construction impacts to the interchange ramps on the east side of the bridge.

Existing Utilities: The current known utilities on the project include but are not limited to the following: Nashville Electric Service (NES) and TDOT ITS. Further utility coordination will be conducted by the DBT during the development of the preliminary plans. There is an abandoned railroad under the east end of the bridge. Coordination with the railroad will be conducted by the DBT along with TDOT to the extent deemed necessary and if required, an agreement will be executed. Coordination by the DBT with the US Coast Guard and Corps of Engineers is anticipated to acquire any necessary construction easements and to execute any agreements.

Current Level of Design: The design for the project has not progressed beyond the establishment of the ETSA Boundary. It is anticipated that the DBT will collaborate with the TDOT Team in the development of the project concept report during the functional plan development. Reference documents and drawings will be added to the Alternative Delivery Website on the project web page as they become available.
<https://www.tn.gov/tdot/alternative-delivery/pdb/pd2401-cumberland-river-bridge.html>

Owner-Furnished Materials: Although TDOT may provide preliminary survey and site investigation documentation during the preliminary design/preconstruction phase, the DBT is responsible to provide its own survey for the design and construction work. Additionally, TDOT is to provide the Anticipated ETSA Boundary. Reference documents and drawings are available on the Project website at:
<https://www.tn.gov/tdot/alternative-delivery/pdb/pd2401-cumberland-river-bridge.html>

Project Construction Funding: The funding source for the preconstruction agreement is State and for the final design/construction contract is State.

Restrictions and Constraints:

- Lane closures and other MOT requirements will be developed through the pre-construction phase of the project.

Environmental Clearance Status:

It is important to note that, at this time, the proposed Project remains in the environmental review and permitting process. Final environmental approvals and related requirements have not yet been clearly identified and secured. Additional alternatives, including a no-build/no-action alternative, are always considered in the environmental process, and it is possible that the Project scope may need to be modified to address changes required by applicable environmental approvals, or that a different alternative or a no-build/no-action alternative may be adopted. Nothing contained in this RFP, including any description of the

- g) Impacted railroads and utilities.

1.4 Project Cost

The following are the current estimates for both the preliminary design/preconstruction and the final design/construction phases, subject to change if TDOT determines and as the Project advances.

1.4.1 Preliminary Design/Preconstruction Cost

TDOT and the DBT are to negotiate the preliminary design/preconstruction services amount based on the DBT's scope of services/work detailed in Section 4.

Monthly payments are made as work progresses.

1.4.2 Estimated Project Cost

TDOT has preliminarily estimated the total project cost, including Preliminary Design/Preconstruction, Final Design, Construction, and any required consultant services, to be \$100,000,000.00.

1.5 Project Schedule

The following are the current schedules for both the preliminary design/preconstruction and final design/construction phases, subject to change if TDOT determines and as the Project advances.

1.5.1 Preliminary Design/Preconstruction Schedule

The preliminary design/preconstruction phase is anticipated to ~~be completed~~ start by December 2024⁴⁵.

1.5.2 Final Design/Construction Schedule

The Project's final design/construction phase is anticipated to start on June 2025 and be completed by May 30, 2029.

1.6 Project Design Data and Standards

All related Project work is to conform to all applicable State and federal regulations and recognized industry, safety, environmental, and design standards. TDOT projects are to generally conform with TDOT and FHWA design criteria. The TDOT Project Manager is to resolve any perceived conflicts in criteria or standards.

The DBT is to obtain and apply all currently adopted references, including TDOT standards and specifications, manuals, and software for both its design and construction work.

1.6.1 Standard Specifications and Drawings

The most current versions of TDOT's *Standard Specifications for Road and Bridge Construction*, TDOT *Standard Drawings*, the Project Delivery Network (PDN), and any supplemental specifications or Project-specific drawings/plans are to control the design and construction of the Project.

1.6.2 Project Computer Software Requirements

The DBT is to use the most recent TDOT-adopted software, including:

- **Estimating:** Microsoft Excel for final submittal
- **Scheduling:** Primavera P6 Project Manager

2 PROPOSAL AND INTERVIEW INSTRUCTIONS

All Proposers are required to meet the following Proposal submittal requirements, and TDOT retains the right to waive any minor irregularity or modify any requirement should it be judged to be in the best interest of TDOT or the State.

