



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**REQUEST FOR PROPOSALS # 40100-51617
AMENDMENT # 3
FOR PERFORMANCE BASED MAINTENANCE SERVICES REGION 4**

DATE: 10/17/2025

RFP # 40100-51617 IS AMENDED AS FOLLOWS:

1. This RFP Schedule of Events updates and confirms scheduled RFP dates. Any event, time, or date containing revised or new text is highlighted.

EVENT	TIME (central time zone)	DATE
1. RFP Issued		August 18, 2025
2. Disability Accommodation Request Deadline	2:00 PM	August 21, 2025
3. Mandatory Pre-Bid Conference	11:00 AM	August, 27, 2025
4. Written "Questions & Comments" Deadline	2:00 PM	September 26, 2025
5. State Response to Written "Questions & Comments"		October 17, 2025
6. Response Deadline for Technical and Cost submissions	2:00 PM	October 31, 2025
7. Oral Presentations (Optional)		November 19-21, 2025
8. State Completion of Technical Response Evaluations		November 25, 2025
9. Opening & Scoring of Cost Proposals (Internal State Process)	2:00 PM	November 26, 2025
10. Best and Final Offer Initiated (at the State's discretion)		December 3, 2025
11. BAFO Recommendations by Respondent		December 10, 2025
12. State's Response to BAFO Recommendations		December 18, 2025
13. Response to BAFO		January 5, 2026

14. Notice of Intent to Award and State Sends Contract to Contractor for Signature		January 8, 2026
15. Contractor Signature and Payment and Performance Deadline	4:30 PM	January 22, 2026

2. State responses to questions and comments in the table below amend and clarify this RFP.

Any restatement of RFP text in the Question/Comment column shall NOT be construed as a change in the actual wording of the RFP document.

RFP Section #	Question/Comment	Response
15	Can we get the construction schedule including lengths, interstate, location by Mile Marker, and general scope of work? We need in order to field check for the kind of Phased Maintenance that would be in the construction segments and how that would impact the phased maintenance price.	Yes, see the supplemental documentation on the PBMC webpage which includes construction projects to be performed within the PBMC service area.
32.1.1	This is reference to the requirement for the Contractor to provide a monthly pavement condition assessment report. Can the Department provide any detailed baseline pavement condition data that could be used for an initial analysis to assist with pricing the Tier 1 work to be included in the Lump Sum price?	Yes, the Department can provide the latest pavement condition data collected for the PBMC area on the PBMC webpage.

Referenc e Link to PBMI baseline data	We note from your PBMI baseline payments deduction calculation that the drainage assets for pipes, miscellaneous drainage structures, inlets and paved ditches affect up to 8.7% of the phased maintenance price. Can the Department make available any detailed inventory counts of these assets beyond the data that was on the asset inventory excel workbook?	Pipes and Misc Drain Structures - No. TDOT does not have an inventory of these assets at this time. Inlets & Paved Ditches - Yes, it is contained within the Reg4_PBMC_InventoryData_Map.zip file provided. Inlets are contained within the 'Drains' layer in that file. Paved Ditches are contained within the 'Ditches' layer. This data may not accurately reflect the location of all assets and should be verified by the contractor.
Referenc e Link to PBMI baseline data	We noted from the baseline deficiency data that there is no score for object markers and delineators but there is a deduction calculation indicates that the score was below 70%. Would the Department verify the baseline score for this asset?	Please refer to the Link to Payment Overview based on current conditions provided at https://app.powerbigov.us/view?r=eyJrljojNTYwNzA0NzItMGE3Yi00NjEwLWE0ZDktNWYzMzE4ODkwZjk1IiwidCI6ImYzNDViZWJmLTBkNzEtNDMzNy05MjgxLTIOYjk0MTYxNmMzNiJ9. On Page '2 of 5', you will find the baseline score of 33.33 for Object Markers and Delineators and a weight of 0.20 for that characteristic within the Element Grouping, a Composite Weight of 0.04, and a Weighted Score of 0.07. This resulted in 7.33 deficiency points and a withholding amount of \$4,583.75 (based on a theoretical monthly payment of \$100,000.00).

Referenc e PBMI Score for Unpaved Shoulder Edge	We note that the score for unpaved shoulder edge was 81.25%. Further the evaluation is based on both drop-offs and buildups. Our initial field condition inventory indicated a significant amount of shoulder buildups throughout the system especially under the guardrail; and a moderate amount of drop-offs especially on ramps. Can the Department recheck the shoulder edge score is correct?	Unpaved Shoulder Edge was evaluated in 208 segments, with 41 failures and 167 passes. This resulted in a characteristic score of 80.28% (167/208=80.28%). It is noted that the characteristic score for Unpaved Shoulder Edge is not consistent on the Payment Overview (https://app.powerbigov.us/view?r=eyJrJoiNTYwNzA0NzltMGE3Yi00NjEwLWE0ZDktNWYzMzE4ODkwZjk1IiwidCI6ImYzNDViZWJmLTBkNzEtNDMzNy05MjgxLTl0Yjk0MTYxNmMzNiJ9) and Baseline Data (https://app.powerbigov.us/view?r=eyJrJoiZmE1NmUzODItZWE5NS00NTA4LWE4MjEtMTJjY2I5M2YwNmNliiwidCI6ImYzNDViZWJmLTBkNzEtNDMzNy05MjgxLTl0Yjk0MTYxNmMzNiJ9) dashboards. The correct score should be 80.28%.
37	Can the Department make available any historical data on the number of Snow and Ice events per year, call outs or other information that would assist with pricing this activity?	Yes, see the supplemental documentation on the PBMC webpage which includes historical snow/ice weather events.
	At many of the guardrail installations, especially where the in-slope is steep, there is severe erosion. The repairs noted varied from rip rap to other types of repair method. Can the Department make available any standard drawings or guidance on the preferred method of repair that would assist in pricing this work?	Repairs should be made by the contractors using industry best practices.

