



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

Construction division
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JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

September 25, 2012

ADDENDUM #2

Re: Interchange at SR 222 (Exit 42) Fayette Co

Project # IM-40-1(328), 24001-0147-44, (PIN): 114219.00

CONTRACT NO. DB1201

To Whom It May Concern:

This addendum revises the RFP Contract Book 2 (Contract) and the RFP Contract Book 3 (Project Specific Information). All changes are in red. Revised SP108B and TPSP form.

You must acknowledge this addendum by completing the "Addendum Letter Acknowledgement form C in RFP Contract Book 3 (Design-Build Contract) and 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, appearing to read "Paul Brant".

Construction Division

**DESIGN-BUILD
RFP CONTRACT BOOK 2
CONTRACT**

**TENNESSEE DEPARTMENT OF TRANSPORTATION
I-40**

Interchange at S.R. 222 (Exit 42)

Fayette County- TENNESSEE

PROJECT Identification Number (PIN): 114219.00

Project # IM-40-1(328), 24001-0147-44

CONTRACT NUMBER: DB1201



August 17, 2012

Addendum #2 – September 25, 2012

10. **THE DEPARTMENT MATERIAL AND TEST STANDARD OPERATING PROCEDURES;**
11. **EXHIBIT A (TECHNICAL PROPOSAL);**
12. **CHANGE ORDERS;**
13. **FORCE ACCOUNT WORK ORDERS;**
14. **WRITTEN ORDERS AND AUTHORIZATIONS ISSUED BY THE DEPARTMENT;**
15. **ALL OTHER PROGRAMMATIC PLANS OR ANY OTHER DOCUMENTS; IN ANY FORM, REQUIRED TO BE SUBMITTED TO THE DEPARTMENT PURSUANT TO THE TERMS OF APPLICABLE CONTRACT.**
16. **ALL MATERIAL INCLUDED BY REFERENCE IN ANY OF THE ABOVE DOCUMENTS.**

L. ORDER OF PRECEDENCE

All Contract Documents are intended to be complementary. Conflicts, if any, will be resolved utilizing the following descending order of precedence.

1. **CONTRACT BOOK 3 (PROJECT SPECIFIC INFORMATION) AND ADDENDA;**
2. **EXHIBIT A (TECHNICAL PROPOSAL);**
3. **CONTRACT BOOK 2 (DESIGN-BUILD CONTRACT);**
4. **CONTRACT BOOK 1 (INSTRUCTIONS TO DESIGN-BUILDERS - ITDB);**
5. **THE DEPARTMENT SUPPLEMENTAL SPECIFICATIONS;**
6. **THE DEPARTMENT DESIGN GUIDELINES AND ADDENDUM;**
7. **THE DEPARTMENT STANDARD DRAWINGS;**
8. **THE DEPARTMENT CONSTRUCTION CIRCULAR LETTERS;**
9. **THE DEPARTMENT STANDARD DRAWINGS SPECIFICATIONS;**
10. **DB STANDARD GUIDANCE AND ADDENDUM;**
11. **ALL OTHER PROGRAMMATIC PLANS OR ANY OTHER CONTRACT DOCUMENTS;**
12. **ALL MATERIAL INCLUDED BY REFERENCE IN ANY OF THE ABOVE DOCUMENTS.**

M. DESIGN-BUILDER CERTIFICATIONS AND DISCLOSURES

1. NONDISCRIMINATION

The Design-Builder shall follow the nondiscrimination provisions as provided in this **Contract Book 2 (Design-Build Contract)**.

SP108B

SP108B

STATE

OF

TENNESSEE

Rev. 9/18/2012

August 14, 2012
County: Fayette
Contract No.: DB1201

SPECIAL PROVISION

REGARDING

PROJECT COMPLETION AND LIQUIDATED DAMAGES

The project shall be completed in its entirety on or before _____

All lane and ramp closures must be approved in advance by the Engineer. All requests must be made a minimum of 7 days in advance of the anticipated closures.

Except as noted below, temporary lane and ramp closures on I-40 shall only be allowed between 8:00 p.m. and 5:00 a.m. No closures shall be allowed as specified in subsection 104.04 of the Standard Specifications (Supplemental Specifications). For each hour or portion thereof, which any lane on I-40 or ramp lane remains closed in conflict with the times defined above, the sum of \$1,000 per hour per lane shall be deducted from monies due the Contractor, not as a penalty, but as liquidated damages.

