

RFP QUESTION REQUEST FORM QR

PROJECT: I-440, Davidson County
DB CONTRACT NO.: DB1701
DATE: 02/12/2018

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3, Sect. 1.4; Page 3	Please clarify the statement, “The Design-Builder shall comply with A documents? What are “A” Documents?	The document should read – “Approved NEPA Documents.” An Addendum will be issued to address this item.
Book 3, Sect. 2.2.e	The project end station does not agree with the plans. The plans state 1376+41.72 and the Contract states 1351+80.09. Please provide the end station to be used?	Station 137+41.72 is the correct end station for the project. This end station does not preclude the Design-Builder from performing the ramp repairs and replacements shown past this station. Specifically, the ramp repair work shown for RAMP EB OFF I-24 EB, RAMP WB ON I-24 WB, RAMP WB ON I-40 WB, and RAMP WB ON I-24 EB shall be completed as part of this project.
Book 3, Sect. 2.2.b	This section states that the ramps shall be designed to adhere to the latest edition of the listed design manuals. The scope calls for patching or pavement replacement only. Please clarify the specific ramp elements that are required to meet these guidelines?	In areas shown as ramp repairs or replacements in the plans, the ramp repair or replacement should match the existing geometrics of the ramp including but limited to elevation, cross slope, superelevation, and physical ramp dimensions. Ramps or portions of ramps shown as proposed ramps should meet the standards detailed in Sec. 2.2.b.
Book 3, Sect. 2.2.i	Section states that 16’-0” minimum vertical clearance must be maintained except where the existing clearance is less than 16’. Scope description in Sect 3.2 requires 16’-6” minimum vertical clearance. Please clarify which section governs or if both do based on existing?	The minimum final vertical clearance for the structures over I-440 is 16’-0”. The minimum vertical clearance for the I-440 bridges to be widened (over Lealand Lane, over Craig Avenue, and over I-65 & ramps) is 16’-6”.

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Book 3, Sect. 2.5.a	The first two sentences conflict. The first sentence states that all guardrail along I-440 and I-440 ramps shall be replaced. The second sentence states that only the guardrail indicated in the Design-Builder plans shall be replaced. Please clarify what guardrail is to be replaced?	All guardrails along I-440 and I-440 ramps shall be removed and replaced.
Book 3, Sect. 2.7.e	This section requires the dredging of ditches that have been silted in without indication of the limits. Since the silting conditions are not known, how is the Design-Builder to determine these limits for the proposal?	It is the Design-Builder's responsibility to do adequate investigation to determine the limits and quantities used for bidding this work.
Book 3, Sect. 2.7.h and 2.7.j	Sect. 2.7.h indicates that the Design-Builder is to inspect all existing pipes and repair and/or replace any pipes with noted deficiencies. Sect. 2.7.j gives a list of pipes that are to be replaced. How is the Design-Builder to determine which pipes require work for the proposal? How is the Design-Builder to Accurately Access the work pre-bid since you are requiring an inspection that cannot be done until after the Contractor is onsite? Please provide further guidance on how it is decided if a pipe requires replacement or repair?	The Design-Builder should utilize the provided SUE information to determine which pipes require work and incorporate those costs into their bid. It is the Design-Builder's responsibility to do adequate further investigation to determine the limits and quantities used for bidding this work.

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Book 3, Sect. 4.1	Section indicates the lighting fixtures and supports will be determined with TDOT and the power company. How is the Design-Builder to determine this for the bid proposal? Can this be done prior to proposals?	The Design-Builder shall coordinate with TDOT's Traffic Operations Division and Nashville Electric Service regarding the lighting design.
Book 3, Appendix B	Please provide the .dgn file(s) and Bridge Inspection Report for I-440 over I-65 and RR.?	An inspection has not taken place since the repairs per the plans dated 2015 have been performed. An inspection is scheduled and the report should be available in early March 2018. DGN files are not included.
General	The geopak *.gpk file provided does not contain alignment and profile information matching the plan information. Please provide the *.gpk file with the plan matching information. Specifically, the following chains (and associated profiles) are missing: D440CTR DHILLSBOROPIKE DMURPHYAVE DNOLENSVILLEPI DRAMP-21ST-40WB DRAMP-21STEBOF2 DRAMP-21STWBOF2 DRAMP-21STWBOFF DRAMP-24WBTO440 DRAMP-40WBTO440 DRAMP-440TO65NB	The roadway design GPK (JOB32D) will be made available by the Department in the Reference Material Section of the project webpage. Alignments RR3, RR4, RR5 are contained in the survey GPK (JOB32J). No profiles are provided.

