



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION DIVISION
SUITE 700, JAMES K. POLK BUILDING
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NASHVILLE, TENNESSEE 37243-1402
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JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

October 19, 2017

Re: ADDENDUM #4
Contract No. DB1601
County: Maury

To Whom It May Concern:

This addendum revises the RFP book 3, revises the typical bridge section b-b., adds slope Stabilization to typical sections, adds temporary detour typical section, and revises functional layout sheets (Figure 2 and 3 only) for the Saturn Parkway extension project which includes reduced structure width over CSX RR, and the addition of a field entrance across from the GM access road.

Attached are the revised sheets.

Also, added the rainbow plans, U-1's, Utility Specs and Estimated Utilities quantities to the website for these projects: Maury County Pin 117319.01 SR-247 (Beechcroft Road), Near Intersection at Cleburne Road (RSAR), and Maury County Pin 121394.00 Industrial Access Road serving Project Shotgun in Spring Hill. <http://www.tn.gov/tdot/article/transportation-construction-division-design-build-db1601>

It is the bidder's responsibility to notify all affected manufacturers, suppliers and subcontractors of this change.

Sincerely,

Lia Obaid, P.E.
Construction Division

**DESIGN-BUILD
RFP CONTRACT BOOK 3
PROJECT SPECIFIC INFORMATION**

TENNESSEE DEPARTMENT OF TRANSPORTATION

**State Route 396, Saturn Parkway Extension,
Maury County- TENNESSEE**

CONTRACT NUMBER: DB1601



August 31, 2017

Addendum#2 October 10, 2017

Addendum#4 October 19, 2017

3. ROADWAY SCOPE OF WORK

- The Design Builder shall perform all necessary survey updates, design and construction services necessary to construct (roadway and structures) the following three projects (reference Technical Study Conceptual Layouts with Typicals, Triple Crown D-B Connected Projects and SR-247 ROW Plans on the DB1601 webpage):
 - **Project 1** (PIN 117319.01) – Widening of SR-247 (Beechcroft Road), east of Cleburne Road, from 2 lanes to 3 lanes curb & gutter section, widening of SR-247, west of Cleburne Road to accommodate an east bound right turn lane onto Cleburne Road and the widening of Cleburne Road to accommodate a northbound left turn lane. Project length is approximately 1250 feet along SR-247 and 400 feet along Cleburne. Project 1 will connect to Site 1 of Project 2 (Project Shotgun).
 - **Project 2** (PIN 121394.00, Project Shotgun)
 - Site 1 - Widening of SR-247 (Beechcroft Road) from 2 lanes to 3 lanes curb & gutter section. Site 1 is approximately 2750 feet in length. Site 1 will connect to Project 1 and Project 3.
 - Site 2 –Widening of SR-247 (Beechcroft Road) to accommodate an eastbound right turn lane onto Town Center Parkway. Site 2 is approximately 700 feet in length.
 - Site 3 –Improvement of the ~~northwest~~ southwest quadrant of the US 31 (Main Street) and Stephen P. Hirsch Yokich Parkway.
 - **Project 3** (PIN 123399.00, Project Triple Crown) – Project is the extension of State Route 396 (Saturn Parkway) to State Route 247 (Beechcroft Road) on new alignment. The project will include stream crossing(s) over McCormack Branch (a FEMA Studied Stream), a new grade separated railroad crossing, intersection/interchange modifications to the GM facility and a new connection to SR-247. Project will connect to Project 2. The approximate mainline length is 1.3 miles. ~~The design Builder must provide for a future 5 lane section on the bridge over CSX Railroad.~~ The Beechcroft Road over CSX Railroad bridge shall maintain a standard horizontal clearance from centerline of track to the face of the pier or abutment of 25'-0" or greater.

For Project Nos. 1 and 2:

- Final ROW plans will be furnished by TDOT. The department has secured NEPA approval, the necessary ROW and water quality permits to construct the proposed improvements as outlined in the ROW plans. The Design Builder shall be responsible for preparation of final signed and sealed construction plans in accordance with TDOT's Design Guidelines and to construct the proposed improvements. If the Design Builder wishes to change the horizontal or vertical alignment or deems that additional ROW is needed outside of the secured ROW, they will be responsible for the additional environmental technical studies needed for re-evaluation of the

NEPA document, ROW appraisals and acquisitions, utilities coordination/relocation and any permits.

