



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

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JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

November 17, 2011

ADDENDUM #3

Re: I-40, Widening from Central Pike to East of SR-109, Wilson County

**PROJECT NUMBER IM-40-5(140); 95100-0105-44, PIN 114169.00
CONTRACT NO. DB1101**

To Whom It May Concern:

This addendum revises the RFP Contract Book 1 (Instructions to Design-Builders (ITDB)), the RFP Contract Book 2 (Contract) and RFP Contract Book 3 (Project Specific Information). All changes are in red. Added special provision SP108A, and revised SP712B.

You must acknowledge this addendum by completing the "Addendum Letter Acknowledgement" screen found in the Miscellaneous Data folder of the EBS bid file within your Price Proposal and found in RFP Contract Book 2 (Design-Build Contract) on the Technical Proposal Signature Page (Form TPSP) within your Technical Proposal. It is the bidder's responsibility to notify all affected manufacturers, suppliers and subcontractors of this change.

Sincerely,

A handwritten signature in blue ink that reads "Lia Baird".

Alternative Contracting Office

**DESIGN-BUILD
RFP CONTRACT BOOK 1
INSTRUCTIONS TO
DESIGN-BUILDERS (ITDB)**

I-40

**Widening from Central Pike to East of SR-109
Wilson County- TENNESSEE**

PROJECT IDENTIFICATION NUMBER (PIN 114169.00)

PROJECT NUMBER IM-40-5(140); 95100-0105-44

DB CONTRACT NO. DB1101



September 16, 2011

Addendum #1 – October 19, 2011

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b. SUBMITTAL REQUIREMENTS

Each ATC submittal shall include two (2) individually bound copies and shall use Form ATC located in **Contract Book 3 (Project Specific Information)**. Each ATC shall include the following information:

- 1) Description. A detailed description and schematic drawings of the configuration of the ATC or other appropriate descriptive information (including, if appropriate, product details [i.e., specifications, construction tolerances, special provisions] and a traffic operational analysis, if appropriate).
- 2) Usage. Where and how the ATC would be used on the Project.
- 3) Deviations. References to all requirements of the RFP that are inconsistent with the proposed ATC, an explanation of the nature of the deviations from said requirements, and a request for approval of such variance(s).
- 4) Analysis. An analysis justifying use of the ATC and why the variance to the requirements of the RFP should be allowed.
- 5) Impacts. Discussion of potential impacts on vehicular traffic, environmental impacts identified, community impact, safety and life-cycle Project impacts, and infrastructure costs (including impacts on the cost of repair and maintenance).
- 6) History. A detailed description of other projects where the ATC has been used, the success of such usage, and names and telephone numbers of project owners that can confirm such statements.
- 7) Risks. A description of added risks to the Department and other entities associated with implementing the ATC; and
- 8) Costs. A description of the ATC implementation costs to the Department, the Design Builder, and other entities (right-of-way, utilities, mitigation, long term maintenance, etc.).

The ATC, if approved, shall be included in the Price Proposal if the Design-Builder elects to include it in their Technical Proposal.

c. REVIEW OF ATCS.

A panel will be selected to review each ATC, which may or may not include members of the Design Build Review Committee. The Design Builder shall make no direct contact with any member of the review panel, except as may be permitted by the Department Alternative Contracting C.E. Manager 2. Unapproved contact with any member of the review panel will result in a disqualification of that ATC.

The Department may request additional information regarding a proposed ATC at any time. The Department will return responses to, or request additional information from, the within five (5) business days of the original submittal. If additional information is requested, the Department will provide a response within five (5) business days of receipt of all requested information.

Under no circumstances will the Department be responsible or liable to the **Design Builder** or any other party as a result of disclosing any ATC materials, whether the

DESIGN-BUILD

RFP CONTRACT BOOK 2 CONTRACT

TENNESSEE DEPARTMENT OF TRANSPORTATION
I-40

Widening from Central Pike to East of SR-109

Wilson County- TENNESSEE

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Design Builder shall perform all such work strictly in accordance with the terms of the Change Order.

