OLD BROWNSVILLE ROAD

Contract No. FY2020-12-042

ADDENDUM 2

Issued: January 21, 2020

DUE: Thursday, January 23, 2020, no later than 2:00 p.m. (CST)

The following questions and answers, clarifications and changes shall be made a part of the Contract Documents. All other bid specifications are to remain the same.
January 21, 2020

TO ALL PLAN HOLDERS:

RE: Addendum # 2
Old Brownsville Road, From S.R.14 (Austin Peay Highway) to Proposed Kirby Whitten
TDOT PIN 010619.00

Questions received to-date:

Q1. Is the expectation for the Temporary Diversion Channel to be Rip Rap lined?
A1. The temporary Diversion Channels are to be lined with Rip-Rap and Geotextile Fabric per TDOT
Std. EC-STR-31.

Q2. Can you provide a breakdown for how much of the following items is associated with
Temporary Diversion Channel: 209-09.01 Sandbags, 709-05.06 Machined Rip Rap (Class A-1),
740-10.03 Geotextile (Type III) (Erosion Control)?
A2. 209-09.01 Sandbags – 3620 Bags
209-20.03 Polyethylene Sheeting - 75 S.Y.
209-65.03 Temporary Diversion Channel – 420 L.F.
709-05.08 Machine Rip-Rap (Class ‘B’) (for 54” pipe diversion) – 280 Tons
709-05.09 Machine Rip-Rap (Class ‘C’) (for STR-2) – 954 Tons
740-10.03 Geotextile (Type III) – 17430 S.Y.
Item no. 709-05.06, Machined Rip-Rap (Class A1) is not utilized in either of these two stream
diversions (Class B and C will be used as noted above). Class A1 is utilized in the culvert
protection EPSC devices.

Q3. Please clarify Item 712-08.01 Uniformed Police Officer. Should this be an allowance with a set
unit price?
A3. Based on current coordination with TDOT, the unit of measure of this item for this project is
hours. The quantity of hours has been revised to 100 hours. Refer to TDOT Specification Section
712.09.

Q4. Please clarify where Item 403-02 Asphalt Cement for Tack Coat (TC) is to be used.
A4. Item has been removed from the project.

Q5. Item 716-04.05 Plastic Pavement Marking (Straight Arrow) is listed in the bid form twice. Is
this intentional?
A5. Addressed in Addendum #1.

Q6. Should Item 204-08 Foundation Fill Material and Item 303-01.01 Granular Backfill (Roadway)
be added to the bid form in association with Box Bridges?
A6. Quantities for both items have been added. Revised profile sheets are included in this addendum.

Q7. Is the expectation for Existing Old Brownsville Road Asphalt and Base to be removed
throughout the project, excluding areas that only receive mill and overlay or only raised
median?
A7. Asphalt pavement and base is to be disposed of according to TDOT Specification Section 202.06.

Q8. If so, is that what Item 202-03.01 Removal of Asphalt Pavement is to be used for?
A8. Removal of Asphalt Pavement to be used in areas where pavement is no more than 2 feet below subgrade per TDOT Specification Section 202.06.

Q9. In fill sections, can the Existing Base and Asphalt remain?
A9. See TDOT Specification Section 202.06.

Q10. Please confirm that Item 203-03.01 Borrow Excavation (Select Material) is to be A-1a, A-1b or A-3 with no more than 10% soil particles (by weight) passing the #200 sieve. This note was included in the georeport but not in the plans.
A10. The Borrow Excavation item is footnoted to reference the geotechnical report. The borrow excavation to replace undercut areas should meet specifications in the geotechnical report.

Q11. Can a precast box culvert be used for the 18x8 box culvert?
A11. No exceptions taken to using a precast box culvert at this location.

Q12. Will round structures where possible for the drainage structures be permitted?
A12. Yes.

Q13. CB 33 – can we move this upstream slightly (couple feet) to open the angle up on the line going to CB-196. Right now we have 55 degrees between those lines which will make that structure an 84” Diameter. If we can move upstream so we can get around 63 degrees between those, it will downsize to a 72” diameter structure.
A13. No exceptions taken.

Q14. CB 103 – can we shift this one also upstream (1-2’) to keep this incoming line from coming into the corner. Need some room there.
A14. No exceptions taken.

Q15. CB 115 – can you lower the incoming 18” line 3-4”? This would allow for some field adjustment.
A15. No exceptions taken.

Q16. Was planning on using a round alternate on CB 174 which is a junction box. Size works fine but noticed the height of the structure. Usually junction boxes are installed at a minimum height and then covered up and forgotten. These appear to extend up to pavement level. Do you want to have access to them later?
A16. Top elevation has been revised. See table below.