27.4	<u>Question 1:</u> Can the Department provide an example of how the intermediate Phased Maintenance Payments will be calculated? <u>Question 2:</u> In reference to Miscellaneous Drains and Paved Ditches, would the Department consider extending the Performance Target dates to 11/27. From experience both in Tennessee and elsewhere in the Southeast it takes considerable time and manual labor to both locate and correct deficiencies for miscellaneous drains and paved ditches.	For example calculation: Current score 58 Quarter 1 score 61 $(61-58)/(70-58)*100\%=25\%$ The contractor would be paid 25% of their bid amount for this phased maintenance item. Question 2: No, the Department is not extending the phased maintenance period.
Asset Inventory Workbook	The guardrail inventory on the workbook provided shows inventory of 616668 LF or 117 miles. Would the Department check for a possible mathematical error in the workbook for this estimated quantity?	616,668 Linear Feet has been verified as the correct length of guardrail in our inventory data. Although there may only be 243.16 centerline miles in this contract, there are locations where guardrail may be present on both sides of the roadway as well as possibly on both sides of the median, so 117 miles of guardrail seems to be a reasonable quantity for these route segments. Contractors are encouraged to verify all inventory data as the State makes no guarantee with respect to the accuracy of the data provided.
Scope of Services, Section 30.2.3	This section is related to Priority Maintenance, however, the subsection 30.2.3.1 is titled "Critical Findings that are not Contractor responsibility". Should this subsection be titled "Priority Findings that are not Contractor responsibility"?	This will be revised in the latest version of the Scope of Services .

Scope of Services, Section 35	Moderate Damage is defined; however, no timeliness requirements are provided for this classification. Will the Department review and confirm that this is the intent?	See revised Scope of Service section 35.
Scope of Services, Section 19.2	Bullet Point 3 states “Any and all other assets which are not specifically excluded in 21.3 below”, however Section 21 pertains to Force Accounts, and there is no 21.3 in Section 21.	This should state 19.3 instead of 21.3.
RFP, Section 2.1	Schedule of Events item 15 – “Contractor Signature and Payment and Performance Deadline” lists a date of January 5, 2025, instead of 2026.	Please see Amendment 2 and 3 adjusting this date.
RFP, Section C.9	Question is referencing MQA and non-MQA criteria, however these terms are no longer referenced in the scope because they have been replaced with PBMI. Please revise as necessary.	This will be revised in the latest version of the RFP.
General	Will the State please provide the GIS shapefiles for the network?	Yes, this will be included in the Supplemental Documentation "PBMC_Memphis_Centerlines.mpkx".
Scope of Services, Section 15	The scope indicates a reduction of revenue for TDOT construction projects that last more than 1 calendar year. Will the Department please provide an estimate of the number of such contracts and the expected mileage that will be impacted.	Please see the 3 Year Paving Plan and 10 Year Highway Program Plan on TDOT's website.

General/P re-bid meeting	At the pre-bid, TDOT stated that plowing equipment can be staged at material storage facilities. Where and how many facilities are located within the R4 PBMC area? Will the contractor be permitted to store other equipment/materials at any of these locations?	Locations are identified on the TDOT PBMC Region 4 website. Equipment/material storage at any TDOT facility will be evaluated by Region 4 leadership.
Scope of Services, Section 7	CPI increase calculations were not spelled out in detail in the RFP/contract. Please provide an example CPI adjustment. Also, to avoid pro-rated calculations for the base contract and phased maintenance, and to avoid the additional coordination to ensure that invoice figures from contractors align with TDOT's payments, please consider starting the contract performance date on the first day of a month.	CPI-W increased from 302.201 to 309.067. $((309.067-302.201)/302.201)*100\%=2.272\%$ bid price*(1+2.272)=new adjusted payment amount
Scope of Services, Section 22.1	Section 22 requires the Contractor to perform repairs and replacements due to natural disasters and specifically notes that the Contractor "will not receive any additional compensation from the Department" except when (1) such repair/replacement exceeds the cap or (2) the Department receives FHWA reimbursement. However, Section 22.1 adds an additional carve out, providing that the Contractor is "not financially liable" for repairs/replacements following a Force Majeure or act of terrorism. Force	Traffic control shall be the responsibility of the contractor in all Force Majeure events. See revised Scope of Services.

	Majeure events such as tornadoes, winter storms, and floods often cause damage which would require repair under this Contract (downed trees and signs, potholes, etc.). If the Contractor is responsible for emergency maintenance for such Force Majeure events under Section 22, but is not financially liable under Section 22.1, how will events like this be compensated?	
Scope of Services, Section 32.1	The contract provides that the successful contractor will not be penalized for deficiencies that will be addressed in the Department's "Year [sic] 1 Paving Project," but will still be required to repair such pavement. Will the contractor be penalized for deficiencies from the Department's Year 2 and 3 Paving Plans?	Yes, the contractor could be penalized for any location not in the year 1 paving schedule if deficiencies are shown in PBMI scores.