~~➤ Utilities. TDOT has also contracted with affected utilities to move prior to construction.~~

- Utilities. TDOT has contracted with Power, Phone, Cable and Gas utility companies to move prior to construction. The Design Builder shall verify the location of all utilities. Water and Sewer are Move in State (MIS). Design Builder shall refer to the Utility Scope of Work for MIS requirements
- The roadway construction shall be phased as to maintain two lanes of traffic (one lane in each direction) during construction at all times. Access to all side roads, businesses and residences shall be maintained during construction.
- Radius returns at intersection shall be as defined in the ROW plans

For Project No. 3:

- The ground survey for this project will be provided by TDOT. The Design Builder shall verify the ground survey. In addition, the Design Builder will be responsible for field surveys support activities, such as, but not limited to geotechnical investigations, right-of-way stakeout, construction stakeout, etc. If the Design Builder's design footprint extends beyond the limits of the survey provided by TDOT, it will be the responsibility of the Design Builder to secure the necessary additional survey. All field surveys shall be performed in accordance with the latest version of the TDOT Survey Manual, as posted on the TDOT website.
- The proposed roadway shall be designed and constructed to meet a 40 mph design speed for a rolling principal arterial highway from existing SR-396 (Saturn Parkway) to the proposed intersection with SR-247 (Beechcroft Road) and shall adhere to the latest editions of all appropriate TDOT Roadway Design Standard Drawings, TDOT Design Guidelines and Instructional Bulletins, TDOT Drainage Manual, TDOT Traffic Design Manual, TDOT Design CADD Standards, and *Manual on Uniform Traffic Control Devices*. The proposed roadway shall also be designed and constructed to adhere to *AASHTO A Policy on Geometric Design of Highways and Streets, 2011*. Microstation and Geopak shall be used in the preparation of CADD files. Where practical, the Design Builder should exceed minimum design standards.
- The proposed roadway shall be designed and constructed to meet a 40 mph design speed for a rolling minor arterial highway from the above mentioned intersection in the previous bullet to where the project connects to Project No. 2, Site 1 and shall adhere to the latest editions of all appropriate TDOT Roadway Design Standard Drawings, TDOT Design Guidelines and Instructional Bulletins, TDOT Drainage Manual, TDOT Traffic Design Manual, TDOT Design CADD Standards, and *Manual on Uniform Traffic Control Devices*. The proposed roadway shall also be designed and constructed to adhere to *AASHTO A Policy on Geometric Design of Highways and Streets, 2011*. Microstation and Geopak shall be used in the preparation of CADD files. Where practical, the Design Builder should exceed minimum design standards.

- All proposed ramps, GM entrances and side roads shall be designed and constructed to meet a 40 30 mph design speed and shall adhere to the latest editions of all appropriate TDOT Roadway Design Standard Drawings, TDOT Design Guidelines and Instructional Bulletins, TDOT Drainage Manual, TDOT Traffic Design Manual, TDOT Design CADD Standards, and *Manual on Uniform Traffic Control Devices*. The proposed roadway shall also be designed and constructed to adhere to *AASHTO A Policy on Geometric Design of Highways and Streets, 2011*. Microstation and Geopak shall be used in the preparation of CADD files. Where practical, the Design Builder should exceed minimum design standards.
- The Design Builder shall geometrically configure the SR-396 (Saturn Parkway) / GM Plant Entrance-Exit interchange modification so as to maintain free flow movements to and from existing Saturn Parkway for GM employee parking; provide a signalized intersection on Saturn Parkway for access to the GM Truck entrance; maintain a free flow movement exiting the GM truck entrance southbound to Saturn Parkway. Reference Technical Study Conceptual Plan.
- Maximum super-elevation rates:
 - 0.08 ft/ft
 - From existing SR-396 (Saturn Parkway) to just north of the proposed GM Truck Entrance/ Exit Intersection.
 - Ramps and GM entrances
 - 0.04 ft/ft
 - From just north of the proposed GM Truck Entrance / Exit Intersection to Site 1, Pin 121394.00
 - Side Roads
- The Design Builder will be responsible for the design and construction of all structures within the project limits. The Design Builder shall ensure minimum vertical clearance as defined in the TDOT Design Guidelines is provided. The Design Builder shall submit plans as outlined in the TDOT Design Guidelines to the TDOT Structures Division for Grade Approval.
- The Design Builder will be responsible for the hydraulic design for this project. The hydraulic design will have to meet FEMA National Flood Insurance Program (NFIP) requirements and either span the floodway or include no-rise or CLOMR for both the new crossing and any work done on SR-247 (Beechcroft Road). The Design Builder shall include evaluating the existing culvert for structural adequacy per the current LRFD standards and hydraulic adequacy and possibly a replacement design if the existing culvert isn't adequate. Bridge deck drainage design is included for any hydraulic and grade separation structures. Any floodplain map revisions necessitated by the project will be the responsibility of the Design Builder.
- A signal is required at the proposed SR-396 (Saturn Parkway) / GM Truck Entrance/ Exit Intersection. Traffic Signals shall be Mast Arms. The design and installation of the traffic signal shall be in accordance with the current editions of the Traffic Design Manual, TDOT Roadway Standard Drawings, and the MUTCD. Reference Technical Study Conceptual Plan for signal location.