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	DRAMP-440TO65SB DRAMP-65NB440EB DRAMP-65TO440WB DRAMP-EBOFFI24 DRAMP-EBONI40 DRAMP-HILLEBNB DRAMP-HILLEBOFF DRAMP-HILLSON DRAMP-HILLWBOFF DRAMP-MURPEBOFF DRAMP-MURPWON DRAMP-NOLEEBOFF DRAMP-NOLENBON DRAMP-NOLENSBON DRAMP-NOLEWBOFF DRAMP-NOLNBONWB DRAMP-NOLSBONEB DRAMP-OFFI65SB DRAMP-WBOFFI40 DRAMP-WBOFF-WES DRAMP-WBONI24 DRAMP-WESTEBOFF DRAMP-WESTNBON DRAMP-WNBONEB DRAMP-WSBONEB DWESTENDAVE RR3 RR4 RR5	

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	XCLV1230	
Reference DGNs	<p>The following dgn files are missing from the reference files provided:</p> <p>DVI440HillsboroMainlineXsections2.dgn DVI440PatternsMurphyEBOffRamp.dgn DVI440PresentSheetLayout.dgn DVI440ProfileEBLSheetLayout.dgn DVI440ProfileWBSheetLayout.dgn DVI440proposedSheetLayout.dgn DVI440PropRampRepair.dgn DVI440Shapes.dgn Functionals.dgn TDOTAerial2013.dgn</p>	<p>The TDOTAerial2013. DGN will be made available by the Department in the Reference Material Section of the project webpage. The other DGN files are working files used by the Owner's Representative in the preparation of the preliminary plan set. They are not available for use by Design-Builders.</p>
Book 3, Sect. 2.7.a	<p>Are stormwater management facilities only required when existing drainage patterns change and adversely impact areas outside the ROW?</p>	<p>If existing drainage patterns must be changed due to design of the Project, the Design-Builder shall design and construct a solution that does not adversely impact property owners outside the ROW.</p>
Book 3, Sect. 2.7.k	<p>Please provide the calculations that were used to determine the preliminary drainage design and layout?</p>	<p>GEOPAK Drainage files will be made available by the Department in the Reference Material Section of the project webpage. The GEOPAK Drainage files are provided for information only.</p>

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RFP Book 3, Section 8	Utility owner contact information is provided for PINs 119734.00 and 119735.00. Will this information be provided at a future date for PIN 125325.00?	A Utility Owner List will be made available by the Department in the Reference Material Section of the project webpage.
SP108B	Will local street lane closures be allowed during the day if a detour is provided and all agencies approve?	No, this is not allowed per SP108B.
SP108B	Will a road closure be permitted on Lealand, Craig and/or Bransford if access is maintained for all residents and a detour is in place?	No, this is not allowed per SP108B.
Book 1 – Sect D. 2. B. 1); Page 17	Please Define “Major Subcontractors”? Since the Project is Design-Build and Design/Plans are Not Finalized will it be acceptable to List Packages intended to be Subcontracted in lieu of actual companies?	In the RFQ stated “that Major Participant” means any of the following entities: All general partners or joint venture members of the Design-Builder; all individuals, persons, proprietorships, partnerships, limited liability partnerships, corporations, professional corporations, limited liability companies, business associations, or other legal entity, however organized, holding (directly or indirectly) a twenty percent (20%) or greater interest in the Design-Builder; and the lead engineering/design firm(s)” All Major participants must be identified in the proposal if they are part of the key personnel in the Design Builder organizational chart.

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Book 3 – Sect 2.6 Signage	How Is the Contractor to Verify Sign Reflectivity Pre-Bid to Determine Replacement? Please define the “Majority” of post Mounted Signs that need replaced with Break-away Post by Stating an Exact Number?	No additional sign reflectivity information will be provided by the Department. It is Design Builder’s responsible to determine the number of post mounted signs that require replacement with break-away posts.
	Please Clearly Define if Rolling Roadblock Closures Will be Permitted for Overhead Sign Installation?	Rolling roadblocks are permitted for the construction of overhead signs. An RFP Addendum will be issued to address this item.
Book 3 – Sect 13.1	Please Clearly Identify Who is Responsible for the Coordination and Cost of Archeological Inspections.	The Department is responsible for coordination and cost of Archeological inspections.
Book 3 – Sect 3.5 b.	Please clearly identify the exact meaning of deficient and identify the structures or portions which require removal?	No known structures (not covered in other sections) are currently identified as deficient. The intent of this section is to ensure all deficient structures within the project are repaired or replaced.
Preliminary Plans – PROPOSED LAYOUT	Please provide a key for the symbols, solid lines, and dashed lines on these drawings?	TDOT standard drawing RD-A-1 and RD-L-1 provide standard Department abbreviations and symbology.

