

RFP QUESTION REQUEST FORM QR

PROJECT: I-40 Wilson County, Project No. IM-40-5(140); 95100-0105-44

DB CONTRACT No.: DB1101

Date: November 23, 2011

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3, Project Requirements, Section 3	The RFP indicates that the Design-Builder is responsible for the design of all temporary pavements and the evaluation of existing shoulders and roadways regarding their suitability for carrying traffic during construction. Does TDOT have a Pavement Design Manual that they will furnish the Design-Builders that describes the approved techniques for this purpose? What other pavement design methodologies are acceptable for this task?	There is no pavement design manual that addresses this issue, and there is no other approved methodology.
Book 3, Project Requirements, Section 5	For area where TDOT's Geotechnical Manual does not include guidance for boring spacing and depth (i.e. noise walls), will it be at the discretion of the Design-Builder's geotechnical engineer to determine an appropriate boring spacing and depth?	Yes, see (b) and (e) in section 5, Book 3. But please note that in the case of noise walls, the TDOT Structures and Geotechnical Sections have found by experience that, if each panel support post location is drilled (geotechnically) during the geotechnical investigation phase of the project then confusion and delay in construction can be reduced by allowing the posts to be specified and pre-ordered by the contractor (builder). This last paragraph does not describe official policy nor is it to be construed as a request, recommendation, or requirement and is provided for informational purposes.

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Book 3, Project Requirements, Section 5	Is the intent for a competent member of the Design-Builder's geotechnical firm to observe and inspect critical items (i.e. subsurface conditions for drilled piers and bearing strata for shallow foundations)? Or is the intent for a competent member of the Design-Builder's geotechnical firm to observe and inspect the entire construction of geotechnical components (i.e. bridge foundations, retaining foundations and noise wall foundations)? Is this not a CE&I function?	The Department is responsible for providing the required Construction Engineering and Inspection (CEI). CEI will perform the inspection during the construction. However, the roll of the member of the Design-Builder's geotechnical firm is detailed in section 5.
Book 3, Project Requirements, Section 5	<p>Will the Design-Builder be allowed to make contact with property owners and begin field investigations prior to the Notice to Proceed?</p> <p>In cases where access has been denied by private property owners, will TDOT obtain permission for the necessary access?</p>	It is at the Design Builder's own risk to begin any field investigation prior to notice to proceed. The Department would assist in cases the access has been denied after the Notice to Proceed.

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Book 3, Project Requirements, Section 3	<p>The RFP indicates that the Design-Builder is responsible for Utility Coordination and <u>Utility Relocations</u>. Is it the intent of TDOT that the Design-Builder is to perform and include all costs associated with the relocation of utilities on this project? If so, this would appear to be in conflict with Book 3, Project Requirements, Section 7.</p>	<p>Department will be responsible for non-betterment (compensable utilities) utility relocation cost when the utility company has prior rights-of-way or compensable interest. The utility company shall be responsible for the relocation costs if they cannot furnish evidence of prior rights-of-way or compensable interest (no compensable utilities) in their facilities. <u>The Design Builder shall be responsible for all costs associated with utility relocations due to haul roads and/or any other temporary conditions resulting from the Design Builder's methods of operation or sequence of work. The Design Builder shall make all efforts to design the project to avoid conflicts with utilities, and minimize impacts where conflicts can't be avoided,</u> as indicated in contract book 3, utility scope of work.</p>

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Book 3, Project Requirements, Section 3	<p>The RFP indicates that roadway construction should be phased such that two 12' traffic lanes are to be opened at <u>all times in each direction</u>. However, Book 3, Project Requirements, Section 9 indicates that temporary lane closures are allowed between 8:00 PM and 5:00 AM and that at least one lane should be maintained in each direction. This information also appears to agree with Special Provision 108B. Please clarify the requirements for development of Temporary Traffic Control Plans.</p>	<p>It should be phased such that two 12' traffic lanes are to be opened at all times in each direction, except for what is allowed in SP 108B.</p>
Book 3, Project Requirements, Section 8	<p>The information provided indicates that the Noise Barrier does not need to be absorptive. However, Special Provision 718NB specifies sound absorbing noise barriers. Please clarify which type of noise barrier is required for this project.</p>	<p>The Special Provision 718NB will be revised to indicate that the Noise Barrier does not need to be absorptive. It will be addressed in a forthcoming addendum.</p>
Book 3, Project Requirements, Section 8	<p>The proposed noise barrier appears to cross several existing gas lines. Is this area going to require a clear polycarbonate (or equivalent) noise barrier so that the utility owner can maintain his line of sight across his easement? Can TDOT provide the limits of this polycarbonate noise barrier and any other special requirements that the Design-Builder may be expected to adhere to?</p>	<p>The design builder shall coordinate with utility companies to determine any requirement for the noise wall.</p>