2.1 Key Events Schedule

All Proposers are required to meet the following meeting and submittal dates as part of the procurement process. Failure to meet certain deadlines may result in the Proposal being considered non-responsive and rejected.

Public Notice Phase	Date
Advertisement of the RFP	9/10/2024
Mandatory Pre-Proposal Meeting	9/16/2024 10 AM – 12PM Central Time
Last Submission of Questions/Requested Clarifications	10/1/2024
Final RFP Addendum	10/16/2024

Selection Phase	Date
Proposal Submittal Due Date	10/30/2024 : 4PM CT
Selection Committee Meetings (Interviews)	11/13/2024 & 11/14/2024
Proposer Notification of Selection	12/3/2024
Preconstruction Agreement Approval/Execution	1/21/2025

2.2 Mandatory Pre-Proposal Meeting

A mandatory pre-proposal meeting is to be held at 6601 Centennial Boulevard, Nashville, TN, 37243 in the building-A auditorium at the date and time listed in Section 2.1.

This meeting introduces all potential Proposers to the PDB contract delivery method, provides an overall Project introduction, and enables the potential Proposers to ask and for TDOT to answer questions about the Project, the procurement process, or PDB delivery method.

The TDOT Project Management Team, including the TDOT Project Manager, plans to be present at this meeting. Failure of a Proposer to attend the meeting will result in elimination of that Proposer from consideration, and TDOT will reject any Proposal submitted by that Proposer.

TDOT plans to respond, orally or in writing, to all Proposer's questions raised at the meeting. In the event TDOT determines that formal answers or a change to the RFP, specifications, or contract terms are needed, TDOT is to issue formal written clarifications or addenda in accordance with the terms of this RFP.

2.3 Questions and Changes to the RFP

TDOT reserves the right to make changes to the RFP at any time and for any reason, and all changes to the RFP prior to the receipt of Proposals are to be made by an addendum to the RFP, which is to be available to

all Proposers on the TDOT webpage. Following submission and receipt of the Proposals, TDOT is to convey/communicate any changes to the RFP in writing to those Proposers that have submitted a Proposal. Proposers are not to rely on any oral or informal written responses regarding this RFP, unless issued in writing as an addendum by TDOT.

Proposers may submit questions, request clarification, or request a change to the RFP by submitting a written request on Form D (available on the Project website) to Kimberly Welch, P.E.. When doing so, the Proposer is to reference the Project name and PDB Contract # (the ~~two~~-~~six~~-digit number on the RFP cover page) in the subject line. The request is to specify the provision and section of the RFP in question, and, if a change is requested, contain an explanation for the requested change. TDOT will not respond to questions or change requests received later than the date of last submission of questions/requested clarifications listed in Section 2.1.

TDOT may post (for all Proposers) any or all answers to Proposer questions (without any Proposer identification). TDOT evaluates any questions or requests submitted and reserves the right to determine whether to respond or accept the requested change.

2.4 Submission and Format Requirements

To submit a Proposal, a Proposer must submit an electronic copy (in searchable PDF format with bookmarks) of its Proposal to Kimberly Welch, P.E.. using the email address provided in Section 1.3. If the file(s) are over 20MB in size, the Proposer is to send a file transfer link to the listed email address. The submittal of Proposal materials must be sent prior to the time and date for the Proposal submittal due date listed in Section 2.1. A Proposer may only submit one Proposal in response to this RFP.

The Proposal must adhere to the following naming convention:

- For the Proposal PDF file: Enter proposer name_PDB#_Enter ProjectName_Proposal

All narrative sections in the Proposals are to be Arial font with a minimum font size of 11-points. The Proposer is to limit use of smaller font sizes for charts, diagrams, graphs, and tables.

Where page limits are required, all 8.5" by 11" pages count as one (1) page towards any assigned page limits, and all 11" by 17" pages count as two (2) pages towards any assigned page limits.

2.5 Proposal Content Requirements

A Proposer is to include the following in its Proposal response to this RFP. The Proposal is to include a cover/title page as its first page.

2.5.1 Introductory Letter/Statement of Interest (SOI)

A Proposer is to address its Letter/Statement of Interest (SOI) to the addressee and address listed in Section 1.3.

