



**STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION**

ALTERANTIVE DELIVERY DIVISION
SUITE 500, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243
(615) 350-8332

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

October 1, 2024


Re: ADDENDUM #1
Contract No. PD2402
County: Greene/Washington

To Whom it May Concern:

This addendum revises section 1.5.2 – Preliminary Design/Preconstruction Schedule, section 1.5.3 – Final Design/Construction Schedule, section 2.4.2 – Mandatory SOI Attachments, section 2.4.3.2 – Project Approach, section 2.5 – Project Completion Date, and section 3 – Evaluation Criteria and Scoring.

You must acknowledge this addendum and all the receipts of any addenda to RFQ in the Introductory Letter and Statement of Interest as indicated in section 2.4.2 subsection 5, and by acknowledging it on form C (attached).

Sincerely,


Clayton Markham, P.E.
Director
Alternative Delivery



TENNESSEE DEPARTMENT OF TRANSPORTATION

Request for Qualifications

*Progressive Design Build
(PDB) Services*

SR-81 and SR-107 Emergency Bridge and Approach Reconstruction

SR-81 Bridge and Approaches over the Nolichucky River LM 4.55

Washington County, Tennessee

SR-107 Bridge and Approaches over the Nolichucky River LM 12.65

Greene County, Tennessee

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

State Project Number: **TBD**

Federal Project Number: **TBD**

PDB Contract# **PD2402**

Addendum #1 10/1/2024

September 2024

If awarded the contract, the DBT is expected to partner with the following, at a minimum:

1. TDOT Project Management Team
2. Independent Cost Estimator (ICE): TBD, to be under contract with TDOT
3. TDOT Specialty Groups: Community Relations, Environmental, Structures, Utilities
4. TDOT Civil Rights Office
5. Stakeholder/Stakeholder Groups:
 - a) United States Army Corps of Engineers
 - b) United States Fish and Wildlife Service
 - c) Washington and Greene Counties
 - d) Local Police, Fire and EMS Departments
 - e) Emergency Response Agencies
 - f) Any Impacted Local Utilities
 - g) City of Greenville, TN
 - h) City of Erwin, TN
 - i) Tennessee Department of Environment and Conservation (TDEC)
 - j) Local hospitals, businesses, and commercial developments

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.

Monthly payments are made as work progresses.

1.4.2 Estimated Project Cost

Final Design, Construction, and any required consultant services will be negotiated with the DBT.

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 Existing Structure Demolition and Removal within ROW

The Contractor shall begin demolition and removal of existing structure as soon as practical.

1.5.2 Preliminary Design/Preconstruction Schedule

Line and Grade Plans ~~shall are expected to~~ be completed within 15 Calendar Days of Contract Execution. The preliminary design/preconstruction phase (including 60% Design and GMP Negotiations) ~~shall are expected to~~ be completed by December 15, 2024.

1.5.3 Final Design/Construction Schedule

The ~~Project Completion Date~~Open to Traffic Date (for both bridges) submitted in response to this solicitation shall be used as the basis for a \$25,000 per day incentive/disincentive, ~~except for vegetation establishment.~~ Open to traffic means the date all travel lanes and shoulders are fully available for the unrestricted flow of traffic and shall include the installation of all safety appurtenances. The Project shall be ~~completed~~opened to traffic no later than December 31, 2025. Substantial Completion (as defined in the Design-Build Standard Guidance, DBSG) is expected to be no later than May 30, 2026.

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
- **Specifications:** Microsoft Office (WORD)
- **Plan submittal (for eplans):** PlanGrid
- **Design and Survey (DTM):** Open Roads Design

1.6.3 Construction Materials and Products Not on the QPL

The DBT is to select materials and products specified for design and construction to minimize the initial construction cost and long-term maintenance cost to the State of Tennessee.