The bridge beams shall be set only on Saturdays or Sundays between 6:00 a.m. and 5:00 p.m. The contractor shall utilize the existing ramps to transport the I-40 traffic using uniformed police officers. The existing ramps shall also be utilized (assisted by uniformed police officers) during these weekend periods defined above for bridge demolition work that will require both lanes of I-40 in either direction to be temporarily closed. Both of these activities shall require that S.R. 222 be temporarily closed. For each hour or portion thereof, which any lane on I-40 remains closed in conflict with the weekend periods defined above, the sum of \$1,000 per hour per lane shall be deducted from monies due the Contractor, not as a penalty, but as liquidated damages.

The Contractor shall be required to submit to the Engineer for approval a demolition plan for the existing S.R. 222 bridge over I-40. This plan shall be submitted to the Engineer for review and approval at least 30 days in advance of the proposed demolition and shall be designed to minimize the impact and inconvenience to the motoring public.

incorporated into the Contract.

Price Proposal: The total of prices proposed in the Price Proposal "Schedule of Items" (the "Proposal Price"), shall be incorporated into the resulting Contract as if fully set forth therein.

EQUAL OPPORTUNITY CLAUSE. The Design-Builder, hereby certifies that **(CHECK ONE)** it has has not , participated in a previous contract or subcontract subject to the equal opportunity clause, as required by Executive Orders 11246, 10925 and 11114 as amended, and that **(CHECK ONE)** it has has not , filed with the Office of Federal Contract Compliance Program all reports due under the applicable filing requirements.

PROPOSAL SECURITY. By submitting this Proposal, the undersigned Design-Builder hereby agrees to be bound by the award of the Contract and, if awarded the Contract on this Proposal, to execute the required Contract and the required Contract Payment and Performance Bond within ten (10) days after receipt of notice of the award. The undersigned Design-Builder submits herewith the required Proposal guaranty in an amount of not less than five (5%) percent of the total amount of the Price Proposal drawn to the order of the Tennessee Department of Transportation offered and agrees and consents that the Proposal guaranty shall immediately be at the disposal of the Department, not as a penalty, but as an agreed liquidated damage if the required Contract and Contract Payment and Performance Bond are not executed within ten (10) days from receipt of the notice of award.

DBE PROJECT UTILIZATION GOAL is 6%.

GOOD FAITH EFFORTS. The Design-Builder will either meet the DBE utilization goals identified herein or will make good-faith efforts to meet such goals. **(CHECK ONE)** YES NO or N/A .

DESIGN-BUILDER DBE STATUS. The Design-Builder affirms that the Design-Builder is certified as a DBE under Tennessee Law: **(CHECK ONE)** YES NO or N/A . The Design-Builder affirms that one or more joint-venture partners of the Design-Builder is certified as a DBE under Tennessee Law: **(CHECK ONE)** YES NO or N/A .

If the Design-Builder or a joint-venture partner of the Design-Builder is a DBE, answer the following:

Indicate both type of work to be performed by the DBE Design-Builder and **percent** of total Proposal Price represented by such work

Identify by name each joint venture partner certified as a DBE under Tennessee Law and include both type of work to be performed by each such joint venture partner and **percent** of total Proposal Price represented by such work

DESIGN-BUILDER AFFIRMATIONS.

The undersigned Design-Builder, its authorized representative, acknowledges, represents, attests,

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

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-40

Interchange at SR 222 (Exit 42)

Fayette County- TENNESSEE

PROJECT Identification Number (PIN): 114219.00

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August 17, 2012

Addendum #1 – September 14, 2012

Addendum #2 – September 25, 2012

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3. ROADWAY SCOPE OF WORK

The Design Builder shall preform all necessary survey updates, design and construction services necessary to construct the widening of State Route 222 as well as all ramp realignments associated with the grade separated intersection with I-40.

The Design builder shall preform all field surveys to support the roadway design and construction activities for the Project. The field surveys shall support activities, such as, but not limited to geotechnical investigations, right-of-way stakeout, and construction stakeout. The field surveys shall be performed in accordance with the latest version of TDOT Survey Manual.