- At the proposed SR-396 (Saturn Parkway) / SR-247 (Beechcroft Road) intersection, the Design Builder shall perform an analysis of the intersection to determine the number of lanes on SR-247 and a signal warrant analysis in accordance with the current edition of the MUTCD. If a signal is warranted, the Design Builder shall design and install a traffic signal in accordance with the current editions of the Traffic Design Manual, TDOT Roadway Standard Drawings, and the MUTCD.
- For the new grade separated CSX R/R crossing, the vertical clearance from low chord of the structure to top of rails shall be at a minimum 23 FT. This crossing shall meet all requirements of both TDOT and the governing Railroad. The Design Builder shall maintain two lanes (one lane in each direction) at all times on SR-247 (Beechcroft Road) during construction of the grade separation over CSX Railroad.
- In order to facilitate and expedite securing a R/R agreement for the highway-railroad grade separation, the Design Builder shall provide all necessary and pertinent information as outlined in the TDOT Design Guidelines to the State Railroad Coordinator in the preliminary design phase.
- Standard TDOT stock fence per Std. Dwg. S-F-10 shall be installed on each side of the road through GM property along the proposed right-of-way. A maximum of 4 gates will be installed at locations to be determined by GM.
- The Design Builder will be responsible for providing all Geotechnical services for this project.
- The Pavement Design Report for this Project has been developed by the Department and is located as an Appendix A in this **Contract Book 3 (Project Specific Information)**.
- Typical Sections for this project have been specified by the Department and are included as Appendix A in this **Contract Book 3 (Project Specific Information)**.
- The NEPA document and the study area for this project has been developed and approved by the Department and FHWA and is included in Appendix A in this **Contract Book 3 (Project Specific Information)**. If the Design Builder's design footprint extends beyond the study area they will be responsible for the additional environmental technical studies and to provide plans for re-evaluation of the NEPA document. No additional time will be allotted to the project schedule for TDOT preparation of the NEPA document re-evaluation and FHWA approval.
- **Roadway Lighting: TBD.**
- **Driveways: Contractor shall provide access to all properties equal to the number that currently exists. On properties that do not have access, at least one (1) filed entrance shall be provided. On tracts separated by a stream/creek at the existing ROW line, a field entrance shall be**

provided to provide access to each side separated by the stream/creek. All driveways shall meet sight distance requirements and shall be designed in accordance the TDOT driveway manual.

- Intersection & Ramp Spacing: The Design Builder shall ensure that wrong way movements are prevented at the GM Truck Entrance/Exit and SR-396 signalized intersection
- The dedicated right turn lane to the GM Truck Entrance/Exit shall have a minimum radius of 250 feet. Radius returns at intersection of SR-396 and SR-247 intersection shall have a minimum radius of 40 feet and the radius return at the 4-way stop intersection on the GM Truck Entrance/Exit shall be the requirement of a WB-62 turning radius

For Project Nos. 1, 2, and 3:

- The Design Builder shall ensure that minimum clearing and grubbing is performed beyond the toe of slopes, preserving as much vegetation as possible.
- The Design Builder shall identify the need for any special roadway design details (i.e. any special drainage structures, rock embankment, rock plating, special guardrail, retaining walls, concrete barrier designs, etc.) and shall provide special design drawings.
- All Design Documents and Design Reviews shall be provided by the Design Builder and performed in accordance with the Design Review schedule established in the Critical Path Method (CPM) Schedule, and in accordance with contract requirements.
- The Design Builder shall ensure that all applicable "General and Special Notes" found in Section VI of the current edition of the State of Tennessee Department of Transportation Design Division Roadway Design Guidelines are adhered to during construction.
- The Design Builder shall be responsible for all open channels and storm drainage design and construction. All drainage analysis and design shall be in accordance with TDOT's Drainage Manual. The design of drainage facilities shall be compatible with existing or proposed drainage systems on adjacent properties, and shall preserve existing drainage patterns wherever possible. 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.
- Roadway component geometric configurations shall be designed to provide adequate drainage and minimize hydroplaning. Cross slopes shall be in accordance with the requirements of the

roadway section. Hydraulic design data shall be listed on the Readiness-for-Construction Design plans for each culvert.