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Book 2, Section 12, Media Contacts; Confidentiality	This section prohibits the Design-Builder from having any contact with the news media. However, Special Provision 712BA, item #9 specifies that the Design-Builder is to maintain public awareness of changing traffic conditions through releases to local news media. Please clarify the relationship of the Design-Builder, TDOT and the news media and the expectations the Design-Builder is required to meet in regards to media releases and/or notifications.	The Special Provision 712BA will be replaced by revised SP <u>712B</u> which will state: 9. Coordinate public awareness of changing traffic conditions through TDOT. This replacement will be addressed in Addendum #1, and Emergency maintenance will be added to the revised SP712B. This will be addressed in addendum #1
Book 3, Project Requirements, Section 1, d	This indicates that there is no On-the-Job/Apprenticeship Training required, but Book 1, Section D, Item 3, Paragraph b, Item #3, has Item No. 109-10.01 and references Special Provision 1240 which instructs the Design-Builder to set up 4,500 training hours. Please clarify if this Item is required.	This will be revised to: Will be required on this project, in Book 3 section 1, d. This revision will be addressed in Addendum #1.
Book 1, Section E, Paragraph 1, Technical Proposal	<p>Response categories II – IV are limited to a combined maximum total of 75 page count not 75 individual sheets of paper (150 page count if printed double-sided), correct?</p> <p>This requirement seems very restrictive when you consider the deliverables required in Response Category IV for conceptual plans, typical sections, horizontal and vertical alignments of all roadway elements, bridge preliminary, etc. Will TDOT consider accepting these elements as a volume II submittal to the Technical Proposal? Or not include these pages in the sheet count?</p>	Yes, 75 page counts (150 page count if printed double sides), conceptual plans are not included in the sheet count.

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Book 2, Special Provision 411B	Special Provision 411B has been included in the RFP. How will the Department adjust the unit prices for surface items since the only item bid is 301-50.50 Design Build Pavement per Lump Sum?	Special Provision 411B will be revised to have dollars paid on each mile of the surface mix. This revision will be addressed in addendum # 1.
Book 3, Project Requirements, Section 9	The RFP indicates that the use of advisory speed plates shall be limited to only those locations where the Temporary Traffic Control Plans warrant such reduction in speed. However, the Department has allowed for reductions in the <u>regulatory</u> speed on previous Interstate projects. Will a reduction in the regulatory speed throughout the limits of the project be permitted?	The reduction in the regulatory speed throughout the limits of the project will be according to IB. NO. 11-05 and additional detailed found in the Construction Division Circular Letter 712.04.01.
Book 3, Project Requirements, Appendix A	Can the Design-Builder submit an Alternate Technical Concept that provides an alternate pavement design?	No, the pavement design has already been developed by TDOT.
TDOT Standard Specifications	In Section 108.01 of TDOT's Standard Specifications it specifies that the Prime Contractor must self-perform with his own organization, work amounting to not less than 30% of the total contract cost. Is this also a requirement of the Design-Builder?	Yes, the Design Builder shall perform not less than 30% of the total cost of the construction work, except any items designated in the Special Provision 108A as Specialty Items. This SP108A will be added to book 2 per a forthcoming addendum.

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Book 3 Pages 5,8 Section 3	1. Paragraphs prescribe that design is to use current edition of manuals and details. Does this refer to current editions as of the letting date? Also, Section 4 (structures) does define specific date of manuals.	The current editions as the date of issuance of the RFP 9-16-2011, unless the department address any changes in special provision, circular letter, instruction bulletin, manuals, details by addendum.
Book 3 Page 12 Section 4	2. RFP states that minimum vertical clearance is 16' during and after construction. The existing condition does not meet this requirement. Is the intent to require 16' <i>or</i> existing clearance, whichever is less, during construction?	Since the SR-109 bridge over I-40 currently has less than 16' of vertical clearance, it will be acceptable to <u>maintain</u> its existing vertical clearance during construction. This will be addressed in Addendum #1.
Book 3 Page 1 Section 1	3. RFP states that DB shall adhere to all commitments in the environmental documents. I40enviromental.pdf page 12 describes commitments regarding water quality and wetlands. Last sentence on page 13 of 14 on this PDF states Commitments Green sheet provided in Attachment 6. Will TDOT provide this green sheet as it is not on the TDOT website?	Yes, it will be posted on the website. It will be addressed in addendum #1.
Book 3 Page 5 Section 3	4. DB is to ensure proposed work remains within existing ROW limits using any measures necessary. Will TDOT be providing any additional information specifically defining what the limits of existing ROW currently are so that the impacts of this constraint are fully identified?	TDOT will not provide any additional information. The Design Builder shall define the limit of the existing ROW, and the impacts of this constraint.