The proposed widening of State Route 222 shall be designed and constructed to meet a 45-mph design speed for a rolling collector highway with flush medians and shall adhere to the latest editions of all appropriate TDOT Roadway Standard Drawings, TDOT Design Guidelines and Instructional Bulletins, TDOT Drainage Manual (updated 08-20-12), TDOT Design CADD Standards, AASHTO Policy on Geometric Design of Highways and Streets, and Manual of Uniform Traffic Control Devices. MicroStation and GEOPAK shall be used in the preparation of CADD files. Slopes shall be in accordance with the requirements of the roadway typical section as shown in TDOT Roadway Standard Drawings.

All proposed ramp realignments associated with the grade separated intersection of I-40 and State Route 222 shall adhere to the latest editions of all appropriate TDOT Roadway Standard Drawings, TDOT Design Guidelines and Instructional Bulletins, TDOT Drainage Manual, TDOT Design CADD Standards, AASHTO Policy on Geometric Design of Highways and Streets, and Manual of Uniform Traffic Control Devices. 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 ensure that all proposed work done to the ramps associated with the grade separated intersection of I-40 and State Route 222 is completed within existing right-of-way. The Design Builder shall also ensure that no additional ROW will be required from the tract(s) associated with Bethlehem U.M. Church and Hebron Cemetery. The Design Builder will be responsible for all ROW activities associated with widening State Route 222.

The Design Builder shall be responsible for contacting utility company to verify the field

remain up through all phases of construction. All existing signing shall be replaced with new breakaway supports and new sign faces.

The signing on this project shall consist of the replacement in kind of all existing highway signage removed throughout the construction limits of the project or upgrading the existing signing to the new design standards as directed by the 2009 M.U.T.C.D. All signs on the project shall include new (reflective sheeting Type 3 or better) sign faces, (breakaway) steel supports and (class A concrete w/ steel bar reinforcement) footings as required by the Tennessee Standard Drawings and Standard Specifications. The only sign faces to remain shall be the existing Logo signs faces and these will require new supports and footings as required. (see general notes on maintaining Logo signs throughout the different phases of construction and the contractors responsibility for replacement if damaged.)

The design and installation of all signalized intersections shall be done according to the Traffic Design Manual, TDOT Roadway Standard Drawings, and the MUTCD. Signalization will be required at the intersections of S.R. 222 and the east bound entrance and exit Ramp as well as the intersection of S.R. 222 and the west bound entrance and exit Ramp.

The Design Builder shall address these special notes regarding signal heads:

- (1) All circular and arrow indications within all vehicular signal heads proposed for this project shall consist of a led (light emitting diode) signal module unless otherwise noted in the plans.
- (2) Circular indications shall meet "ite vtsh-led circular signal supplement" for expanded/extended view.
Arrow indications shall meet "ite vtsh-3 led arrow specification" for expanded/extended view.
- (3) Incandescent or screw-in modules are not acceptable.
- (4) Compatibility with conflict monitors and load switches shall be tested and confirmed.
- (5) Manufacturer shall provide a minimum five-year warranty for operation of the unit.
- (6) All signal heads with led lenses shall include swivel balance adjusters to maintain the proper visibility. Costs of adjusters to be included in costs of signal heads.
- (7) The attachment of the tether wire to the pole shall be located below the lowest elevation of the signal heads.

The steel strain poles shall be used to accommodate the traffic signals.

The Design Builder shall not remove any section of existing guardrail to rework shoulders or slopes until the Department concurs in necessity of removal due to construction requirements and appropriate warning devices installed. All new and replacement guardrail shall be installed in accordance with the current editions of the TDOT Roadway Standard Drawings and Department Standard Specifications, as amended, Section 909. Guardrail, including anchor system shall be complete in place before the mainline roadway is open to traffic. All permanent and temporary safety appurtenances (sign supports, guardrail, barrier rail, impact attenuators, etc.) shall be NCHRP 350 approved and shall have all required TDOT certification documents.

The Design Builder Traffic Control Plan shall show the staging concept. The Design Builder shall take steps to minimize disruptions to the existing roadway facilities during the life of the project and shall demonstrate how the design, traffic control phasing and construction minimize inconvenience to the motorist on the facility.