G. INSURANCE AND BONDING REQUIREMENTS

1. INSURANCE REQUIREMENTS

During the term of the Contract, the Design Builder shall maintain in full force, at its own expense, from insurers holding a current certificate of authority to transact the business of insurance in the State of Tennessee, all of the insurance coverage's required under **DB Standard Guidance**, Chapter 2.

The Design Builder, being an independent contractor, agrees to maintain errors and omissions insurance in such an amount (\$ **1000,000.00 minimum**) and form as are agreeable to the Department.

2. BONDING REQUIREMENTS

During the term of the Contract, the Design Builder shall maintain in full force, at its own expense and from Sureties licensed to do business in Tennessee, Performance and Payment Bond in the full Contract Amount. The Parties understand and agree that the obligation of the Design Builder's Surety for the faithful performance of the Contract shall include not only all construction, but also the performance of all design services under the Contract.

3. INDEMNIFICATION

The Design Builder shall assume full responsibility for the quality of the Design Builder's work and its conformance with all applicable law, rules, regulations and orders governing said work. The Design Builder shall hold harmless and indemnify the Department for all claims and damages which result from the failure of the Design Builder to perform its duties in conformance with the reasonable standard of care within the State of Tennessee. Said indemnification shall include, but not be limited to, costs for the redesign of plans and the preparations of new specifications as well as the costs for repairs to the construction work itself. This requirement of indemnification shall be a continuing obligation of the Design-Builder and shall survive the termination of the Contract regardless of cause.

H. OWNERSHIP AND USE OF WORK PRODUCT OF THE DESIGN-BUILDER

All work product of the Design Builder arising from performance of the Contract shall be the exclusive property of the Department, as more particularly provided for under **DB Standard Guidance**.

APPENDIX A

SUPPLEMENTAL SPECIFICATIONS TO THE STANDARD SPECIFICATIONS

The following, revised as noted, incorporates the Supplemental Specifications by reference for bidding purposes and will be printed with the contract after award. These Supplemental Specifications may be obtained from the Department's website:

www.tdot.state.tn.us/construction

Supplemental Specifications to The Standard Specifications Revision Date

Supplemental Specification to Section 100-----	12/13/10 10/31/2011
Supplemental Specification to Section 200-----	05/05/10
Supplemental Specification to Section 300-----	01/05/10
Supplemental Specification to Section 400-----	05/09/11 10/31/2011
Supplemental Specification to Section 500-----	12/13/10
Supplemental Specification to Section 600-----	05/09/11
Supplemental Specification to Section 700-----	12/13/10
Supplemental Specification to Section 800-----	05/05/10
Supplemental Specification to Section 900-----	12/13/10

PIN 114169.00, I-40
 FROM WEST OF SR-171
 TO EAST SR-109
 WILSON COUNTY

A

Design-Build Project



APPENDIX B**SPECIAL PROVISIONS**

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B

Design-Build Project
TD↑T

PIN 114169.00, I-40
FROM WEST OF SR-171
TO EAST SR-109
WILSON COUNTY

STATE

OF

TENNESSEE

March 1, 2006

Project No.: IM-40-5(140)

Contract No.: DB1101

County: Wilson

SPECIAL PROVISION

REGARDING

“SPECIALTY ITEMS”

In accordance with the provisions of Subsection 108.01, *Standard Specifications for Road and Bridge Construction, 2006*, all construction items included in the following described work are hereby designated as “Specialty Items”:

Item 105-01 - Construction Stakes, Lines and Grades

Items 209 – EPSC Items

Items 411-12. ** - Shoulder Scoring

Items 617 - Bridge Deck Sealant

Items 705 - Guardrail, Anchors, etc.