In accordance with [TDOT's Materials and Tests SOP 1-9](#) (*Material Exceptions for Alternative Delivery Project*) during the preliminary design/preconstruction phase, the DBT may request to use an innovative or alternative product in lieu of a product on TDOT's qualified product list (QPL). For all requests, the DBT is to provide:

- Explanation of intent to use alternate materials/products
- Type of material or product not meeting current specification or procedures
 - Difference of materials/products proposed
 - Benefit of proposed materials/products
- History of material/product (list of projects utilizing, date of usage, quantity, etc.)
- Manufacturer's certification and recommendation of placement/usage
- Submittal of contract documentation:

3. Certification that the Proposer, or of any firm which is a member thereof, has not been debarred by, defaulted from, and/or entered into any voluntary exclusion agreement in lieu of debarment with, any federal, state, or local government agency, within the past five (5) years. Provide information concerning any suspension or temporary disqualification from bidding on any federal, State, or local government contract.
4. Certification that the Proposer, or of any firm which is a member thereof, has not defaulted on a federal, State, or local government contract within the past five (5) years.
5. Acknowledgement of all issued ~~RFP~~RFQ addenda.
6. An affidavit(s) signed by the Proposer, on the form provided in Appendix C, certifying that the Proposer, and its member firms (if any), agents, subcontractors and employees are in compliance with the requirements of the TCA and Section 1.11.
7. The Proposer's design and preconstruction hourly/unit rates and documentation as required on the Hourly Rate form provided in Appendix C.
8. A completed Certificate of Final Indirect Costs, on the form provided in Appendix C.

2.4.3 Proposal

The Proposal must include the following sections, which the Selection Committee evaluates using scoring criteria detailed in Section 3.1. This section of the Proposal is to not exceed 3 pages.

2.4.3.1 PROJECT TEAM QUALIFICATIONS

1. **Subfactor #1:** Provide a brief description of the Proposer's project team, including:
 - a) How the proposed firms and Key Individuals meet the Project goals and foster a professional and collaborative team environment with TDOT and the identified stakeholders.
2. **Subfactor #2:** Provide individual biographies ("bios") for the following Key Individuals (see Section 2.5.4 for requirements to include resume as part of the Proposal attachments):
 - Project Manager
 - Construction Manager
 - Design Manager
 - Lead Cost Estimator
 - Up to two other persons that the Proposer considers key to the success of the Project's preliminary design/preconstruction phase and/or final design/construction phase.

Each Key Individual bio is to address:

- Role and responsibilities under both the preliminary design/preconstruction and final design/construction phases.
 - Qualifications and relevant experience, including unique knowledge of the Project.
 - Commitment of time and availability for both the preliminary design/preconstruction and final design/construction phases.
3. **Subfactor #3:** Provide relevant project descriptions of the Proposer's highway transportation experience in delivering projects of similar size, scope, and complexity that include:
 - The project/contract name, location, and description of services provided, including any implemented innovations that could be relevant to the Project.

- Overall project design or construction cost and schedule.
- The noted Key Individuals assigned to the project and their specific roles on the project.

The Proposer is to provide a **minimum of two (2)** project descriptions that have been completed in the last 15 years, and at least **two (2)** projects highlighting the Proposer's design/preconstruction experience. The proposing firm may not rely on the construction experience of a subcontractor or other team member for the purpose of meeting this requirement.

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

- 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.

2.4.3.2 PROJECT APPROACH

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

- Description of resources available and plan to mobilize to begin work including equipment and personnel.
- Proposer's ~~Project Completion Date~~ Open to Traffic Date as detailed in Section 2.5.
- 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.
- 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.

2.4.3.3 COST ESTIMATING APPROACH

Provide a production-based, open-book cost estimating process that includes:

1. How the Proposer intends to use its cost model, any milestone submittal estimate, and GMP to transparently share cost information so that the Proposer and TDOT (including its ICE) understand costing assumptions, methodologies, and tasks.
2. How the Proposer plans to communicate key assumptions, backup, and/or quantities for each bid item and agreed to/defined risks or opportunities.

2.4.4 Proposal Attachments

The Proposer is to organize, label, and attach the following information immediately following the information listed in Section 2.4.3.