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TDOT Website	5. TDOT has provided pavement and shoulder cores for the existing facility that describe location and direction. Are the provided shoulder core dimensions for inside shoulders, outside shoulders or both? Is the dimension shown for Asphalt depth only or does it include CTB depth?	The cores are outside shoulder only. The dimensions do not include CTB.
TDOT Website	6. Will TDOT make the pavement cores available for visual inspection by the DB Teams?	It is not available.
Book 3 Page 6 Section 3	7. RFP states location of emergency pull off areas are ultimately approved by the Department. Could TDOT provide more specific criteria regarding the location of pull off areas (i.e. distance from project termini, spacing between pull offs)?	Preference locations of the emergency pull off areas would be approximately 1/4 of the project length from the beginning and end project termini with approximately 1/2 the project length between the emergency pull over areas in each direction of travel. These are approximate though, and latitude does exist for the shift of these locations if there are topographical constraints encountered at these locations that complicate the construction of the emergency pull over areas.

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Book 3 Page 26 Section 8	8. It is clear in the RFP that the DB is responsible for all environmental permits required for the project. However, the majority of the environmental scope provided on pages 26-35 describes documentation previously completed by TDOT for the FHWA Categorical Exclusion. Is it the intent of TDOT that the DB also prepare this documentation?	The ecology documentation prepared for the NEPA document is only a quick look of the area (with a lot of unknowns) and does not show the extent of the features. The ecology documentation prepared for NEPA <u>should not be used</u> for permitting. The environmental boundaries identified in the scope of work are more detailed study of the area and will need to be conducted. Each feature found during this study will need to be flagged in the field and verified with TDEC and the Corps. <u>Therefore it is the intent of TDOT that the DB also prepare the Environmental Boundaries.</u>
Book 3 Page 10 Section 3	9. RFP states that preparation of the Design Exception is responsibility of the Design Builder. Have there been any preliminary discussions with FHWA with regard to the location and length of the reduced shoulder design exception? Can the Design Builder assume that FHWA will approve this Design Exception since a Design exception request form was completed and provided in the Technical Report?	There were some preliminary discussions with FHWA regarding the reduced shoulder width design exception if needed, but there wasn't any complete request form. The form in the technical report is just an example. The design Builder shall complete a current design exception form as indicated in book 3, section 3.
Book 3 Page 42 Section 8	10. How/when will TDOT notify the DB regarding inclusion of the noise wall?	As soon as the information will be available.

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Book 3 Page 3 Section 1	11. Should the 10 day review period be used in the CPM for all design submittals, without exception?	The design Builder shall use 10 business days for the review and approval performed by the department, except ROW review and approval, see book 3, section 6.
Book 3 Page 6 Section 2	12. Is the scope of the ITS conduit and pull boxes intended to be for the entire length of the project to provide a "backbone" for future ITS installations?	Yes. The intent is to include the fiber backbone for the entire project length.
Book 3 Page 6 Section 3	13. Could TDOT provide any information available regarding existing ITS conduit within or near the project limits?	The existing fiber backbone terminates at the last CCTV device (N 36.10137, W 086.34104), which is located approximately 705 ft east from the end of bridge overpassing Earhart Rd. This location is approximately 2 miles west of the Central Pike Overpass. TDOT can provide more detailed information if needed.
TDOT Drainage Manual	14. Will TDOT require stormwater detention beyond what is available within the limits of the existing ROW?	If it is only needed.
Book 3 Page 12 Section 4	15. Removal of the existing wearing surface and sounding of the bridge decks to evaluate the extent of necessary deck repairs cannot occur prior to bid submittal. How is the DB expected to evaluate these full and partial depth deck repairs? Would TDOT consider establishing a baseline quantity and unit price?	The department will provide the Bridge deck survey. The Design Builder shall be responsible for evaluating these full and partial depth deck repairs.