Items 706 - Guardrail Items

Items 707 - Fencing Items

Items 712 - Traffic Control Items

Items 713 - Signing Items

Items 714 - Lighting Items

Items 716 - Pavement Marking Items

Items 730 - Traffic Control Items

Items 7 - Utility Items**

Items 801 - Seeding

Items 802 - Landscaping Items

Items 803-01 - Sodding

Items 805 - Erosion Control

STATE

OF

TENNESSEE

(Rev. 07-01-04)

March 1, 2006

(Rev. 10-01-06)

(Rev. 10-31-11)

SPECIAL PROVISION

REGARDING

TRAFFIC CONTROL SUPERVISOR

At the preconstruction conference the Contractor shall designate a Worksite Traffic Supervisor other than the Superintendent to be responsible for initiating, installing, and maintaining all traffic control devices in accordance with all applicable special provisions, standard drawings, plans, specifications, and the most current edition of the Manual on Uniform Traffic Control Devices.

Qualifications. The Worksite Traffic Supervisor shall be certified by the American Traffic Safety Services Association Worksite Traffic Supervisor Certification Program, or the National Highway Institute by having satisfactorily completed training in "Design and Operation of Work Zone Traffic Control" taught by the University of Tennessee Transportation Center. In addition, they shall have at least one-year's experience directly related to worksite traffic control in a supervisory or responsible capacity.

Responsibilities. The Worksite Traffic Supervisor shall:

1. Oversee all operations which contribute to the convenience, safety and orderly movement of traffic.
2. Be available on a twenty-four hour basis with access to all manpower, equipment and materials needed to maintain traffic control devices and handle traffic related situations.
3. Maintain documentation to become part of the final project records of all daily activities including deficiencies found, how they were corrected and the personnel, equipment and traffic control devices utilized.
4. Correct routine deficiencies within a twenty-four (24) hour period after discovery.
5. Be available on the site within 45 minutes after notification of an emergency situation, prepared to effect corrective measures immediately.
6. Make daily inspections of all traffic control devices (at least every third inspection shall be at night).

7. Prepare and submit for approval any revisions to the existing traffic control plan sufficiently in advance to allow Department review prior to implementation.
8. Coordinate project traffic control activities with appropriate local law enforcement and emergency agencies.
9. Coordinate public awareness of changing traffic conditions through TDOT.
10. Educate all employees of the Contractor utilized as flaggers on proper flagging procedures.

Emergency Maintenance. Emergency maintenance shall consist of maintenance, repair, or replacement of traffic control devices that have been damaged, vandalized, or otherwise rendered ineffective to the extent that a serious hazard exists. The Traffic Control Supervisor shall cause such emergency work to begin within two (2) hours after being notified. When emergency maintenance is required during nonworking hours, devices that are classified as "unacceptable" according to ATSSA Quality Standards for Workzone Traffic Control Devices may be used, provided that the devices are effective in reducing the existing hazard, and further provided that they are replaced not later than the next business day. The Traffic Control Supervisor shall keep the Resident Engineer informed of the name, address, and telephone number of the individual responsible for performing emergency maintenance.

Failure to Comply. In the event a routine traffic control deficiency is not corrected within twenty-four (24) hours after discovery, a deduction in the amount of one hundred dollars (\$100.00) shall be made from monies due the Contractor for each calendar day that the deficiency is allowed to remain, not as penalty, but as liquidated damages.

In the event that immediate action is not taken to correct an emergency situation, a deduction in accordance with Subsection 712.04 shall be made from monies due the Contractor. In addition, if deemed necessary by the Engineer due to lack of response by the Contractor, State Maintenance Forces may be mobilized to correct the emergency situation with all costs of the corrective action being assessed against monies due the Contractor. This assessment for costs incurred shall be in addition to the assessment of the amount in accordance with Subsection 712.04.

The preceding assessments shall be in addition to any liquidated damages which may be assessed in accordance with Subsection 108.07.