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Reference Material	Will TDOT provide the aerial photo file (TDOTAERIAL2013.DGN) that was attached to the signing and marking, lighting and ITS plan rolls?	The TDOTAerial2013. DGN will be made available by the Department in the Reference Material Section of the project webpage.
RFP Contract Book 3, Page 38 (Section 9.2.a) Are any streams and/or drainage ways considered to be "waters of the State or waters of the U.S."?	Are any streams and/or drainage ways considered to be "waters of the State or waters of the U.S."?	The Design-Builder should use the environmental documents made available by the Department in the Reference Material Section of the project webpage.
RFP Contract Book 3, Page 11 (Guardrail) Page	Page 1 of the RFQ (Section A.2. Project Goals), item (i.) states "Provide a visually pleasing finished product." Is standard galvanized guardrail the intended to be used for the project? Or is an aesthetic treatment required?	Guardrail materials specified by TDOT Standard Roadway Drawings and TDOT Standard Specifications are acceptable for this project.

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RFP Contract Book 3, Section 2.2g	The RFP identifies 3 Design Exceptions for the project and that no additional shall be considered. The preliminary plans provided appear to require additional DE's as designed. Should the DB assume that additional DE's will be allowed based on the plans provided by TDOT, or that it will be the DB's responsibility to adjust the alignment as needed to only allow the three DE's described in the RFP?	The Design-Builders should make any required adjustments to the design to avoid additional Design Exceptions. Revised Preliminary Plans will be made available by the Department on the project webpage.
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RFP Contract Book 3, Section 4a	The RFP states that DB should provide lighting to meet TDOT standard specification. The current specification includes both LED and HPS luminaires. Which will be required for this project?	The Design-Builder shall coordinate with TDOT's Traffic Operations Division and Nashville Electric Service regarding the lighting design.

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<p>RFP Contract Book 1, Section B3 and C</p>	<p>Section B3 states "The Department will utilize a Meets Technical Criteria (A+B+C) selection process in this procurement to award a Contract to the responsible Design-Builder that demonstrates it meets the technical criteria and can deliver the best combination of price and time and weekend closures (A+B+C) in the design and construction of the Project." Section C States "After evaluation of the Technical Proposal, the Department, as required by Department Rule 1680-5-4, Procedures for the Selection and Award of Design-Build Contract, will publically open and read the Total Contract Amount (A+B)."</p>	<p>The document should read – "After evaluation of the Technical Proposal, the Department, as required by Department Rule 1680-5-4, Procedures for the Selection and Award of Design-Build Contract, will publicly open and read the Total Contract Amount (A+B+C)." An RFP Addendum will be issued to address this item.</p>
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RFP Book No. and Section ID	Question	Reserved for Agency Response
(Cont.)	<p>Please clarify that it is the Department's intent to use the A+B+C method for total bid evaluation, and not the A+B method described in Section C.</p>	

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<p>RFP Contract Book 3, Section 2.3b</p>	<p>Section 2.3b states "Ramp repair and replacement work shall be performed in a manner as to require no concrete joints in the ramp travel lane." The Preliminary Plans show typical ramp patches as 6'x16' panel replacement, which as shown on the plans places the longitudinal joint of the patch in the travel lane on two-lane ramps. Should the DB assume for bidding purposes that concrete panel replacement on ramps should result in a 6'x16' patch, or that the patch only extend to the nearest lane line, i.e. a typical 6'x12' patch?</p>	<p>A patch extending to the nearest lane line on two-lane ramps will be acceptable.</p>
<p>RFP Book 3, Page 8 Or RFP Book 3, Page 18</p>	<p>There appears to be conflicting vertical clearance minimum requirements. Is the minimum vertical clearance for structures 16' -0" or 16' -6"?</p>	<p>The minimum final vertical clearance for the structures over I-440 is 16'-0". The minimum vertical clearance for the I-440 bridges to be widened (over Lealand Lane, over Craig Avenue, and over I-65 & ramps) is 16'-6".</p>