PBMI baseline data	Will the Department please provide inspection results for Object Markers and Delineators to assist bidders in estimating phased maintenance costs? This was not included in the PBMI baseline data.	Please refer to the Link to Payment Overview based on current conditions provided at https://app.powerbigov.us/view?r=eyJrljoiNTYwNzA0NzltMGE3Yi00NjEwLWE0ZDktNWYzMzE4ODkwZjk1IiwidCI6ImYzNDViZWJmLTBkNzEtNDMzNy05MjgxLTIOYjk0MTYxNmMzNiJ9 . On Page '2 of 5', you will find the baseline score of 33.33 for Object Markers and Delineators and a weight of 0.20 for that characteristic within the Element Grouping, a Composite Weight of 0.04, and a Weighted Score of 0.07. This resulted in 7.33 deficiency points and a withholding amount of \$4,583.75 (based on a theoretical monthly payment of \$100,000.00).
General	As discussed at the pre-bid, please provide the Department's third-party incident reports for the last 3 years, and/or provide police reports regarding third-party damage for the past 3 years, as well as the "R4 Lane Blockage Summary".	See the Supplemental Documentation on the PBMC webpage which is an overview of events, lane blockages, and clearance times within the last 3 years.

General	Our survey team has identified several significant washout areas within the network adjacent to the roadway that are undermining the pavement and guardrail. These washout areas pose safety concerns and require timely attention to prevent additional erosion or undermining of the pavement, as well as potential collapse of the shoulder and possibly travel lanes. The underlying causes, extent of damage, and associated costs have not yet been determined, pending a comprehensive engineering study. Is it the Department's intention to repair these areas prior to the contract start date? If not, what are the responsibilities of the incoming contractor regarding these repairs? Will these issues be addressed according to Article 4.11, Contract Amendment, or classified as Phased Maintenance? If they are considered Phased Maintenance, please specify which category these repairs will fall under.	If it is within a resurfacing contract that is advertised or awarded then it will be repaired, but beyond that it will be the responsibility of the PBMC Contractor to repair. There is not an additional pay item for this work nor part of Phased Maintenance.
Scope of Services, Section 28	Will the Department consider a joint review with the awarded Contractor to review the project area, in order to ensure that there has been no degradation to the area between the bidding phase and the contract start date? If significant deficiencies are identified, will the Department consider a plan for restoration over a mutually	No

	agreed timeline, including deferred Liquidated Damages?	
General	Will the Department please provide the most recent 4-year history of work orders generated from NBIS inspection reports for this network?	All inspections performed by the Department generate work orders and reports. These reports consist of joint repair, vegetation removal, substructure repair, bottom deck spalling over the roadway, and scour repairs. The contractor will be expected to make minor repairs and provide traffic control for any emergency repair work or inspections per the contract. See the TDOT Bridge Inspection and Repair website which provides Plan of Action Report for each county. https://www.tn.gov/tdot/structures-/bridge-inspection-and-repair.html
Scope of Services / Drainage Structures / Phased Maintenance	Will the Department please provide quantities for "pipes" to assist bidders in estimating phased maintenance costs?	TDOT does not have an inventory of pipes at this time to provide to assist bidders.

RFP Attachment 6.3 Cost Proposal/ Phased Maintenance/Lump sum items	Requesting lump sum pricing to improve characteristics from failing PBMI scores to passing scores is a subjective exercise that will yield wildly different approaches to cost estimating from AM contractors. This approach opens contractors to significant risk, which will be factored into the lump sum pricing. It also opens TDOT to a significant risk of either over-paying for services or receiving less than desirable outcomes as a result of underbidding. Will the Department please consider changing lump sum pricing items to unit pricing with baseline quantities to allow for far more accurate pricing?	No
Scope_Section 18.4	18.4 Time Restrictions. The last paragraph notes a Standard Lane Closure Restriction of Monday through Sunday 5am to 8pm that is more stringent than the specific times noted above for each respective section of the contract area. Since all contract areas above are covered, is this Standard restriction applicable and if yes, when/where would it apply?	See the revised Scope of Service. The standard lane closure restriction time is 6am -7pm.
Scope_Section 19.5	Emergency Response Services. The link to R4 Interstate Incident Management plan directs to the Region 3 plan	This will be revised in the latest version of the Scope of Services.
Scope_Section 25.7	25.7 Tort/Damage Claims Process Plan. Should the reference to Section 25, "Tort/Damage Claims" be Section 24, "Negligence/Property Damage Claims"?	Yes, this will be revised in the latest version of the Scope of Services.

Scope_Section 25.8.1	25.8.1 Monthly Reporting_Activities.... Should the reference to Section 21.4.2 - TDOT activity codes be Section 19.4.2?	Yes, this will be revised in the latest version of the Scope of Services.
Scope_Section 25.8.1	25.8.1 Monthly Reporting_Activities.... Should the reference to All Drain Cleaning (see Section 30) be Section 31?	Yes, this will be revised in the latest version of the Scope of Services.
Scope_Section 26	26 Performance Based Maintenance Inspection Roadside Rating Criteria. TDOT PBMI Manual V1.4 is referenced. Should this be V1.2? If V1.4 is correct, please correct the link on the TDOT PBMC webpage to V1.4.	Yes, this will be revised in the latest version of the Scope of Services.
Scope_Section 26.6.6	27.6.7 Roadside Rating Criteria. Brush & Trees, Tolerance & Criteria. (see TDOT PBMI Manual V1.2 for distances). Should this be V1.4 or is V1.2 correct?	Yes, this will be revised in the latest version of the Scope of Services.
Scope_Section 32.1.2	32.1.2 Portland Cement Concrete Patching. Looks like "Tier 2" is missing before the 2nd "A project location requiring:" description. The following sentence states payment for greater than 210 SF (assumed Tier 2) will be under the Departments 'Force Account' yet there is Cost Item for Tier 2 Patching Concrete Pavement on the Cost Proposal in the RFP. Please advise which is correct.	Yes, this will be revised in the latest version of the Scope of Service and RFP. Tier 2 Patching Concrete Pavement has no pay item and paid via force account.
Scope_Section 33.5	33.5 Mowing and Litter_Payment. The last sentence in the section references Section 32.1, should this be 33.1?	Yes, this will be revised in the latest version of the Scope of Services.