The Proposer's SOI is not to exceed one (1) page in length and is to include:

- The Project name and PDB Contract # (the ~~two~~-~~six~~-digit number on the RFP cover page).
- A brief overview of the Proposer's interest in the Project.
- Statement that the Proposer is pre-qualified with TDOT, with the Proposer's pre-qualification expiration date, or that the Proposer has filed an application for pre-qualification with the TDOT Design and Construction divisions at least 14 days prior to the Proposer submittal due date listed in Section 2.1.

The Proposer is to provide a **minimum of five (5)** and up to **ten (10)** project descriptions that have been completed in the last 15 years, including at least **three (3)** but no more than **five (5)** projects highlighting the Proposer's design/preconstruction experience. **The Proposer may not rely on the construction experience of a subcontractor or other team member for the purpose of meeting the experience requirement of successfully delivering projects of similar size, scope, and complexity.**

4. **Subfactor #4:** Provide the following safety information for each construction firm under the Proposer's team covering the period ~~2009~~ **2019** to present:

- Experience modification rates (EMRs).
- List of any OSHA/TOSHA citations received, including the cause for the citation.
- List of any incidents that resulted in significant injury, loss of life, or major property damage.

2.5.3.2 PROJECT APPROACH

1. **Subfactor #1:** Provide a preliminary design/preconstruction and final design/construction approach that includes:

- The Proposer's preliminary design/preconstruction schedule and plan for delivering discrete design submittals in concert with the PDN's and PDB's pricing milestones (see Section 4 and Chapter 5 of the *PDB Standard Guidance Document* for what is required at each pricing milestone).
- How the Proposer plans to incorporate TDOT and DBT review comments into its design as the design progresses through each stage of the PDN.
- How the Proposer intends to use the PDB process to support TDOT in advancing necessary right-of-way, utilities, and environmental permitting activities during the preliminary design/preconstruction phase.
- The Proposer's approach to collaboration among TDOT and the larger DBT team when advancing technical solutions that optimize the design and construction schedule(s) and budget(s) and in its timely and full response to input received.
- The Proposer's approach to working with project stakeholders during both the preliminary design/preconstruction and final design/construction phases.
- The Proposer's approach to design quality control and quality assurance (QC/QA).
- Risk management strategies for identifying, costing, and mitigating/eliminating project risk or maximizing project opportunities (i.e., innovations) through a formalized risk management process. This subsection is to include the Proposer's preliminary list of risks, opportunities/innovations, and/or challenges, alongside potential mitigation strategies specific to the Project.
- All current office locations and the resident expertise intended to be provided under this RFP.
- Factors that may affect the Project's final design/construction phase schedule, such as outside constraints, seasonal work, and availability for material, equipment, and labor.

2. **Subfactor #2:** Provide a subcontractor selection and integration plan that describes processes/procedures for:

- Soliciting reliable bids and ensuring the selection of high-quality subcontractors via a competitive bidding process.
- Ensuring realistic market pricing.

3 EVALUATION CRITERIA AND SCORING

The method to select a DBT considers the following evaluation factors and assigned, weighted multipliers (i.e., the RFP scoring matrix) to arrive at an aggregate (total) score and selection of a Proposer.

Section	Weighting/Scoring	Section Reference/Comment
Proposal	60% Overall Weight	
Statement of Interest ¹	Not scored	Section 2.5.1; 1 page max
Mandatory Proposal Attachments ¹	Pass/Fail	Section 2.5.2; no page limits
Proposal	Max. 100 Points	Section 2.5.3; (30 40 pages max)
Eval. Factor #1: Project Team Qualification	40 of 100 points	
Subfactor #1: Proposer Project Team Description	30% ²	
Subfactor #2: Key Individual Biographies (Bios)	10%	
Subfactor #3: Project Descriptions	50%	
Subfactor #4: Safety Information	10%	
Eval. Factor #2: Project Approach	30 of 100 points	
Subfactor #1: Preliminary Design/Preconstruction Approach and Final Design/Construction Approach	80%	
Subfactor #2: Subcontracting Approach	20%	
Eval. Factor #3: Cost Estimating Approach	30 of 100 points	
Proposal Attachments ¹	Not scored	Section 2.5.4; (Resumes + 10-page limit)
Oral Interviews	40% Overall Weight	
Presentation	40 Points	Section 2.6.1
Questions & Answer Session	40 Points	Section 2.6.2
Team Challenge	20 Points	Section 2.6.3

¹ No evaluation points will be assigned for this information; **however, the Proposal may be rejected as non-responsive if the required information is not attached/provided.**

Notably for the Proposer's design and preconstruction hourly/unit rates listed on the Hourly Rates form, TDOT determines if the hourly/unit rates are reasonable.