1. Resumes and references for all listed Key Individuals in Section 2.4.3.1.
 - a) The resumes for all Key Individuals or Proposer value-added staff are not to exceed one (1) page each.
2. Supplemental materials not to exceed two (2) pages, such as additional cost model examples, a list of awards, letters of recommendations, or additional photos, exhibits, or schedules.

2.5 ~~Project Completion Date~~Open to Traffic Date

The Department will consider a submitted ~~Project Completion Date~~Open to Traffic Date in the selection process. Open to traffic means the date all travel lanes and shoulders are fully available for the unrestricted flow of traffic and shall include the installation of all safety appurtenances.

The DBT shall be responsible for survey, geotechnical investigation, design, preparation of all documentation related to the acquisition of all permits not acquired by the Department, preparation of any and all information required to modify permits acquired by the Department if necessary, maintenance of traffic, demolition, and construction on or before the ~~Project Completion Date~~Open to Traffic Date indicated in the Proposal.

Each Proposer shall submit a proposed calendar date for ~~Substantial Completion opening to traffic (as defined in the Design-Build Standard Guidance)~~ in their project approach response (Section 2.4.3.2). The ~~Project Completion Date~~Open to Traffic Date (for both bridges) submitted in response to this solicitation shall be used as the basis for a \$25,000 per calendar day incentive/disincentive.

Scoring for ~~Project Completion Date~~the Open to Traffic Date will be calculated on the following basis:

Earliest ~~Project Completion Date~~Open to Traffic Date received from a valid proposal will receive 100 points. Each proposed ~~Project Completion Date~~Open to Traffic Date later than the earliest proposed ~~Project Completion Date~~Open to Traffic Date will receive 1 point less for each calendar day.

The proposed ~~Project Completion Date~~Open to Traffic Date shall be no later than December 31, 2025. Failure to submit a date on or prior to December 31, 2025, will make the Proposal irregular and be cause for rejection.

Notwithstanding any other provision of this Contract to the contrary, no time adjustments will be allowed for:

- Adverse weather conditions;
- The time required to Review and Approve Shop Drawings;
- The time required to review VECPs;
- The time to process Change Orders or plan revisions requiring additional Review and Approval;
- Any delays typically encountered during a Project regardless of the source; and
- The time for plan revisions requiring additional Review and Approval if the Design-Builder was

unable to work on the controlling item of work without revised plans or shop drawings.

Time adjustments will be considered for:

- The time for ordering and delivery of materials for Extra Work directed by the Department that affects the CPM Schedule;
- Delays encountered due to a catastrophic event, beyond the control of the DBT, that the Department determines adversely affected the progress of work.
- Relief for NEPA, ROW or Utility Coordination impacts.

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	50% Overall Weight	
Statement of Interest ¹	Not scored	Section 2.4.1; 1 page max
Mandatory Proposal Attachments ¹	Pass/Fail	Section 2.4.2; no page limits
Proposal	Max. 100 Points	Section 2.4.3; (3 pages max)
Eval. Factor #1: Project Team Qualification	50 of 100 points	
Subfactor #1: Proposer Project Team Description	20% ²	
Subfactor #2: Key Individual Biographies (Bios)	35%	
Subfactor #3: Project Descriptions	35%	
Subfactor #4: Safety Information	10%	
Eval. Factor #2: Project Approach	40 of 100 points	
Subfactor #1: Preliminary Design/Preconstruction Approach and Final Design/Construction Approach	100%	
Eval. Factor #3: Cost Estimating Approach	10 of 100 points	
Proposal Attachments ¹	Not scored	Section 2.4.4; (Resumes + 2-page limit)
Project Completion Date Open to Traffic Date	50% Overall Weight	
Project Completion Date Open to Traffic Date	100 Points	Section 2.5.1

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

The Department reserves the right to ask questions for clarification following submittal of the Proposal.

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.

**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. _

Applicant or Corporate Officer Signature Date Title

Applicant or Corporate Officer Signature Date Title

Applicant or Corporate Officer Signature Date Title