- The Design Builder shall be responsible for the design of all temporary pavements and the evaluation of existing shoulders and roadways regarding their suitability for carrying traffic during construction, if necessary. If required, the Design Builder shall be responsible for strengthening existing facilities prior to routing traffic onto them.
- **Temporary run-arounds/Detours: The Design Builder shall design all temporary run-arounds/ Detours in accordance the typical section shown in the conceptual plans and shall have a minimum design speed of 30 MPH. Pavement section shall be designed to meet the current AADT and percent truck traffic loading. Safe riding surface throughout its use. All temporary run-arounds/ Detours shall me removed and the area replaced to existing conditions**
- The design and installation of all appropriate temporary and permanent roadway signing and marking shall be the responsibility of the Design Builder.
 - All detour, construction signing, and markings shall be in strict accordance with the current edition of the MUTCD, TDOT Design Guidelines, and TDOT Standard Drawings for temporary work zones.
 - All permanent pavement markings shall be in strict accordance with the current edition of the MUTCD, TDOT Design Guidelines, and TDOT Standard Drawings for temporary work zones.
 - New guide signs on existing SR-396, SR-6 (US-31), and adjoining ramps and GM visitor and plant entrances shall be designed and installed in accordance with the Design Builder's design plans.
 - Design Builder shall submit a conceptual signing and pavement markings design plan as part of their RFP submittal.
 - The top of sign footing shall be placed level with the ground line
 - After the sign locations have been staked, but prior to ordering any material for the supports, there shall be a field Review and Approval by the Department.
 - The existing footings are to be removed 6 inches below the ground line.
 - The letters, digits, arrows, borders, and alphabet accessories on all flat sheets signs shall be applied by silk screening process, except that cut-out direct applied copy shall be used on all flat sheet signs with a green background, or brown background.
 - The Design Builder shall verify all support lengths at the site prior to erection.
 - All permanent signing shall be in accordance with the current edition of the MUTCD, the current edition of the Standard Highway Signs, the TDOT Supplement to the Standard Highway Signs, the TDOT Design Divisions Roadway Design Guidelines, TDOT Standard Roadway and Bridge Drawings and the current edition of the Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals.

- All sign sheeting shall be Type 3 Prismatic or better. All existing signs that do not meet the retro-reflectivity requirements shall be replaced. All yellow reflective warning signs shall be fluorescence yellow.
- All advance guide signs and exit directional guide signing shall be mounted on new overhead truss or bridge mounted sign structures (not cantilevered sign structures).
- Existing Logo, Hospital and Guide signing shall remain up through all phases of construction. All existing signing shall be replaced with new breakaway supports and new sign faces.
- Emergency Reference Markers shall be installed on project.
- All permanent signing plans; Signing Layouts, Sign Schedules, Overhead Truss and Bridge Mount conceptual drawings (on sign structure drawing sheets) & Miscellaneous Detail Sheets, shall be reviewed by TDOT Design Division (and TDOT Structures Division to assign I.D. and drawing numbers to the sign structure sheets) prior to construction.
- All overhead truss and bridge mount conceptual drawings (on sign structure drawing sheets) & miscellaneous detail sheets, shall be reviewed by TDOT Structures Division prior to construction.
- Existing sign structures shall be analyzed to ensure that the structure can support any proposed signing modifications.
- All cantilever sign structures shall be replaced with new overhead truss or bridge mounted sign structures.

Upon completion of the project, the Design Builder shall provide the Alternative Contracting Office a transmittal letter, an electronic copy of the As-Built drawings, and final foundation type, including footing elevations and lengths of individual piles, prior to final payment of funds to the Design-Builder. The Professional Engineer in charge of the development of the Project plans shall place his seal, including signature and date, on the right side of the title sheet. All plans sheets shall contain the seal, including signature and date, of the Professional Engineer in charge of its development. The As-Built Plans and the Design-Builder Specifications following construction completion shall incorporate any changes to the Readiness-for-Construction Design Review Plans and Specifications, as well as all utility locations within ROW. As indicated in the Design Build Guidance:
http://www.tdot.state.tn.us/construction/Design-Build/Design-Build%20Guidance_07-14-09.pdf

4. STRUCTURES SCOPE OF WORK

The Design-Builder shall be responsible for the design and construction of four (4) bridges; Beechcroft Road over CSX Railroad, Beechcroft Road over McCormick Creek to replace existing culvert, new alignment over McCormick Creek, and new alignment over entrance to GM employee parking.