The Design Builder shall design the Erosion Prevention and Sediment Control (EPSC) plan in accordance with the current TDOT Drainage Manual and the EC-series of the TDOT Roadway Standard 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 roadway construction shall be phased such to maintain the existing number of 12’ traffic lanes in each direction in accordance with SP108B.
- All guardrail located within the limits of the project will be upgraded to NCHRP-350 TL3 standards. The upgrade is to conform to all standard drawings and/or manufacturer’s instructions pertinent to the work.
- The project shall be designed and constructed so that there is no adverse impact to the slopes along Hebron cemetery assoc.

The Design Builder shall provide a context sensitive retaining structure for stabilizing the slope on the Hebron cemetery assoc. tract that is approved by both the Department and the local government. **The Design Builder shall provide an aesthetically pleasing wall/wall facing such as a split face modular block or Architectural facing treatments such as Ashlar or a similar type finish.**

The Design Builder shall cold plane and pave in the direction of traffic. 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)**.

- An aggregate underdrain with pipe throughout the project limits will be required, as there is a drainage layer within the pavement.
- Laterals for the underdrain will also be required.

- 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.

The Design Builder shall not dispose of any material either on or off state-owned ROW in a regulatory flood way as defined by the Federal Emergency Management Agency without approval by same. All material shall be disposed of in upland (non-wetland) areas and above ordinary high water of any adjacent watercourse. This does not eliminate the need to obtain any other licenses or permits that may be required by any other federal, state or local agency.

Desirable Design according to AASHTO A policy on Geometric Design of Highways and Streets, 2004 Edition shall be used for all design elements including but not limited to Horizontal and vertical curves, acceleration and deceleration lanes, and tapers. Acceleration lanes shall be parallel type.

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 replacement bridge on SR-222 over I-40.

- The new structure shall be wide enough to incorporate the full roadway width as presented in the functional plans (five 12' lanes and two 12' shoulders).
- ~~The bridge construction shall be phased such that two 12' traffic lanes (one in each direction) are open at all times and shall correspond with the roadway phasing.~~

- Any demolition of the existing structure is to be done on weekends only (Saturday and/or Sunday). This will require that ~~SR-222~~ I-40 be closed during the period of demolition.
- The beams for the new bridge shall be set on weekends only (Saturday and/or Sunday).
- Construction on SR-222 can be phased by closing one lane to traffic and shifting two-way traffic to one side of the existing structure using a temporary traffic control signal; however, a delay analysis shall be provided with the Technical Proposal and reviewed by TDOT for feasibility. Please state method of construction in your technical proposal. No closures are allowed on holidays or holiday weekends as defined in the Standard Specifications, as amended.
- For each hour or portion thereof, which any traffic lane remains closed beyond these allowable time periods, the sum of one thousand dollars (\$1,000) per HOUR per lane shall be deducted from monies due the Design-Builder, not as a penalty, but as liquidated damages.
- If detours are required, they shall be paved, striped, signed and the vertical panels are to be in place before it is opened to traffic.
- Advanced warning signs shall not be displayed more than forty-eight (48) hours before physical construction begins. Signs may be erected up to one week before needed, if the sign face is fully covered.
- If the Design-Builder moves off the Project, all unneeded signs shall be covered or removed as directed by TDOT. Costs of removal, covering, and reinstalling signs shall not be measured and paid for separately, but all costs shall be included in the Contract Amount.
- A long term but sporadic use warning sign, such as a flagger sign, may remain in place when not required provided the sign face is fully covered.
- Traffic control devices shall not be displayed or erected unless related conditions are present necessitating warning.
- Use of barricades, portable barrier rails, vertical panels, and drums shall be limited to the immediate areas of construction where a hazard is present. These devices shall not be stored along the roadway within thirty (30) feet of the edge of the traveled way before or after use unless protected by guardrail, bridge rail, and/or barriers installed for other purposes for roadways with current ADT's less than 1500 and design speed of less than 60 mph. This distance shall increase to forty-five (45) feet for roadways with current ADT's of 1500 or greater and design speed of 60 mph or greater or on the outside of a horizontal curve. These devices shall be removed from the construction work zone when TDOT determines they are no longer needed. Where there is insufficient ROW to provide for this required setback, the ADT's shall determine the alternate locations and request the TDOT's approval to use them.