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<p>RFP Book 3, Page 18 (Section 3.2.5.c) OR 1440 Preliminary Plans Sheet 23-A</p>	<p>Does the Department intend for the inside parapets on the 1-440 & 1-65 bridge to be 51 inches tall to match rest of the project's 51" Median barrier? And if so, is the Design-Builder to provide Special PR Design Detail Drawings for a 51" bridge parapet?</p>	<p>The inside parapets for both bridges are to be 51 inches tall. Refer to standard drawing STD-1-1SS. Modifications for the height and width will be required, but a special design will not be required.</p>
<p>RFP Book 3, Page 10 (Section 2.3 Ramps) And/Or 1440 Preliminary Plans</p>	<p>Neither of these two documents appears to identify the "Limit of Construction" on each interchange ramp. Could the "Limit construction" be identified for all ramps? Also can TDOT identify Limit of Concrete on these ramps?</p>	<p>Limits of ramp construction are shown on the preliminary plans. A detail regarding limits of concrete ramp paving will be provided in the revised preliminary plans. Revised Preliminary Plans will be made available by the Department on the project web page.</p>
<p>I-440 Preliminary Plans</p>	<p>Ramp WB on I-24 WB from 8000+00 to 8033+56.51, Ramp WB off I-40 12003+53.87 to 12006+81.41, Ramp EB on I-40 13003+89.38 to 13007+21.36, and Ramp WB on 1-24 EB, are we to use the 15 million ESALS Ramp Design?</p>	<p>Use 15,000,000 ESALS for Ramp Design.</p>

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I-440 Preliminary Plans	When Ramps extend as a defacto part of the travelway, do we use the 15 million ESALS Pavement Design or the 30 million ESALS Pavement Design?	Ramp pavement type is Portland Cement Concrete. Use the 30,000,000 ESALs for the portion of the ramp that extends into the travelway. The pavement type for the travelway will be asphalt pavement. A transition from the asphalt pavement on the mainline to the ramp pavement which will be concrete will be required outside the limits of the travelway and ramp taper transitions to the mainline. The ramp pavement is a 15,000,000 ESALs concrete pavement design.
1-440 Preliminary Plans RFP Book 3, Page 62-64 (Appendix A Pvmt Designs)	What pavement section is to be used on the outside shoulder at gore areas?	Use the pavement design for the outside shoulder of the mainline pavement design in the gore areas.
RFP Book 3, Page 10 (Section 2.3 Ramps, subsection 2.3.a)	This section refers to an “I-440 Concrete Ramps Repair Report located as an Appendix A in this Contract Book 3 (Project Specific Information). However, we can’t seem to locate the Ramp Repair Report. Appendix A (page 64) is only the ramp pavement design. Please advise as to the location of that Ramp Repair Report.	This document will be made available by the Department in the Reference Material Section of the project webpage.

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Reference Material	Please provide the CADD files for the existing bridge structures that are to be widened (Bridges over Lealand Lane, Craig Avenue, I-65 and CSX Railroad).	These were done before CADD, so there are no CADD files.
Reference Material	Will TDOT provide the criteria files that were used to develop the cross sections for the preliminary plans?	TDOT will provide the x-sections for the preliminary plans for information only
Reference Material	Will TDOT provide the MicroStation files for two ramp improvement projects (Projects 2 and 3)?	TDOT will provide the Microstation files for these two projects.
Contract Book 3, Section 2.7.k	Book 3 Section 2.7.k states "A preliminary drainage analysis was completed and the resulting design is shown in the plans that accompany this document." Will this analysis be made available to the Design-Build teams?	It will be posted on the website for information only
Reference Material	The existing surface TIN file for I-440 on TDOT's webpage for I-40 under the surveys folder does not extend out to the existing right-of-way line. Is there a later version that does extend to the ROW line?	There is not a tin file that extends to the existing ROW throughout the corridor. In areas with rock cuts or noise walls, the survey limits were only extended to those features.
RFP Book 3, Page 27 (Section 7.a of the Right-of-Way Scope of Work)	Will TDOT be responsible for obtaining all Easements and/or Agreements from CSX Railroad?	The State Railroad Coordinator will be assisting with the coordination between the Railroad and the Design Builder. The coordination effort will culminate with the executed Agreement with the Railroad.

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RFP Book 3, Page 18 (Section 3.2.5 Bridges Over I-65 and Railroad)	Could you make available the shop drawings for the modular expansion joints for these bridges?	These drawing are not available.
RFP Book 3, Page 27 (Section 7.a of the Right-of-Way Scope of Work)	A delay of up to 15 months for Railroad Agreements is noted. It says “this is an estimate and acquiring these agreements may take longer”. In order to develop the required schedule and number of days for project completion, will TDOT establish a fixed duration for this	No fixed duration will be supplied. The duration of time is mainly dependent on how quickly the plans are generated and how quickly the Railroad’s plan review comments are addressed by the designer. CSXT is committed to aid the Department in
RFP Book 1, Page 17 (Section 3. Resp. Cat. III) RFP Book 3, Page 34 (Section 8. Utility Coord.) Design-Build Std. Guidance, Page 30	In order for us to build the required project schedule, will TDOT review and approve Readiness-For-Construction plans in phases and/or segments? And does this also apply to statute TCA-54-5-854 for Utility Investigation?	TDOT will review and concur on design and construction plans. For Utility all the details are in the utility Scope of work in Book three.