- a) The bridges shall be designed using the AASHTO LRFD Bridge Design Specifications, **Eighth Edition (2017)**, and the AASHTO Guide Specifications for LRFD Seismic Bridge Design, Second Edition (2011) with interims.
- b) The Design-Builder shall reference the TDOT Standard Specifications for Road and Bridge Construction (2015 Edition) for construction materials and methods.
- c) The bridge design shall use integral abutments, and girders shall be continuous for live loads for prestressed girders, and continuous for all loads for structural steel girders.
- d) The bridges shall be designed for HL-93 live loading. The bridge design shall include 35 psf for future wearing surface. The bridge parapet rail and median barrier must be specified according to current TDOT standards. They shall have a single-sloped face.
- e) If structural steel is utilized, it shall be A709 Grade 50 weathering steel.
- f) The Design-Builder shall perform a hydraulic analysis to determine the need for deck drains and/or end of bridge drains to handle the surface water on the bridge deck.
- g) The Design-Builder shall provide a mechanically grooved finish to the bridge deck.
- h) An applied texture finish is required on the parapet rail, cantilever slab and exterior beam. The top and side of the parapet facing traffic shall receive a white finish (Fed. Spec. No. 37886). All other locations are to be mountain grey (Fed. Spec. No. 36440). The exposed portions of the substructure including the wingwalls, endwalls, abutment beams, pier columns and pier caps are to be finished in mountain grey. The "Tri-Star" emblem shall be incorporated on each bridge at locations approved by the Engineer.
- i) The bridge over the railroad shall be in accordance with all requirements of the CSX Railroad. Two 12' lanes of traffic on SR-247 shall be maintained at all times.

The Design-Builder shall be responsible for all hydraulic analysis of bridges, culverts and culvert extensions.

- a) The Design Builder shall adhere to all permit, FEMA, and hydraulic design criteria when designing bridges, culverts and culvert extensions. Design Builder shall use Drainage Manual found on TDOT Design Division website, and Design procedures for Hydraulic Structures 2012 found on TDOT Structure Division website. Design Builder shall use FHWA scour publication HEC-18, and shall use bridge deck drain design procedures contained in FHWA publication HEC-21 or HEC-22. Hydraulic designs for structures with a 50 year flow rate higher than 500 cfs shall include a HEC-RAS model of the 'no-bridge', existing structure and proposed structure conditions for flood events up to the 500 year

flood.

- b) The Design-Builder shall analyze existing culverts, boxes and cross pipes, impacted or affected by the project's design.
- c) The Design-Builder shall replace or supplement any pipes or culverts that are deemed hydraulically deficient as a result of this project and replace any structurally deficient pipes or culverts within the project limits.

The Design-Builder shall be responsible for the design and construction of any required retaining walls.

- a) Retaining walls shall be designed in accordance with the AASHTO LRFD Bridge Design Specifications, **Eighth Edition (2017)**, and Special Provision 624. Walls shall be designed for the appropriate seismic forces.
- b) Cast-in-place retaining walls shall incorporate an "**Ashlar Stone**" form liner finish and an applied texture finish, mountain grey (Fed. Spec. No. 36440). The formliner pattern shall be approved by TDOT before construction. The wall shall have a 12 inch wide smooth band at the top.
- c) Retaining walls at the CSX Railroad crossing shall be a type meeting the approval of the CSX RR and TDOT Materials & Tests and Structures Divisions.

The Design-Builder shall be responsible for the design and construction of all remaining structures necessary to complete the project.

The Design-Builder shall be responsible for the removal and disposal of all deficient structures, or portions thereof.

Upon completion of the project, the Design-Builder shall provide TDOT Structures Division a final revised set of plans for all structures (bridges, walls, culverts, etc.). The plans shall be delivered on CD (each sheet an individual PDF file) **as well as full-size mylars (24" x 36")**.