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<p>TDOT Drainage Manual RFP Book 3 Page 7 Section 3</p>	<p>16. The Technical Report includes and references different, conflicting typical sections which also conflict with the existing barrier-divided section. The RFP requires that cross-slopes be designed to “provide adequate drainage and minimize hydroplaning.” Could TDOT clarify the desired typical section (“rooftop” vs. depressed median) and the desired crown-point location(s)?</p>	<p>The desired typical section would be that of the depressed median instead of the "rooftop" section that is depicted in the Technical Report. It will be an example typical section of a recent project that shows the Department's preference on the website. The desired crown point location occurs between the first inside two lanes, with the inside lane and shoulder draining towards the median barrier and the outer lanes and should draining to the outside. This will be addressed in Addendum #1</p>

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Book 3, Project Requirements, Section 4	<p>The RFP indicates that the Design-Builder is responsible for replacing any pipes or culverts that are deemed structurally deficient within the project limits.</p> <p>Is it the Design-Builder expected to use TV inspection techniques to evaluate each cross drain and storm sewer line on the project for structural deficiencies?</p> <p>If the Design-Builder's technical solution avoids impacting any pipe or culverts would the Design-Builder still be expected to identify and replace pipes or culverts deemed structurally deficient?</p>	<p>The Design-Builder may use TV inspection techniques to evaluate the pipes and culverts, but they are not required to. The D-B is expected to identify and replace all structurally deficient pipes and culverts whether the roadway design impacts it or not.</p>
Book 3, Project Requirements, Section 4	<p>Item k specifies that the Design-Builder shall provide a mechanically grooved finish to the bridge deck. However, further in the section, item #5 specifies that the Design-Builder shall place an asphalt overlay on the bridge.</p> <p>Can TDOT please clarify what the final surface of the bridge deck on the Wilson Creek Bridge should be?</p>	<p>The existing bridge over Wilson's Creek has an asphalt overlay. Since that is the case, we will need to add an asphalt overlay to the new, widened bridge as well. Item K, in the scope of work for the bridge, regarding the need for mechanical deck grooving can be removed, it will be addressed in Addendum #1</p>

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Book 3, Project Requirements, Section 4	<p>The RFP indicates that the Design-Builder is responsible for the repair of the spalls on the substructure of the existing bridge over Wilson Creek. However, it further states that the Design-Builder is responsible for <u>all</u> needed repairs to the existing bridges or <u>any</u> other structures. It asks that we contact TDOT Structures to obtain this list. However, Book 1 specifies that this is a prohibited contact. It further states that oral communications outside of the official communication process may not be relied upon.</p> <p>Will TDOT release a written list of all structural repairs required under this Design-Build project for all roadway bridges (SR 171, Beckwith Road, SR 109), box bridges, box culverts, overhead sign structures, etc.?</p>	TDOT will not release a written list of known structural repairs needed to structures with this project. The Design Builder shall inspect all structures for any repair needed.
Book 3, Project Requirements, Section 4	Is it the Department's intent that all bridges shall have a minimum of 16'-0" of vertical clearance from the travel lanes, including shoulders, once construction is complete?	Yes, the Department's intent is that all bridges shall have a minimum of 16'-0" of vertical clearance from the travel lanes, including shoulders, once construction is complete.

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Book 3, Project Requirements, Section 1, e.	The RFP specifies that liquidated damages for non-compliance (<u>including lane closures outside specified time frames</u>) is \$12,376 per calendar day. Book 3, Section 9, specifies that \$2,000 per HOUR, per lane will be liquidated damages for non-compliance with restrictions on temporary lane closures. The \$2,000 per hour per lane penalty is also included in SP108B. Is the \$12,376 per calendar day a <u>maximum</u> penalty for temporary lane closures?	The \$12,376 per calendar day is the liquidated damages for failure to complete the project on time. This amount is not associated with lane closures. The \$2,000 per hour per lane is the liquidated damages associated with lane closures during restricted periods. Paragraph "e" on page 2 of Book 3 will be revised to delete the lane closures reference. It will be addressed in addendum #1
Book 3, Project Requirements, Section 8	The RFP requires that the Design-Builder must prepare and monitor the success of any environmental mitigation required for a period of 5 years after construction. This includes maintenance and/or repairs to the mitigation site(s). This is a very difficult item of work to quantify and develop reasonable cost expectations. Would TDOT accept a maintenance bond for this task?	TDOT will <u>not</u> accept a maintenance bond.
Book 3, Project Requirements, Section 9	Will TDOT set up a provision for using the Tennessee Highway Patrol during lane closures on this project?	Special Provision 712PO includes the requirements for using uniformed police officers for lane closures. The DB can hire a state trooper or a local police officer for this work. The State will not provide any State Troopers through the DOT/DOS agreement.