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General Question	DB1701 consists of 3 projects: 1. I-440 from I-40 to I-24 2. I-440 Int. at Murphy Road EB Ramp Queue 3. I-440 Int. at 21st Ave/Hillsboro WB Ramp Queue Does pricing need to be broken down for each of these projects?	The pay items are detailed in the RFP book 1 for all projects.
RFP Contract Book 3, Page 50 (Section 12.1.g) While	While TDOT allows for closure of I-65 through lanes and four left turning fly-over ramps to I-65 from I-440, no mention was made of Franklin Pike (SR-6). Nor is it mentioned in SP108B. Is the temporary closure of SR-6 allowable?	Temporary closure is allowable for SR-6. The Special Provision 108B will be revised to indicate that. It will be addressed in a forthcoming addendum.
RFP Book 1, Page 14 (Section 3. Selection Procedure)	Is 4 the maximum number of weekends that the closures can occur for "C: Weekend Closure"? Is there a penalty for utilizing more weekend closures than what is identified in the bid?	The liquidated damages are \$1,000,000 per weekend or \$10,000 per hour per lane.
RFP Book 2, Special Provision SP108B	Is there a financial incentive to finish the job in advance of the committed (per Design Builder's bid) number of "B" days?	This selection process A+B+C in this procurement will allow to award this Contract to the responsive Design-Builder that can deliver the best combination of price and time and weekend closures (A+B+C) in the design and construction of the Project.
RFP Book 2, Special Provision SP108B	Will TDOT consider allowing segments of I-440 to be completely closed for a period of time and waive penalties?	Any deviation from the RFP needs to be addressed by ATC. Any allowable lane closure or full closure is detailed in SP108B.

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RFP Book 3, Page 18 (Section 3.2.5 Bridges Over I-65 and Railroad)	Could you make available the shop drawings for the tub girders for these bridges?	The Department has the shop drawings on microfilm .If the Design –Builder is interested in a particular component or section of the bridge; he can request a print out some of these pertinent sheets.
RFP Book 3, Page 18 (Section 3.2.5 Bridges Over I-65 and Railroad)	Could you make available the bridge inspection report for these bridges?	There is not a current inspection report. This bridge underwent major repairs in 2016 and is due to be inspected in March 2018.
RFP Book 3, Page 18 (Section 3.2.5 Bridges Over I-65 and Railroad)	RFP Book 3, Page 18 (Section 3.2.5 Bridges Over I-65 and Railroad) Will a before and after crack inspection be required for these structures?	It is not required for these structures.
RFP Book 1, Page 2 (2nd Paragraph) Vs. RFP Book 1, Page 3 (2nd bullet under “Additionally, the designer shall be responsible for:”)	Please provide more clarity on Utility responsibility of the Design Builder. • Is the design builder responsible for all costs associated with utility relocations (including design, coordination and construction)? • Or simply responsible for coordination of utility relocations?	I-440 is NOT CH86 and there is no additional ROW being acquired, so only Utility Coordination Cost would be responsibility of the Design Builder, Utility relocation would be NO COST unless the Design Builder needs to acquire ROW for his design. So any Utility cost associated with that Design will be the Design Builder’s responsibility
RFP Contract Book 3, Section 3.4a	This section states “The Design-Builder is to perform a design level investigation and report to augment the wall repair information in the RFP and submit within the proposal. The Department will use this report to determine final wall repair areas and the final wall repair areas will be distributed to the Design-Builders for bidding purposes.” There appears to be some confusion regarding when this report is to be submitted and how it is to be used for bidding purposes. Please clarify.	The Design Builder needs to submit the report no later than 3-12-18, and the final wall repair areas will be distributed to the Design-Builders by 3-30-18

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Reference Documents; Preliminary Plans	These plans represent a significant design effort, and contain design layout, detail and requirements. Please clarify to what extent the Design-Builder can rely on these plans in preparing the Proposals and to complete the Final Design.	These plans are for information only, it is the Design Builder's responsibility to verify all the provided information.
No Reference	Can archived field drawing for mainline bridges be made available?	There are no archived field drawing for mainline bridges
RFP Contract Book 3, Section 2.2a	Can the DB base their bid on the current approved version of the Standard Drawings as of the proposal due date?	Yes, unless it will be changed by addendum