RFP_Section 3.1.1 and Sections 6.1& 6.2	It is required to duplicate and insert RFP Attachments 6.1, Statement of Certifications and Assurances and RFP Attachments 6.2. Technical Response & Evaluation Guide, to include Section A: Mandatory Requirements, Section B: General Qualification and Experience and Section C: Technical Qualifications, Experience and Approach Table, each in their entirety into the Technical Response? If yes, will all count toward the 50 page limit for the Technical Response? Note: this currently consists of nine pages not counting the additional statements and letters required to be included in the response for these.	RFP Attachment 6.1 is required in order to pass Section A Mandatories. A respondent should duplicate the other items but they will not count toward the page limit. The responses to RFP Attachment 6.2 Sections A and B will not count towards the page limit.
RFP_Section 3.1.2 and Section 6.2.B	It is assumed that the insertion of Table 6.2.B, will also serve as the Table of Contents and a separate table of contents is not required. Please confirm or otherwise advise.	Correct. While it is up to the respondent to decide if they should choose to utilize a separate table of contents, it is not necessarily needed and a respondent could use RFP Attachment 6.2-Sections A, B, and C to note page numbers and serve as a table of contents for evaluators to easily follow along with the proposal. Please additionally refer to RFP section 3.1.1.1.
RFP Attachments 6.2.A & B	Are the statements and letters requested in these Subsections to be inserted within these respective sections of the Technical Response count toward the 50 page limit for the Technical Response?	The responses to RFP Attachment 6.2 Sections A and B will not count towards the page limit.

RFP Attachments 6.2.C	Item C.8. Should the references to Maintenance Quality Assessment (MQA) in this section item be referenced to Performance Based Maintenance Inspection (PBMI) ?	This will be revised in the latest version of the RFP.
Supplemental Docs	The asset inventory provided does not include any data on navigational lighting. Will the Department please provide quantity, type, and location(s) for this asset?	I-40 has 10 lights total. 5 on the upstream and 5 on the down stream. 3 are red and two are green on each side. They have Led screw type bulbs in them.(similar to what you use at your house). These are located on the bridge pillars and have catwalks to access all of them. I-55 has 10 lights total. 5 on the upstream and 5 on the down stream. 3 are red and two are green on each side. They have Led screw type bulbs in them.(similar to what you use at your house). These are located on the bridge pillars and have catwalks to access all of them.
RFP / Bid Bond Form	The bid bond form provided references a cashier's check rather than a bond in the first paragraph. It also mentions that a check and bid bond are required in the final note at the bottom. Based on RFP requirements, we believe that only a hard copy bid bond is required, not a cashier's check. Will the Department please revise this form to reflect such, as well as provide a signature block for surety execution?	Please see the adjusted RFP, updating the bond requirements in attachment 6.6.

RFP PBMC Final 4.3.3; 5.2.2.5; Attachment 6.2	Is TDOT and its Proposal Evaluation Team members aware of the fact that if each Item Score for a single proponent's Technical Response is a 3, or considered Satisfactory, the proponent will not be considered responsive because their Technical Response score would only reach a 42, seven points shy of the required 49. Please confirm that TDOT's intent is to consider a Satisfactory scored proponent non-responsive?	This is correct. A respondent must obtain 70% of the evaluation metrics, equivalent to 49 points out of 70, in order to move forward to the opening of Costs, per section 4.3.3. of the RFP.
RFP PBMC Final 37	The document states "A maximum number of 7 dump trucks may be required". Are the dump trucks in addition to the 7 plow/spreader trucks?	No, this will be revised in the latest version of the Scope of Services.
RFP PBMC Final 19.2	Please provide a list of all traffic control devices employed, including duration, for inspection of structures (bridges, signs, etc.) conducted by TDOT inspection forces over the past 5 years. If unavailable, please provide an annual list of all expected traffic control devices to be deployed by the Contract, including duration and any concurrent use, for inspection of structures (bridges, signs, etc.) conducted by TDOT inspection forces.	Most bridge inspections can be completed with just a shoulder closure and TMA, while there may be a few exceptions that would require closures of ramps, multiple lanes, etc. An example of a complex bridge inspection is Downtown at the I240 W ramp to I40 W which required the ramp and I40E be shut down on a Sunday. The inspections requiring significant closures are typically restricted to Sundays when there is less traffic. Bridge inspections are conducted in-house and by consultants, so traffic control could be provided to following 2 crews. Equipment for lane closures is based on MUTCD Standards.
RFP PBMC Final 19.2	Please provide a list of LOW CLEARANCE structures	See PBMC website for low clearance bridge list.

Provided Files	The File provided "Bridges in Shelby Co included in coverage area" does not have any information on SR-385 structures. Are any structures on SR-385, mainline or ramps, included in the project limits (on-system or overpasses)?	See Supplemental Documentation on the PBMC webpage to include bridges within Shelby County including SR 385.
PBMC Scope Final	Per 19.2 Assets & Responsibilities, please provide copies of agreements signed with a city or county to maintain flashing signs.	The Department does not have any agreements regarding flashing signs.
PBMC Scope Final, 37 Snow and Ice Removal	Can TDOT provide the date by which the Contractor must have the 7 plow/spreader trucks available to provide snow and ice removal services and the date when trucks will no longer be utilized? Contractors must understand when during the calendar year this equipment and the trained operators are expected to be available.	No, TDOT can request up to 7 trucks per the Scope of Service anytime snow is forecasted within the PBMC coverage area.
PBMC Scope Final, 37 Snow and Ice Removal	Due to well understood lead times for acquisition of new plow/spreader combination units, can TDOT confirm that the snow and ice removal services and all equipment requirements will not be required until the winter of 2026/2027.	There will be no snow activity call outs prior to August 1, 2026.
Provided Files	Regarding the two bridges located on I-55 and I-40 over Mississippi River. Will the contractor be responsible for performing any type of maintenance work including emergency response or traffic control associated to bridge inspections/repairs?	ARDOT is responsible for the inspections. Traffic control for emergency response and repairs are possible.