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Asphalt core data published to TDOT website.	The core data supplied doesn't differentiate between depth of asphalt and depth of base course. Can TDOT provide individual depths of asphalt and base course for the core samples taken?	If it is about asphalt treated base, TDOT can go back to the original plans and give the information that needed. Also, if it is inquiring about asphalt base, TDOT have two - A and A-S. A mix has the same layer coefficient as the binder, leveling and surface mixes. A-S has a different layer coefficient. It can be provided, if it is needed.
Survey data	Can the Arcadis survey data files and methodology used for the bridge structures on the project be provided?	Yes, it can be provided. It is already posted on the web.
Book #1, sec. D-3-b pg 20	The noise wall item number appears to be in conflict. The Noise wall section is identified as 718.01.95; but referenced below as 718.01.50 and 718.01.01. Are all noise wall costs to be included only in item 718.01.95?	It should all cost included only in Item 718.01.95, it will be addressed in addendum #1
Book #1, sec A-1 pg 2	The introduction makes reference to installation of traffic signals as part of the scope of work. What traffic signals is TDOT referring to?	It should be installation of signs. It will be addressed in addendum #1

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Mapping provided by TDOT	For the mapping information provided by TDOT, can you also provide the control data.	Yes, The file is posted on the website.
Book #1, sec D-4-b. pg 22	What is TDOT's expected response and what details are referred to for the statement: " <i>The details submitted shall be of sufficient detail to illustrate color, texture, pattern, emblems, proportion, corridor consistency, complementing details, or other such visual effects. For those details used in multiple locations, typical details will suffice with the locations for their use noted in narrative or graphic form.</i> "	The details are such that but not limited to, title sheet, typical sections sheets, present sheets, proposed sheets, profile sheets, erosion control sheets, traffic control sheets, signing and pavement marking sheets, bridge drawing details, cross-sections, etc...

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Book 1, Section E, Part 1	Is it acceptable to reference our SOQ for Level 1 personnel in place of resubmitting their one-page resumes in the Proposal?	Resubmit their resumes in the Proposal.
SP1247 C.2-Form 1247A	Form 1247A to be filled out with DBE firms being utilized to be submitted within 3 business days of letting. Please clarify if this is 3 business days after proposal is due or 3 business days after the public opening of price proposals.	To be submitted three business days after the public opening of price proposals December 16, 2011.

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Book 3, Section 3	ITS conduit is to be installed outside cut/fill slopes at the ROW line. If the cut/fill slopes catch at the ROW line, can the conduit be placed under the cut/fill slopes at those locations? In addition, in order to avoid conflicts with environmentally sensitive areas, can the conduit be routed away from the ROW line?	The installation of the ITS conduit is to remain as close to the ROW line as possible. If the cut/fill lines occur at the ROW line, it would then be necessary to place the conduit under the cut/fill slope. It is acceptable for the conduit runs to be routed away from the ROW line when avoiding environmentally sensitive areas. I posted the ITS conduit plans for the I-65 project from SR-248 to SR-96. These sheet provide ITS conduit details, including typical bridge attachments and obstacle avoidance notes (sheet 36E, note 4, 5, 6, 7 & 8). This can be used as a reference on the design build project. As stated in the RFP, The work shall be coordinated and approved by TDOT Design Division (ITS, Signal, and Standards Office) prior to any construction taking place.
Book 3, Section 6	Is it the intent of TDOT that price proposals due on 12-2-11 include all costs associated with ROW acquisitions including appraisals, appraisal reviews cost of acquisitions etc?	Yes, price proposals include all costs.

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Book 1, page 7	How were submit our requests on the 24 th for right-of-way. Is there a form we can get access too?	<p>Submit the initial right of way acquisition table if needed with ATC, this will be addressed in Addendum #1.</p> <p>The Design Builder shall ensure that all proposed work is completed within the existing right-of-way limits utilizing any measures necessary, as indicated in the contract book 3. If the Design Builder deems that ROW acquisitions are unavoidable, then the Design Builder shall provide ROW acquisition table indicating the total area for all ROW and easements to be acquired based upon the ROW and Easement boundaries shown within an ATC.</p> <p>Within the technical proposal, the design builder shall provide any ROW or easement boundaries and ROW acquisition table from approved ATC.</p> <p>An example of ROW acquisition table could be found in Roadway Design Guidelines, figure 2-21.</p>

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Book 3, section 3	Can the Design-Builder submit an Alternate Technical Concept that provides a different design exception than provided in Book 3, section 3?	No, the only design exception is anticipated for the mainline shoulders at the SR-171 underpass. It will be addressed in a forthcoming addendum.
Questions and Answers	Are the previous questions that were distributed before the issuance of the RFP documents considered official responses? (This is the questions that were distributed by e-mail after the RFQ but prior to the RFP)	Yes, it is considered official responses. Please include them in the QR form.
Book 3 Pages 11 Paragraph 2, bullet c	On response to questions dated 10/07/11, Page 11, TDOT states that DB is “expected to identify and replace all structurally deficient pipes and culverts...”. What is the criteria the DB is to use to determine if the drainage structure is structurally deficient apart from a subjective visual inspection?	There are no criteria for determining whether a small structure is structurally deficient. It is just a matter of visually inspecting for any obvious damage that needs to be repaired.