7. UTILITY COORDINATION SCOPE OF WORK

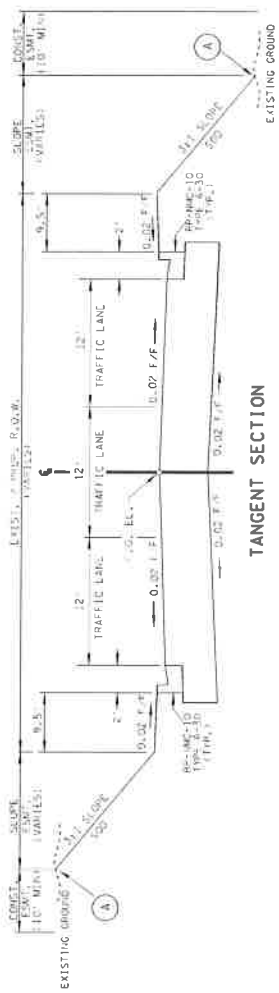
- a. The Design Builder shall be familiar with 1680-6-1 Rules and Regulations for Accommodating Utilities within Highway Rights-of-Way, Tennessee Code Annotated (TCA) Part 8 Relocation of Utilities 54-5-801 through 54-5-856, 23 CFR Part 645 "Utilities", and 23 CFR 646 "Railroads" and TDOT Policy 340-07 (Chapter 86). Adherence to the above referenced regulations, policies and procedures is mandatory.
- b. Immediately after submittal of the accepted final complete Design Plans, the Design Builder needs to accommodate the statute (TCA 54-5-854) required 120 - 165 Calendar Days in their CPM for Utility Investigation in addition to accommodating the requirements of TDOT 340-07 policy administration of utility relocation performed by the utility and utility relocation performed by the Design Builder. This includes sending a complete set of plans and cross sections to every utility on the project and providing ~~them~~ the utility at least 120 Calendar Days to respond with their rainbow plans, estimate of cost and schedule of calendar days, collectively known as the "A-Date package".
- c. Some adjustment of utility lines will be required due to the Design Builder design. The Design Builder shall be responsible for identifying any utility conflicts/relocations and utility construction plans. Exact locations shall be determined in the field by contacting the utility companies involved. Notification by calling the Tennessee One Call System, Inc., at 1-800-351-1111 as required by TCA 65-31-106 will be required.
- d. The Design Builder shall provide all necessary protective measures to safeguard existing utilities from damage during construction of this Project. In the event that special equipment is required to work over and around the utilities, the Design Builder will be required to furnish such equipment. The cost of protecting utilities from damage and furnishing special equipment will be included in the price bid for other items of construction.
- e. Prior to submitting the bid, the Design Builder will be solely responsible for contacting owners of all affected utilities in order to determine the extent to which utility relocations and/or adjustments will have upon the schedule of work for the Project. While some work may be required 'around' utility facilities that will remain in place, other utility facilities may need to be adjusted concurrently with the Design Builder's operations. Advance clear cutting may be required by the Department at any location where clearing is called for in the specifications and clear cutting is necessary for a utility relocation.
- f. The Design Builder shall be responsible for confirming the utility locations, confirming the type of facilities, identifying the utility owners and determining the cost responsibilities in order to coordinate the relocation of any utilities in conflict with the project.
- g. The Design Builder shall notify each individual utility owner of their plan of operation in the area of the utilities. Prior to commencing work, the Design Builder shall contact the utility owners and request them to properly locate their respective utility on the ground. This notification shall be given at

- least three (3) business days prior to commencement of operations around the utility in accordance with TCA 65-31-106.
- h. The Design Builder shall coordinate the relocation or adjustment of the utilities in accordance with the RFP. The Department will process and certify all compensable utilities. The Design Builder shall process and certify all non-compensable utilities for potential conflict and/or relocations.
 - i. The Department will be the approving authority for all utility agreements and approval of plans.
 - j. The Department shall make the necessary arrangements with the utility owners on compensable utilities and the Design Builder shall make the necessary arrangements with the utility owners for all non-compensable utilities including new installations required for the project, adjustments, relocations or removals where the Design Builder and utility company determine that such work is essential for highway safety and performance of the required construction.
 - k. The Design Builder shall accommodate utility adjustments, reconstruction, new installation and routine maintenance work by others that may be underway or take place during the progress of the contract.
 - l. In the event of a utility conflict, the Design Builder shall request that the utility company submit relocation plans (Plans to be provided by the Design Builder to Utility Owners) that shows existing utilities and proposed utility relocations.
 - m. The Design Builder shall be responsible for determining the cost responsibility (*compensable or non-compensable utilities*) for the utility relocations. The Department will be responsible for utility relocation costs when the utility company has prior rights-of-way or compensable interests. The utility company shall be responsible for the relocation costs if they cannot furnish evidence of prior rights-of-way or compensable interest in their facilities. The Design Builder shall be responsible for all costs associated with utility relocations due to haul roads and/or any other temporary conditions resulting from the Design Builder's methods of operation or sequence of work.
 - n. If the Design Builder elects to make arrangements with a utility company to incorporate a new utility installation or relocation as part of the highway construction, the utility work done by the Design Builder and the associated costs for the work shall be negotiated and agreed upon between the Design Builder and the utility company.
 - o. If the Design Builder is requested, in writing, by an entity to relocate, upgrade or incorporate new facilities as part of the highway construction, designs shall be coordinated with the utility owner, and the Department. The associated design and construction costs shall be negotiated and agreed upon between the Design Builder and the utility company. The Design Builder shall develop designs; prepare all plans for needed agreements and permits; submit permits directly to the agencies and obtain approval from the agencies.