RFP PBMC Final 19.3	Bullet 14 states that "Repair or maintenance of Railroad bridges" is an excluded maintenance responsibility. Can you confirm that neither overpass bridges with railroads on them, nor bridges over railroad property will require repair or maintenance to be performed by the Contractor?	If the rail is on a bridge over the road then it is excluded. If the road is crossing over railroad property the bridge will be included and is the responsibility of the PBMC contractor.
RFP PBMC Final 32.1.1	Asphalt Pavement Repairs. According to the RFP "The Contractor will be required to assess the condition of all paved areas and submit to the Department a monthly condition assessment report with recommendations for permanent pavement repairs including locations and quantity estimates separated in the appropriate Tier format outlined below for Departmental review and potential approval". Please provide a sample of the required monthly condition assessment report to better understand the format and level of details to be provided.	No sample can be provided.
RFP PBMC Final, COST PROPOSA L & SCORING GUIDE	Can TDOT please remove the Unit Bid Price item for TIER 2 PATCHING CONCRETE PAVEMENT, as this item is to be paid under the Department's 'Force Account' structure, as directed by PBMC Scope, 32.1.2 Portland Cement Concrete Patching, page 84 ("Patching Concrete Pavement greater than 210 SF is under the Departments 'Force	Yes, this will be revised in the latest version of the RFP.

	Account' structure (see section 21)."?	
RFP PBMC Final 32.3	Litter Removal. According to Table 10: "Prescribed Litter Cycle Tables ", the number of litter cycles per contract year is 52, which seems to be excessive, can TDOT please confirm if indeed the contractor will be performing one fence-to-fence litter cycle along the entire project once a week?	Yes, 52 cycles per year.
RFP PBMC Final 30 Bridges	Please provide all structure work orders created as a result of NBIS inspections from the past 5 years, including those to be assumed by the Contractor with assigned category noted. This information is critical to develop and deliver accurate pricing.	All inspections performed by the Department generate work orders and reports. These reports consist of joint repair, vegetation removal, substructure repair, bottom deck spalling over the roadway, and scour repairs. The contractor will be expected to make minor repairs and provide traffic control for any emergency repair work or inspections per the contract. See the TDOT Bridge Inspection and Repair website which provides Plan of Action Report for each county. https://www.tn.gov/tdot/structures-/bridge-inspection-and-repair.html
RFP PBMC Final	Pavement Repairs. Per TABLE 7 - TIMELINESS PERFORMANCE CRITERIA "Emergency call (see emergency response) outs shall be completed until all lanes are restored. Emergency shall be defined by damaged vehicles, HELP request, or THP call. " Please provide records of the last 3-YR emergency calls that meet this criteria.	See the Supplemental Documentation "Statewide Work Requests" on the PBMC webpage which will include all call outs. We can not provide a report that specifically calls out emergency call outs.

PBMC Scope Final, 2.2 Open Channel Waterwa ys	Should the last sentence of the second paragraph include "prior to performing work" between "Corps of Engineers" and "in any wet stream bed?" "The contractor is required to file any necessary permits with TDEC or the Corps of Engineers <u>prior to performing work</u> in any wet stream bed."	This will be revised in the latest version of the Scope of Services.
PBMC Scope Final, 11.6 Equipmen t	The current language does not provide the Contractor any relief for equipment damage or loss, even if directly or indirectly caused by the Department of Transportation. "The Contractor shall have no claim against the Department of Transportation for any expense involving damage or loss to the Contractor's equipment." Consider revising as follows: The Contractor shall have no claim against the Department of Transportation for any expense involving damage or loss to the Contractor's equipment, <u>unless directly or indirectly caused by the Department of Transportation.</u>	The Department will keep the language as is.
PBMC Scope Final, 15 Concurre nt Contracti ng	If a TDOT construction project extends greater than one construction season, but experiences different totals of Deleted Miles, due to phased construction or the like, can it be assumed that the deduction will not apply? For clarity, how will deductions	The entire project construction limits for all phases will be deducted as the construction contractor will be responsible for this area for the duration of the construction project.

	be calculated in the event there are different Deleted Miles totals throughout any construction project term extending beyond one construction season?	
PBMC Scope Final, Exhibit A, 1. General	Paragraph 2, please remove frontage roads from inclusion in the scope of services for the management and repair activities of the interstate highways, as it conflicts with the specific exclusion noted in 19.3 Excluded Maintenance Responsibilities, bullet 9.	This will be revised in the latest version of the Scope of Services. Frontage roads are to be excluded.
PBMC Scope Final, 2.1	Paragraph 5 indicates there are elements maintained by other entities. Please provide a list of all assets and elements that are maintained by other entities that will therefore not be included in the maintenance limits of this project and the limits of those elements and assets.	The Department is unaware of any assets maintained by other entities within limits, aside from those listed in the exclusions such as lighting.