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>LOCATION</th>
<th>STATION</th>
<th>OFFSET (FT.)</th>
<th>DRAINAGE CODE</th>
<th>GRATE/ TOP ELEV.</th>
<th>STRUCTURE TYPE</th>
<th>INSIDE DIMENSION</th>
<th>DEPTH (FT.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10B</td>
<td>OLDBRN</td>
<td>238+86.22</td>
<td>-22.5</td>
<td>CB-174</td>
<td>271</td>
<td>JB#4</td>
<td>7X7</td>
<td>10.38</td>
</tr>
</tbody>
</table>

Q17. CB 20 – can we deepen this about 1.5” so have one course of brick adjustment between the casting and the flattop slab. Would change the slope from 0.7% to 0.6% on that pipeline. I can make this work either way.
A17. No exceptions taken.
Q18. Might need a cross section profile view of the area around CB-133 to CB-69. Little confusing there. Believe your existing 30” line at CB-169 is at FL 283.95 and it exits to the North.

A18. Drainage flows north from CB-70 to CB-69 and exits north. Corrected the "To" catchbasin from CB-70 to existing manhole. Existing 30” pipe from existing manhole to CB-69 to remain. Manhole quantity removed from bid form.

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>FROM CODE</th>
<th>OUTLET ELEV.</th>
<th>TO CODE</th>
<th>INLET ELEV.</th>
<th>% GRADE</th>
<th>607-06.02</th>
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</thead>
<tbody>
<tr>
<td>9B</td>
<td>CB-70</td>
<td>284.34</td>
<td>EX MH</td>
<td>284.05</td>
<td>0.50</td>
<td>58</td>
</tr>
</tbody>
</table>

Q19. Could not find these structures in the charts: CB 196 (Tp 42 at 2.88’ assumed), CB 197 (Tp 42 at 2.88’ assumed).

A19. See table below. Quantities have been added to bid form.

<table>
<thead>
<tr>
<th>SHEET NO.</th>
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<th>INSIDE DIMENSION</th>
<th>DEPTH (FT.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6B</td>
<td>OLDBRN</td>
<td>194+96.00</td>
<td>-65</td>
<td>CB-196</td>
<td>267.45</td>
<td>#42</td>
<td>32&quot;X32&quot;</td>
<td>2.88</td>
</tr>
<tr>
<td>8B</td>
<td>OLDBRN</td>
<td>211+90.00</td>
<td>72</td>
<td>CB-197</td>
<td>278.71</td>
<td>#42</td>
<td>32&quot;X32&quot;</td>
<td>2.88</td>
</tr>
</tbody>
</table>

Q20. Believe may be missing these pipelines from charts also: 155-156, 193-33, 197-54.

A20. See table below. Quantities have been added to bid form.

<table>
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<tr>
<th>SHEET NO.</th>
<th>FROM CODE</th>
<th>OUTLET ELEV.</th>
<th>TO CODE</th>
<th>INLET ELEV.</th>
<th>% GRADE</th>
<th>607-03.02</th>
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<tbody>
<tr>
<td>5B</td>
<td>CB-155</td>
<td>250.25</td>
<td>CB-156</td>
<td>247.04</td>
<td>2.66</td>
<td>121</td>
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<tr>
<td>6B</td>
<td>CB-196</td>
<td>264.57</td>
<td>CB-33</td>
<td>264.44</td>
<td>0.50</td>
<td>26</td>
</tr>
<tr>
<td>8B</td>
<td>CB-197</td>
<td>275.83</td>
<td>CB-54</td>
<td>275.67</td>
<td>0.50</td>
<td>33</td>
</tr>
</tbody>
</table>

Q21. Believe MH 139 is existing and will stay that way.

A21. Manhole 139 should remain as existing manhole.

Please note the following changes to the Proposal Documents:

1. Replace Bid Form
2. Replace sheets 5C, 5D, 11C, 11D

Attachments:

1. Revised Bid Form
2. Sheets 5C, 5D, 11C, 11D
THE ATTACHED FORM VERIFYING YOUR RECEIPT OF THIS DOCUMENT MUST BE SIGNED AND INCLUDED IN YOUR PROPOSAL. FAILURE TO SIGN AND INCLUDE THE FORM WILL RESULT IN YOUR PROPOSAL BEING CONSIDERED INVALID.

If you have any questions, please call me at 901-374-9109.

Sincerely,

Heather Lewis, P.E.
Kimley-Horn and Associates, Inc.

Cc: Rick McClanahan, P.E., City of Bartlett
Debbie Cairncross, City of Bartlett
File
ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUM # 2

Old Brownsville Road, From S.R.14 (Austin Peay Highway) to Proposed Kirby Whitten
TDOT PIN 010619.00

I acknowledge that I am in receipt of Addendum # 2 for the above referenced project, dated January 21, 2020.

__________________________________________
NAME and TITLE DATE

THIS FORM MUST BE SIGNED AND INCLUDED IN YOUR PROPOSAL.

FAILURE TO SIGN AND INCLUDE THIS FORM WILL RESULT IN YOUR PROPOSAL BEING CONSIDERED INVALID.