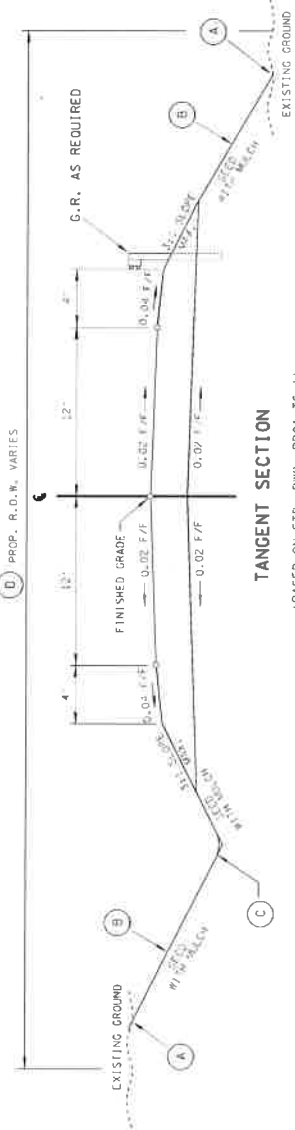
- p. The Department Utility Office must execute approved agreements on Design-Build highway projects. The Utility Relocation Agreements (Cost Agreement) and encroachment agreements are available from the Department.
- q. No additional compensation or time shall be granted for any delays, inconveniences, or damage sustained by the Design Builder or its subcontractors due to interference from utilities or the operation of relocating utilities.
- r. The Design Builder shall make all reasonable efforts to design the Project to avoid conflicts with utilities, and minimize impacts where conflicts cannot be avoided.
- s. In the event the Design Builder performs any utility relocation work, it is their responsibility to obtain any and all applicable permits.
- t. This project is to be Chapter 86 qualified; however, only relocations performed by the contractor (Move-In State) will be compensable under Chapter 86. This work is only to be accomplished if a Move-In State Contract is executed by both TDOT and the Utility. These Move-In State contracts will require that the utility provide the detailed construction plans, constructions specifications and quantities, collectively known as the "B-Date Package" no later than 30 days after the utility receives the fully executed contract back from the Department.
- u. Design Builder through their utility consultant can only receive the relocation plans and schedule of calendar days, the relocation estimate must be sent directly to the region utility office.
- v. The Design Builder must use a consultant for utility coordination, that consultant must be prequalified by TDOT prior to doing any work on this project.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PRELIM.	2017		2

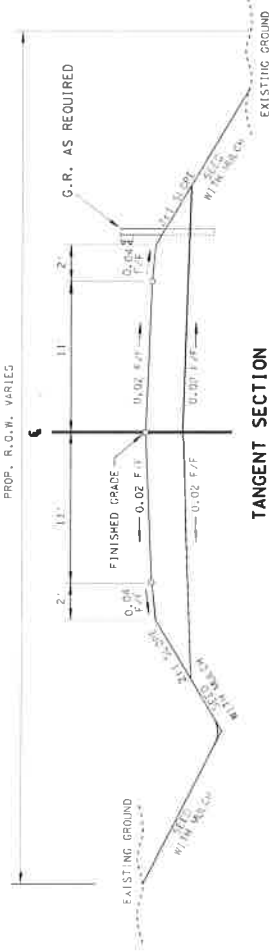
REV. 10-16-17: REVISED TYPICAL BRIDGE SECTION M-4. ADDED STIFF BRIDGE STABILIZATION TO TYPICAL SECTIONS. ADDED TEMPORARY DETOUR TYPICAL SECTION.



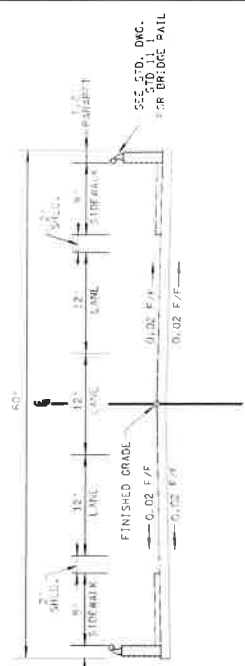
TANGENT SECTION SECTION A-A
(BASED ON STD. DWG. R001-TS-7A)



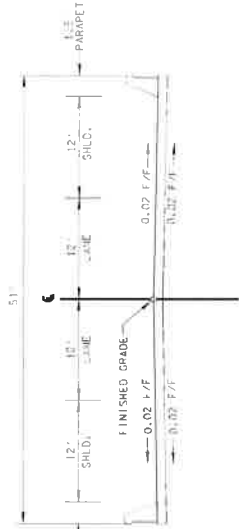
TANGENT SECTION SECTION C-C
(BASED ON STD. DWG. R001-TS-11)



TANGENT SECTION TEMPORARY DETOUR



TANGENT BRIDGE SECTION SECTION B-B



TANGENT BRIDGE SECTION SECTION D-D

FOOTNOTES

- (A) SEE STD. DWG. R001-S-11 FOR ROUNDING.
- (B) SEE STD. DWG. R001-S-11 AND R001-S-11B FOR ROUNDING GEOMETRIC RECOMMENDATIONS.
- (C) SEE STD. DWG. R001-S-11A FOR DITCH ROUNDING.
- (D) SEE REFERENCED STD. DWG. FOR DESIRABLE RIGHT-OF-WAY LIMITS.