RFP Attachment 6.3	In the attachment, there are six items under phased maintenance. One of the phased maintenance items, Object Markers and Delineators, does not have any a characteristic score assigned according to the "Link to PBMI baseline data" on the Region 4 PBMC web page. What is the characteristic score for object markers and delineators?	Please refer to the Link to Payment Overview based on current conditions provided at https://app.powerbigov.us/view?r=eyJrIjoianTYwNzA0NzltMGE3Yi00NjEwLWE0ZDktNWYzMzE4ODkwZjk1IiwidCI6ImYzNDViZWJmLTBkNzEtNDMzNy05MjgxLTIOYjk0MTYxNmMzNiJ9 . On Page '2 of 5', you will find the baseline score of 33.33 for Object Markers and Delineators and a weight of 0.20 for that characteristic within the Element Grouping, a Composite Weight of 0.04, and a Weighted Score of 0.07. This resulted in 7.33 deficiency points and a withholding amount of \$4,583.75 (based on a theoretical monthly payment of \$100,000.00).
Scope of Services Section 35	From Current field conditions, Guardrail repair will undergo a service level upgrade from the current condition to expected maintenance condition in the contract. Will TDOT bring the current inventory of guardrail into compliance with the requirements of section 35 prior to start date of the PBMC contract?	Locations with existing damage will be addressed by the current contractor. The PBMC will be responsible for all damaged locations after the official start date. Locations that do not meet MASH standards will be upgraded during future repairs by the PBMC. See revised section 35 of the Scope of Services.
General Question	Can TDOT provide the current resurfacing and construction work plan, including the 3-year paving plan, for the contract limits so we can evaluate this as it relates to phased maintenance for asphalt repairs?	Yes, see the Supplemental Documentation on the PBMC webpage containing construction and resurfacing projects.

Scope of Services Section 32	From current field conditions the asphalt pavement is not in good condition and there are numerous locations where the pavement does not meet maintenance standards. Section 32 of the scope of services details timeliness requirements for pavement repairs of 48 hours from notification or discovery will apply to the repair for all pavement failures. Please define what a pavement "failure" is. If this equates to what the maintenance condition defines, the scope of services then uses performance criteria to drive overall maintenance condition to 100% for the characteristic instead of 70%. Can TDOT please define its expectations for asphalt pavements?	Any pavement that does not meet the standards per the PBMI manual and the Scope of Services is considered to be failing. See Scope of Services for appropriate repair methods.
Scope of Services Section 30	Through field inspection, we have noticed many bridge abutments where significant erosion has occurred up to and including undermining of the approach slabs of the bridges. Could TDOT please clarify whether this repair would be classified as a Critical Finding, Priority Maintenance or Routine Maintenance?	See Section 30.2.1.2 Priority Maintenance where typical examples are noted.

RFP Attachment 6.3	There is a statement which reads "The State is under no obligation to request work from the Contractor in any specific dollar amounts or to request any work at all from the Contractor during any period of this Contract". Could TDOT please clarify that this particular statement would only apply to the prescriptive work items of the contract and does not apply to those parts of the bid which are performance based as defined in the scope of services?	That is correct.
General Question	We have made a public records request for the technical proposals for RFP 40100-PBMC0001 and RFP 40100-PBMC0002. We were denied this information because we were not Tennessee Citizens, however we are registered as a corporation to do business in Tennessee. We feel this is a competitive advantage given to the current incumbents of those contracts and Tennessee should correct this. Could you please provide the proposals that to all interested bidders for RFP 40100-51617?	please see the zip file R3 Tech Proposals.zip attached to this amendment

N/A	Will the Department please consider performing a new PBMI, including all prescriptive maintenance characteristics, at the end of the mobilization period to establish a new baseline that is more reflective of the network conditions at the time of the contract start date?	A PBMI evaluation will take place at the end of each quarter during the contract term. All maintenance characteristics that were included in the original baseline PBMI will be included in subsequent PBMI evaluations. This quarterly assessment of the current conditions will be made available to the selected vendor each quarter.
N/A	The Nashville South PBMC has incurred over \$7M in costs due to Third Party Damages since contract inception, almost exclusively due to vehicular damage to guardrail and attenuators. Will the Department please consider providing an annual cap on Third Party Damages?	No CAP will be added for 3rd party damage.
GIS Map of Asset Inventory	Our field survey team has identified assets that are not geolocated in the layers provided. Can the Department please confirm that all assets that are the responsibility of the PBMC have been included in the GIS layers provided?	TDOT makes no guarantee to the accuracy of the GIS layers provided. The contractor is responsible for verifying the inventory of assets located within the contract boundaries.
Supplemental Docs - 2025-2027 Comprehensive Pavement Program	To assist bidders in developing an accurate long term paving plan, will the Department please provide the expected duration and/or completion dates of the projects?	See the TDOT 3 Year Pavement Plan.

Scope of Services, Section 33	The detail for the Mowing Limits (Page 85 of the Scope of Services) shows a Swath Mowing Limit (Maximum 15 ft). However, the detail also indicates a Full Mowing Limit Line extending beyond that 15 ft Swath Mowing limit. What is the expectation of the Department regarding when the Swath Mowing will be performed and when the Full Mowing will be performed.	There is no swath mowing in this contract.
Scope of Services, Section 33	Table 9 (Page 86 of the Scope of Services) indicates a total of 2,840.16 Mowing Acres. Is this total based on the 15 ft Swath Mowing or is it based on the Full Mowing widths?	Calculation is for full mowing.
GIS Map of Asset Inventory	Our field survey team has identified numerous locations throughout the network where curb and gutter is inaccurately labeled in the GIS files (and presumably also in the associated quantities) as paved ditches. Additionally, we have identified numerous locations where paved ditches exist in the field but are not captured in the GIS files (and presumably not in the associated quantities either). To ensure that an accurate lump sum price is provided and that the risk of unknown quantities and/or unidentified deficiencies is mitigated, can the Department please provide revised quantities and/or updated GIS files for all paved ditches?	TDOT makes no guarantee to the accuracy of the GIS layers provided. The contractor is responsible for verifying the inventory of assets located within the contract boundaries.