Basis of Payment. The labor costs involved in the provision of the Traffic Control Supervisor, and any equipment, tools, or incidentals necessary to complete the work, are to be compensated fully by the lump sum price bid for Traffic Control Supervisor, Item No. 712-01.04.

DESIGN-BUILD

RFP CONTRACT BOOK 3

PROJECT SPECIFIC INFORMATION

TENNESSEE DEPARTMENT OF TRANSPORTATION
I-40

Widening from Central Pike to East of SR-109

Wilson County- TENNESSEE

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September 16, 2011

Addendum #1 – October 19, 2011

Addendum #2 – October 24, 2011

Addendum #3 – November 17, 2011

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- The roadway construction shall be phased such that ~~two 12' traffic lanes are open at all times in each direction.~~ **to maintain the existing number of 12' traffic lanes in each direction in accordance with SP108B.**

All median barriers shall be in accordance with the Department Standard Drawings, for Median Concrete barriers, and shall adjust the barrier shape as necessary to accommodate bridge piers, sign supports, and light poles, if any, located on the median. Median barrier wall shall be 51" single slope wall.

Desirable lengths according to AASHTO A policy on Geometric Design of Highways and Streets, 2004 Edition shall be used for acceleration and deceleration lanes and tapers. Acceleration lanes shall be parallel type.

The Design Builder shall replace an existing Automatic Traffic Recorder (ATR#34) located at the end of the Beckwith Road Interchange westbound on-ramp (near L.M. 5.91). This ATR presently collects traffic data for both eastbound and southbound directions. The planned improvements will require an additional ATR for collecting the eastbound traffic. Specific guidance and details for installation of the ATR's can be found in Appendix B of the Technical Report located in Appendix C.

The Design Builder shall be responsible in removing and relocating existing lighting poles or Luminaires, if required.

~~A-~~The only design exception is anticipated for the mainline shoulders at the SR-171 underpass. The Design Builder shall be responsible for preparation of the design exception request form as outlined in current edition of the TDOT Design Guidelines regarding this exception.

Upon completion of the project, the Design-Builder shall provide Alternative Contracting Office A transmittal letter and compact disc (CD) containing As-Built drawings and final foundation type, including footing elevations and lengths of individual piles, shall be furnished to the Department Alternative Contracting Office 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. For 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 the bridge widening on I-40 over Wilson Creek.

- a. The existing dual bridges on I-40 over Wilson Creek shall be widened into a single structure.
- b. The new structure shall be wide enough to incorporate the full roadway width as presented in the functional plans.
- c. The bridge length and span arrangement should match that of the existing dual bridges.
- d. The bridge widening shall be designed using the AASHTO LRFD Bridge Design Specifications (Fifth Edition, 2010).
- e. The Design-Builder shall reference the TDOT Standard Specifications for Road and Bridge Construction (2006 Edition) for construction materials and methods.
- f. The bridge design shall use ~~integral~~ expansion abutments and shall be continuous for live loads.
- g. Use HL-93 live loading in the design.
- h. The bridge design shall include 35 psf for future wearing surface.
- i. The bridge parapet rail and median barrier must be specified according to current TDOT standards. They shall have a single-sloped face.
- j. 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.
- ~~k. The Design Builder shall provide a mechanically grooved finish to the bridge deck.~~
- l. An applied texture finish is required on the parapet rail, cantilever slab and exterior beam. The 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.
- m. The bridge construction shall be phased such that two 12' traffic lanes are open at all times in each direction and shall correspond with the roadway phasing.
- n. The existing dual bridge plans shall be reviewed and considered during the design of the new single structure.

The Design Builder shall be responsible for all culverts and culvert extensions.

- a. The Design Builder shall adhere to all permit, FEMA, and hydraulic design criteria when designing culverts and culvert extensions. Design Builder shall use Drainage Manual found on TDOT Design Division website, and Design procedures for Hydraulic

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