² TDOT assigns weightings and Selection Committee members score each subfactor based on its percentage of the overall evaluation factor.

3.1 Proposal Evaluation Criteria

Each Selection Committee member individually reviews and evaluates each responsive Proposal, assigning a rating for each sub-factor listed in Section 2.5.3 according to the descriptions below.

Note: The primary focus of the evaluation is on the Proposer's qualifications compared to the listed requirements of Section 2.5.3 and how its approach meets or exceeds the project goals listed in Section 1.2.

4 SCOPE OF WORK FOR PDB PRELIMINARY DESIGN/ PRECONSTRUCTION SERVICES

The following initial scope of work reflects the current approach for the DBT to lead the preliminary design/preconstruction phase, understanding that the final scope of work is finalized based on discussions amongst the TDOT Project Manager, other TDOT staff, and the selected DBT.

4.1 General Project Management

The DBT is to provide the following as part of its general project management tasks:

- **Coordination:** The DBT Project Manager and assigned Key Individuals (Design Manager, Cost Estimator, and Construction Manager) are to meet weekly with the Project team, including the TDOT Project Manager.
- **Monthly Reports and Billings** includes the reports and billing information required by TDOT.
- **General Reports and Submittals:** All reports and submittals must be reviewed and approved by TDOT prior to content being used in a follow-up work effort.

4.2 Kickoff Workshop

The DBT (to include all Key Individuals and Proposal listed additional staff personnel) is to attend and actively participate in a kickoff workshop in Nashville, TN that includes:

- Introducing the Project, PDB delivery method, and the Project stakeholders.
- Overviewing the Project status and scope, goals, funding, preliminary design/preconstruction and final design/construction schedule, etc.
- Identifying Project risks, referencing the Proposal risk matrix when developing a formal risk management plan.
- Reviewing current design plans, specifications, and reports.
- Attending a Project site and equipment tour.
- Scheduling the Project meetings, design submittals, estimate coordination meetings, and necessary milestone estimate tasks (e.g., constructability review, risk workshop, quantity reconciliation meeting, and reconciliation) for each milestone submittal.
- Establishing the Communication and Document Control Plan.

4.3 Specific Scope of Work: Tasks, Meetings, and Deliverables

The DBT is required to ~~attend the following meetings and produce the following deliverables at the milestones and times described below.~~ **complete all tasks, meetings, and deliverables to complete the project's preliminary design and construction coordination scope of work as generally described in the following sections. TDOT will negotiate the complete scope of the DB Team's preliminary design and construction coordination work with successful Proposer to finalize the preconstruction agreement.**

4.3.1 Project (Design) Development Scope

This section contains a sample scope from TDOT's Project Delivery Network (PDN) for Activity 2RD1 (Develop Functional Design Plans) but does not include all anticipated preliminary design and related project development activities for the project. The PDN can be accessed in its entirety at Project Delivery

Network (PDN) (tn.gov) for reference. The DB Team will be expected to complete all related activities and tasks for each stage of the PDN, except for 1) Row acquisition activities (because no ROW is anticipated for the project), and 2) preparation of the NEPA Document which TDOT will complete. The complete anticipated sample scope for preliminary design and related project development processes can be found on the project website under Reference Material.

2RD1 /DEVELOP FUNCTIONAL DESIGN PLANS

Objective:

Complete the project's Functional Design Plans and associated roadway tasks to set the project footprint, define the data to be incorporated into the environmental document, and support advancement of other disciplines' plans and related design work for similar ends.