Scope of Services Section 33	Section 33.4 - Debris Removal makes reference to Table 13, however Table 13 does not exist. This should be changed to reflect Table 10.	This will be revised in the latest version of the Scope of Services.
Scope of Services Section 34	Section 34.2 - Requirements makes reference to Table 14, however Table 14 does not exist. This should be changed to reflect Table 11.	This will be revised in the latest version of the Scope of Services.
Scope of Services Section 33	Beneath the Table 9 Required Mowing Frequency Tables reference is made to Equipment SP 806, however SP 806 is not included in the documents provided by the Department. Please provide the referenced document.	SP806 and additional special provisions will be added to the website under "Helpful links and reference documents.
Scope of Services Section 33	The General Mowing Standards makes reference to "no-mow turf species, wildflower plantings, planted trees and shrubs". Will the Department please provide the drawings identifying these areas and the acreage associated with these "no-mow" areas and confirm that the acreage is not included in the mowing acres provided in Table 9?	The Department can not provide drawings showing these areas but they will be marked with proper signage.
Scope of Services Section 33	Section 2 NON-TRACTOR, Section a makes reference to "Prescriptive corridor tree cutting". Will the Department please confirm that this work will be paid as Force Account per TDOT specifications and is not incidental to the Routine Maintenance work.	This will be revised in the latest version of the Scope of Services.

Scope of Services Section 30	Please provide a list of completed list of Bridge Work Orders for the last 3 calendar years inclusive of Critical Findings and Priority Maintenance and Routine Maintenance Bridge Work Orders?	All inspections performed by the Department generate work orders and reports. These reports consist of joint repair, vegetation removal, substructure repair, bottom deck spalling over the roadway, and scour repairs. The contractor will be expected to make minor repairs and provide traffic control for any emergency repair work or inspections per the contract. See the TDOT Bridge Inspection and Repair website which provides Plan of Action Report for each county. https://www.tn.gov/tdot/structures-/bridge-inspection-and-repair.html
General Question	Are there any Supplemental Specifications and Special Provisions which will attach to contract that will be applicable?	See link on website under Helpful links and reference documents.
19.2 & 36	In reference to Navigational Lights that would be the Contractor's responsibility, can the Department identify where an inventory of nav lights and location can be found including the inventory for the I55 and I40 bridges across the Mississippi.	I-40 has 10 lights total. 5 on the upstream and 5 on the down stream. 3 are red and two are green on each side. They have Led screw type bulbs in them.(similar to what you use at your house). These are located on the bridge pillars and have catwalks to access all of them. I-55 has 10 lights total. 5 on the upstream and 5 on the down stream. 3 are red and two are green on each side. They have Led screw type bulbs in them.(similar to what you use at your house). These are located on the bridge pillars and have catwalks to access all of them.
19.2	In reference to Municipal Agreements. Can the Department provide copies of all Municipal Agreements that would be applicable to the Interstates under this contract? And secondly , what are the Contractor's responsibilities for the Agreements?	There are no active agreements, should the Department sign one in the future the contractor will be made aware.

27.3	In reference to the three consecutive PBMI inspections. Would the Department consider that first of the three consecutive PBMI inspections start in the Oct - Nov 2026 time frame.	PBMI inspections are on a quarterly basis and the schedule will be discussed with the awarded contractor.
31.2	From our initial field condition assessment we determined a large percentage of the 4080 drains are severely clogged and will require a static operation requiring a lane closure? In order to accomplish this work by May 2027 there will be a significant number of lane closures required within that period potentially causing traffic issues. Did the Department consider this when setting the May 2027 deadline?	Yes, phased maintenance was increase from 6 months in previous contracts to 12 months in this contract to allow more time for the work to be completed.
33	Reference General Mowing Standards: Is the reference to Figure 4 meant to be Figure 6 on page 85.	This will be revised in the latest version of the Scope of Services.
33	In Figure 6 the full mowing limits from the shoulder are not dimensioned, which makes it impossible to determine the quantities to bid. Also, the note in the figure dictates that the back slope to be mowed is as directed by the TDOT engineer whether it is 5' or more. Can the Department provide more clarification on the full mowing area beyond the shoulders that the will be required to be mowed.	Full mowing will be from the edge of pavement to the right-of-way fence. The quantiles listed in table 9 includes all the acres to be mowed.

RFP section 5.2.3.	In trying to align and allocate personnel to ensure their availability I have been made aware of a scheduling conflict for multiple key personnel for the dates of November 13-14. Is it possible to have (Company Name Redacted) present on November 12th?	See revised schedule, if there are scheduling conflicts please reach out to the solicitation coordinator.
Scope_Se ction 35.1	35.1 Guardrail, etc. Repair Definitions. Moderate damage was removed from the timeliness criteria therefore it is recommended the moderate damage definition be included in the minor damage definition. Please review and advise.	This will be revised in the latest version of the Scope of Services.
PBMC Scope Final, 30.2.3.1	Several items listed under "Critical Findings that are not Contractor Responsibility" use the term "extensive" to quantify spalls. To prevent potential disagreements and conflicts, can TDOT please provide an objective measure for "extensive" (individual size, number, dimension, etc.) to better understand what is included and what is excluded from the Contractor's responsibilities?	An example of an extensive spall repair would be one that is 3 inches in depth.