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<p>Book 3 Page 40 Mitigation of Stream and Wetland</p>	<p>If on/offsite mitigation is not possible on this project, does TDOT own a wetland mitigation bank suitable for mitigation impacts on this project? If so, can TDOT provide an approximate cost of those credits?</p>	<p>Based on the information the department has at this time, the subject project is located within the service area of the Harpeth Bank (2:1 ratio). The next bank would be the Coffee County Bank (4:1 ratio) but the project is not located within it's service area. If credits are available at these banks, it shall be the selected Design Builder responsibility to contact these banks and make arrangement to purchase the credits needed to mitigate wetland impacts for this project.</p>

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<p>Book 3 Page 26-35</p>	<p>With regard to TDOT response to 1st question on page 8 of response to questions dated 10/07/11, there is still confusion as to the scope requirements specifically related to environmental documentation. The 327 page Ecology Report prepared by CEC dated May 26, 2011 contains much of the specific data that is requested in this scope. For example, Ecology field data sheets are provided for numerous water, wetland and other resources features. Scope G maps and photos are also provided. Most of the RFP scope from pages 26-35 appears to be included in this Ecology Report. Does TDOT intend for us to completely redo the recently completed Ecology Report?</p>	<p>The ecology documentation prepared for the NEPA document is only an overview of the area and may not show all of the environmental features being impacted. The ecology documentation for the NEPA document is a good starting point but the Design Build Team should hire a qualified Biologist to field verify and confirm all the ecology information identified in the NEPA document. The qualified biologist should walk the entire project to ensure that no new features will need to be added / removed to the Environmental Boundaries. Each environmental feature (wetland and stream) will need to be flagged in the field and verified with TDEC and the Corps, surveyed, and placed on plans.</p>

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<p>Book 3 Page 8</p>	<p>7th Bullet states “All sign sheeting shall be Type 3 prismatic or better. All signs that do not meet the retroreflectivity shall be replaced.” This implies that signs meeting these requirements may be reused, however, bullet 9 states “Existing Logo, hospital and guide signing shall remain up through all phases of construction. All existing signing shall be replaced with new breakaway supports and new sign faces.” It is unclear whether “all signing” is referring to all signs within the project limits or all Logo, Hospital and guide signs within the project limits. Regardless, guide signs comprise the large majority of the signs on the project and bullets 7 and 9 appear to be in conflict with each other. Which of the following existing sign faces can be retained by the DB provided that they meet Type 3 prismatic retroreflectivity?</p> <p>Signs mounted on Bridges, cantilever or sign truss bridges?</p> <p>Large guide signs on ground mounts?</p> <p>Small ground mounted guide signs?</p> <p>Guide signs on median barrier?</p> <p>Hospital and Logo Signs?</p> <p>Small regulatory and warning signs?</p>	<p>All existing sign faces will be replaced by the end of the project except the existing logo sign faces but all signing will be shown (logo signs will be dashed existing) on the proposed sign schedule sheets.</p> <p>The logo sign faces will be the only existing sign faces to be used at the end of the project.</p> <p>See traffic control notes 6-170.00 for dealing with the existing signing during the various phases of construction and especially (6) for more information on how to deal with these existing logo signs.</p> <p>All signing will get new supports and footings by the end of the project which will be shown on the proposed sign schedule sheets.</p> <p>All new sign faces shall be type 3 prismatic or better.</p>