SATURN PARKWAY EXTENSION
PIN 123399.00
MAURY COUNTY

TYPICAL SECTIONS

DATE	DESCRIPTION	BY
15	2016	MAURY
REV. 10/16/17: ADDED FIELD ENT. ACCESS FROM CM ACCESS ROAD		



FIGURE 3
SATURN
PARKWAY
EXTENSION

TECHNICAL STUDY
SATURN PARKWAY EXTENSION
PIN 123399.00
MAURY COUNTY



DATE	2016	COUNTY	MAURY
REV.	10/16/17	PROJECT	REVISSED STRUCTURE WIDTH OVER CSX RR.

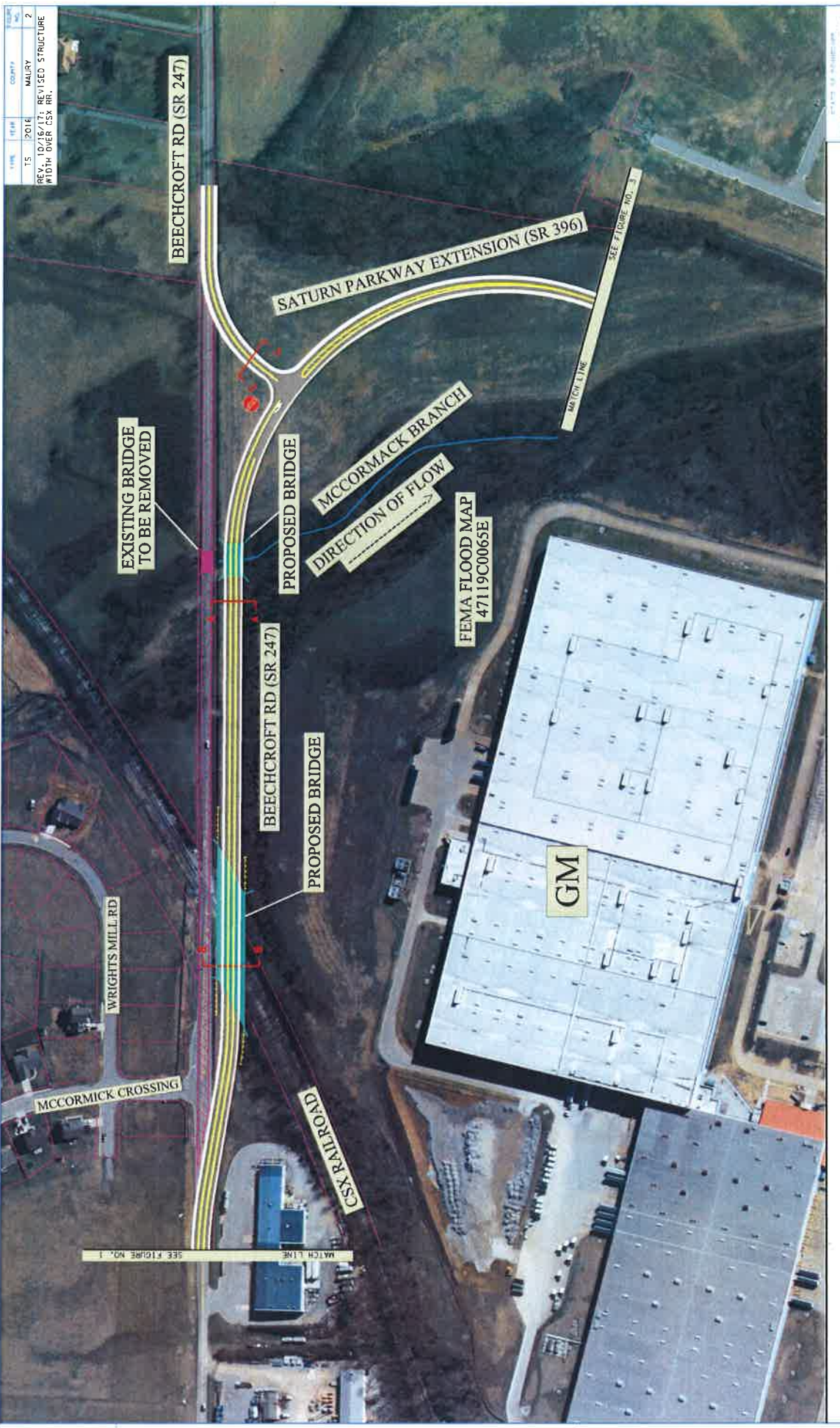


FIGURE 2
SATURN
PARKWAY
EXTENSION

MAURY COUNTY
SATURN PARKWAY EXTENSION
PIN 123399.00
MAURY COUNTY

PROJECT NO.	
DATE	
FILE NO.	