PBMC Scope Final, 35 Guardrail, Cable Barrier, Concrete Barrier, and Attenuat ors	Per recent project condition assessment, there is significant damage to existing guardrail throughout the network. In response to "will the Contractor be responsible for remediating pre-existing non-compliant guardrail?" during procurement in Region 3, TDOT provided the following commitment "No, TDOT will be responsible for all damaged guardrail through the transition date". Can the Contractor expect the same approach from TDOT in Region 4? If the same approach is not taken, how will timeliness requirements be calculated and enforced for each type of damage (ex. emergency, non-functioning, minor)?	Locations with existing damage will be addressed by the current contractor. The PBMC will be responsible for all damaged locations after the official start date.
PBMC Scope Final	Will TDOT provide the PBMC contractor any field office, lay-down yard or real estate to utilize during the term of the contract?	No field office, any available lay-down yard will be evaluated by the Department on a case by case basis.
PBMC Scope Final, 34 Sweeping	Paved shoulders. Sweeping. The existing paved shoulders condition in terms of roadway debris and sand suggests that it will take significant efforts to bring these assets to an acceptable condition. Assuming the accumulation rate is high throughout the corridor, can TDOT please provide the number of sweeping cycles to be performed before the new contract starts? This is necessary for the Contractor to price the appropriate	The current schedule is to sweep all barrier walls twice a month, ramps and shoulders once a month.

	resources necessary to clear historical accumulations within contract timeframes.	
PBMC Scope Final	There are some trees down throughout the project, Will these trees be removed before the new contract starts?	The Department realizes there are downed trees and will make efforts to remove these trees prior to the start of the contract. Any trees remaining down at the beginning of the contract will be the responsibility of the contractor.
PBMC Scope Final, 27.6.9	What are the footnotes indicated for Bridge Deck ¹ and Bridge Superstructure ² ? No additional notes appear at the end of the table.	This will be revised in the latest version of the Scope of Services.
PBMC Scope Final, 30.2.1	Will the Contractor be reimbursed for mitigation and traffic control provided for Critical Findings that are not the responsibility of the Contractor?	No, the contractor is expected to provide immediate safety mitigation and temporary traffic control regardless of who is performing the repair per the Scope of Services.
PBMC Scope Final, 33.1	Mowing. Per scope of services 33.1 item 8, "Non-Mowable Slope: Any slope steeper than or equal to 3:1, or other slopes with fragile or damaged soils or inadequate vegetative cover, as identified by the Engineer shall not be traversed by the tractor. " Have any non-mowable slope areas been identified by the Engineer? if so, please provide locations and acreage.	Any potential non-mowable slope concerns will be discussed at the pre-construction meeting.

PBMC Scope Final, 19.2	Assets & Responsibilities. Per SOS 19.2 "The following maintenance responsibilities are within the PBMC: Pavement of ramps and adjoining parking lots in Rest Areas and Welcome Centers." Please provide locations of Rest Areas and Welcome Centers associated to this PBMC	The only facility in this coverage area is the I-55 NB Welcome Center located 3.1 miles North of the Tennessee state line.
PBMC Scope Final, 19.2	Assets & Responsibilities. Per SOS 19.2 "The following maintenance responsibilities are within the PBMC: Bridge Navigational Lights" Please provide inventory and locations of Bridge Navigational Lights associated to this PBMC.	I-40 has 10 lights total. 5 on the upstream and 5 on the down stream. 3 are red and two are green on each side. They have Led screw type bulbs in them.(similar to what you use at your house). These are located on the bridge pillars and have catwalks to access all of them. I-55 has 10 lights total. 5 on the upstream and 5 on the down stream. 3 are red and two are green on each side. They have Led screw type bulbs in them.(similar to what you use at your house). These are located on the bridge pillars and have catwalks to access all of them.
PBMC Scope Final, 30.2.3.1 Critical Findings that are not Contracto r responsib ility	Can the Department confirm that the term "Critical Findings" was incorrectly included in the section title and the correct term should be "Priority Maintenance?" The parent section is 30.2.3 Priority Maintenance and it is noted in 30.2.1 that all Critical Findings are not the Contractor's responsibility for repair (only making safe).	Yes, this will be revised in the latest version of the Scope of Services.

RFP PBMC Final 30 Bridges	Please provide all structure work orders created as a result of NBIS inspections from the past 5 years, including those to be assumed by the Contractor with assigned category noted. This information is critical to develop and deliver accurate pricing.	All inspections performed by the Department generate work orders and reports. These reports consist of joint repair, vegetation removal, substructure repair, bottom deck spalling over the roadway, and scour repairs. The contractor will be expected to make minor repairs and provide traffic control for any emergency repair work or inspections per the contract. See the TDOT Bridge Inspection and Repair website which provides Plan of Action Report for each county. https://www.tn.gov/tdot/structures-/bridge-inspection-and-repair.html
RFP Attachment 6.6	the bid bond requirement for this one is a bit confusing, The State has attached this Bid Bond Form, but this form states "the Respondent has tendered the attached cashier's check in the amount of five percent of the total amount bid". I understand this to be a form that is only to be submitted if you are giving them a check in lieu of a bid bond. There is no other form of bid bond in the documents. I looked at previous bid bonds for this Owner and they have their own form of a 5% bid bond, can you please reach out to the Owner to see what form of bid bond they want us to execute? I am assuming they have their own form and it was not included in the bid docs.	Please see the response to question 42.

3. **Delete RFP # 40100-5167 Region 4 West TN, Scope of Services in its entirety, and replace it with RFP # 40100-51617 Region 4 West TN Release #2, and Scope of Services Release # 2, attached to this amendment.** Revisions of the original RFP document are emphasized within the new release. **Any sentence or paragraph containing revised or new text is highlighted.**
4. **RFP Amendment Effective Date.** The revisions set forth herein shall be effective upon release. All other terms and conditions of this RFP not expressly amended herein shall remain in full force and effect.