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Book 3 Page 10 Paragraph 3	<p>Technical report describes the design exception as a reduction in the eastbound inside shoulder from 10-feet to 4-feet. However, the median barrier at the underpass is somewhat wider than a normal barrier section. Based on a 4-foot, 48-foot lanes, 10-foot outside shoulder, the typical requires 62-feet of clear roadway width. The existing clear roadway under SR 171 is less than 61-feet. Is TDOT's intent for the DB to provide design exception documentation that retains a 10 foot outside shoulder that results in an inside shoulder of less than 4-feet? Further, the requirement to replace all cantilever structures with sign truss bridges will require modifications to the median barrier that would result in a wider barrier and these specific points where the inside shoulder would be reduced. Does TDOT anticipate that these locations would also require a design exception?</p>	<p>TDOT's intent is for the inside shoulder to be no less than 4'. Furthermore, TDOT does not anticipate design exceptions for the locations where sign truss bridges are replacing cantilever sign structures and require modifications to the median barrier.</p>
Book 3 Section 4 Page 12	<p>Response to previous question concerning extent of deck repairs on the existing bridges over Wilson creek indicated that TDOT would provide the deck survey needed to evaluate these repairs. When will this survey be provided?</p>	<p>It will be posted on the website.</p>
Book 1 Section E.1.a Pages 23-25	<p>Is it the intent of TDOT that we incorporate any tables/graphics into the fillable RC forms (in the corresponding sections) or would the preference be to only include narrative on the forms and provide a separate section for tables/graphics?</p>	<p>The intent of TDOT to incorporate any tables/graphics into the fillable RC forms.</p>

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 1 Item d Page 22	TDOT response on QR 4 of the responses dated 10/7/11 states that conceptual plans are not included in the page count. With regard to the technical proposal format, what is TDOT's intent with regard to the placement location of conceptual plans? Is it acceptable to place the conceptual plans as an appendix to Response Category IV section of the proposal.	It is acceptable to place the conceptual plans as an appendix to Response Category IV section of the proposal.
Book 3 Page 10 And SP108B	Book 3 page 10 states " <u>The roadway construction shall be phased such that two 12' traffic lanes are open at all times in each direction.</u> " SP 108B describes general lane closure restrictions without regard to number of lanes. Since certain segments of the project currently have three lanes, the two requirements seem to conflict. Closing the third of 3 lanes outside of the time restrictions in SP108B would violate the provision but meet requirements of Book 3 page 10. Can TDOT clarify its intention related to these two requirements?	To maintain the existing no. of 12' lanes in each direction in accordance with SP108B. . It will be addressed in a forthcoming addendum.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 2, Section C Part 4 Book 3, Section 2 Part 2	There is a conflict between the key people listed in these two sections. As book 3 takes precedence, can TDOT confirm that the Key Personnel listed in Book 3 are the required personnel to be listed in the proposal response? Can minimum requirements be provided for level 2 personnel as well?	Yes, The personal listed in book 3 are the required personal just as book 2. The only apparent conflict identified is the Construction Quality Manager, if the Design Builder needs it; it is the design builder responsibility to identify it. The department will not establish a minimum requirement. Design Builder's project Manager/design manager needs to assure capable quality component level 2 personal are used.
Book 1, Section 2.e and RC IV form	Section 2.e of Book 1 states that "the Technical Proposal may not otherwise contain exceptions to, or deviations from the requirements of the RFP." However, the response category IV form in Book 3 asks us to list any deviations or proposed design exceptions. Please Clarify.	Any deviation must be an approved ATC before it used in the proposal.
Design-Build Guidance, 2.10, 2nd paragraph, 2nd sentence	No reference to a Warranty Bond was found in Contract Book 3 (Project Specific Information). What will the Warranty Bond Requirement be?	There is no requirement for a warranty Bond in this contract.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Design-Build Guidance, 2.16, (a) Commercial General Liability	No reference to the required limits of Commercial General Liability insurance was found in the Contract – Book 2. What will the required limits of insurance for general liability be?	The Design Builder shall provide proof of adequate and appropriate general liability insurance providing liability coverage in an amount not less than \$1million dollars per occurrence and 300,000 per claimant, naming the State of Tennessee as an additional insured.
Design-Build Guidance, 2.16 (a) Professional Liability Insurance, last sentence Book 2, G, 1	Design-Builders does not stamp drawings or perform design for a fee. As such, Design-Builder is not able to obtain Professional Liability insurance. Will Department allow Design-Builder’s lead design subcontractor to obtain and maintain professional liability insurance on its behalf?	Yes, but the Design Builder is still fully responsible for any claim.
Design-Build Guidance, 2.16 (c), 4th sentence	Additional insured’s are not commercially available on workers compensation and professional liability policies, and additional insureds are only allowable on railroad protective liability policies when allowed by the railroad. Please clarify the requirement for additional insured to apply only to the general liability insurance requirement.	Yes, this is correct. The additional insured shall be applied only for general liability insurance.
Book 2, G, 1	Will the requirement for errors and omission insurance be \$1 million as per Book 3, 6, Right of Way Scope of Work?	The Design Builder, being an independent contractor, agrees to maintain errors and omissions insurance in such as amount (\$1,000,000.00 minimum) and form as are agreeable to the Department. It will be addressed in a forthcoming addendum.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 2, SP624, 4.1.5.6	Sureties will not provide bonding for projects with Contractor warranties greater than 5 years. Therefore the 10 year warranty requirement for cap units should be limited to 5 years or amended as a manufacturer pass-through warranty.	The department will accept 5 years.