Tasks/Deliverables
<p>Develop a Utility Impact/Conflict Matrix (complete in concert with SUE task)</p> <ul style="list-style-type: none"> Develop a project-specific Utility Impact/Conflict Matrix Revise/update as the project's design progresses and utility details become known.
<p>Identify Initial Subsurface Utility Engineering (SUE) Needs</p> <ul style="list-style-type: none"> Perform a utility conflict analysis to identify potential subsurface conflicts with proposed design elements. Coordinates anticipated subsurface components to further refine preliminary utility conflicts. Establish a test hole list. Request Pavement Design. Prepare and submit a Pavement Design Request Form to include: <ul style="list-style-type: none"> Title sheet Traffic information, including average daily traffic (ADT) and average daily loading (ADL). Soils and geology report, as available at the time of the request (see 2GT1 for related information). Typical sections Present and proposed layout sheets Cross sections Traffic phasing (including locations of temporary run-arounds or use of shoulders)
<p>Request Pavement Design</p> <ul style="list-style-type: none"> Complete and submit a Pavement Design Request Form and all required design information (see 2RD1 for list of required information)
<p>Document Design Exceptions and Waivers</p> <ul style="list-style-type: none"> Complete a Design Exception or Design Waiver Request Form. Prepare and submit the letter, checklist, and location of the design plans (i.e., plan sheets, location map, and other related information). Revise the form and related information to address comments. Secure approval of the Design Exception(s) or Design Waiver(s).
<p>Incorporate SUE Data and Lead Internal Design Deconfliction Meetings</p> <ul style="list-style-type: none"> Develop agenda and prepare for meeting. Update plans/files and the Utility Impact/Conflict Matrix. Lead the meeting. Distribute and upload meeting minutes and action items to the project folder. Schedule follow-up meetings, as needed.

HOURLY/UNIT RATES FORM	
PROJECT NAME:	
PDB CONTRACT #:	
PROPOSER LEGAL ENTITY NAME:	

The Proposer is to submit hourly/unit rates (inclusive of all labor costs, including overhead and profit) for all Key Personnel listed in Section 2.5.3.1 of the RFP on this form. This form and required rate documentation is to be included with the Proposer's mandatory SOI attachments (see Section 2.5.2 of the RFP).

TDOT is to evaluate the hourly/unit rates on a pass/fail basis based on rates that are reasonable when considering the level of experience identified in the RFP and as generally expected of an individual filling the identified role.

<i>Key Individual</i>	<i>Hourly Base Rate</i>	<i>Overhead (145%)</i>	<i>Pre- Construction Fee (12%)</i>	<i>Hourly/Unit Rate</i>
Project Manager				\$
Construction Manager				\$
Design Manager				\$
Lead Cost Estimator				\$
Structures Engineering Lead				\$
Environmental Compliance Lead				\$
Geotechnical Engineering Lead				\$
Maintenance of Traffic Engineering Lead / Lead Traffic Control Engineer				\$
Optional additional Key Individual (1):				\$
Optional additional Key Individual (2):				\$

For this State Funded project, the Department has set the Overhead and Pre-Construction Fee amounts for Pre-Construction Services in accordance with TDOT Policy 301-01.

The Department reserves the right to request supporting documentation for any Hourly Base Rate not reflective of market conditions for comparable services. Failure to provide requested documentation will be grounds for a failing evaluation.

~~To demonstrate reasonableness of the rates included in this form, the Proposer is to include the following documentation, as applicable:~~

- ~~• Provide evidence of TDOT approved rates of pay for each category specific to the respective Proposer or Key Individual firm (apply TDOT Policy 301-01 for state-funded projects); **OR**~~
- ~~• If the Proposer or Key Individual firm does not have an established federal acquisition regulation (FAR) rate with TDOT but does have an established FAR rate with another state, the Proposer or Key Individual firm is to provide information regarding the FAR rate accepted by other states'~~

transportation agencies. Include a cognizant letter from the Proposer's/firm's home state, if applicable, and documentation showing approval from the other state transportation agency (apply TDOT Policy 301-01 for state-funded projects); **OR**

- ~~If the Proposer or Key Personnel firm does not have an established FAR rate with any other state transportation agency, the Proposer or Key Individual firm is to establish the noted rates in accordance with TDOT Policy 301-01 (for state-funded projects) or as reflected in market-derived unit rates for comparable services (for federally funded projects). The Proposer or Key Individual firm is to provide supporting documentation to show the elements and calculations required by TDOT.~~

**TENNESSEE DEPARTMENT OF TRANSPORTATION
FORM C: Addendum Acknowledgement FORM
CONSTRUCTION MANAGER/GENERAL CONTRACTING SERVICES**

Date Contract Number Project Title

Firm Name: _____

Acknowledge receipt of Addendums No. _____ No. _____ No. _____

Applicant or Corporate Officer Signature Date Title

Applicant or Corporate Officer Signature Date Title

Applicant or Corporate Officer Signature Date Title