PROJECT: I-40 Wilson County, Project No. IM-40-5(140); 95100-0105-44

DB CONTRACT No.: **DB**1101

DATE: October 26, 2011

RFP Book No. and Section ID	Question	Reserved for Agency Response
QR-10	A question was asked regarding the ITS backbone, the response was “The intent is to include fiber backbone for the entire project length.” Please clarify that the actual fiber is not included in this contract.	No fiber optic cable is to be installed.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
General	No hazardous material is anticipated on this project, however, if hazardous material is encountered on the project will TDOT accept generator status for any pre-existing hazardous materials as well as pay for the removal and disposal of the hazardous materials?	<p>The Department does not make any representation as to the presence or absence of asbestos or any other hazardous materials in any structures on this Project. It is the responsibility of the successful bidder to comply with all Local, State, and Federal regulations regarding demolition and/or removal of hazardous materials whatever the nature and source.</p> <p>All structures both to be removed or demolished must be tested for the presence of asbestos and/or other hazardous materials. If hazardous materials other than asbestos are found contact the designated Department Environmental contact person (Mr. Jim Ozment) immediately. Hazardous and/or Toxic Waste not described in the RFP shall be paid for as stated in Section 107.22 of the Standard Specifications.</p>

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
		<p>If asbestos materials are found, abatement or remediation work will be required. To abate and/or remediate a structure or group of structures, it will take the Department up to 4 weeks for completion. The Department will submit a notice of proposed abatement and remediation to TDEC's Air Pollution Control Office. (or Local Program if applicable) prior to beginning any abatement or remediation work. Upon completion of abatement or remedial work, the Department will notify TDEC's Air Pollution Control Office. Upon confirmation of this notice by the designated Department contact person, removal or demolition may begin. Where no asbestos is found, the Design-Builder shall notify the Air Pollution Control Office of the intention to demolish at least ten (10) days prior to demolition. Upon confirmation, removal or demolition may begin after acceptance of the designated Department contact person. If the Design Builder causes a hazardous spill, etc he/she will be responsible for the removal and disposal of said hazard.</p>

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
General	<p>TDOT Standard Specifications cover differing site conditions, however the RFP does not. Will TDOT Standard Specifications take precedence in the case of differing site conditions beyond those which could be identified through the RFP documents?</p>	<p>No, it is not. The Department does not make any adjustment to contract amount or contract time due to differing site conditions. It is the responsibility of the Design Builder to take all the risk to cover any differing site conditions such as but not limited to survey, geotechnical, technical report, existing plans, etc. that could be identified throughout the duration of the contract.</p>
General	<p>With respect to TDOTs response to the question regarding hazardous materials, will TDOT accept generator status for any pre-existing hazardous materials found within the project limits?</p>	<p>TDOT will accept generator status for any pre-existing hazardous materials found within the project limits.</p>

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3, Project Requirements, Section 4	The RFP indicates that the Design-Builder shall use integral abutments at the Wilson Creek bridge. The existing abutments have an expansion condition with a 9 inch backwall. The existing abutments also have battered piles which are not compatible with an integral abutment. Can the widened (new) portion of the bridge match the existing expansion condition instead of being integral?	The existing abutments are not integral. The bridge over Wilson Creek should be designed to mimic the existing support conditions as shown on the 1989 existing bridge plans. The RFP section 4 will be clarified by Addendum to state, <i>The bridge design shall use expansion abutments and shall be continuous for live loads.</i>
Book 3, Project Requirements, Section 4	Substantial reconstruction of the existing abutments and a portion of the superstructure at the Wilson creek bridge may be required to make the abutments integral. Do you have an example of an acceptable method for modifying the existing Wilson Creek bridge abutments to an integral condition?	The RFP section 4 will be clarified by Addendum to state, The bridge design shall use expansion abutments and shall be continuous for live loads.
Book 3, Project Requirements, Section 4	The existing bridge at Wilson Creek doesn't appear to have approach slabs. Will approach slabs be required?	The bridge over Wilson Creek will not use approach slabs.

RFP QUESTION REQUEST FORM QR

The Pavement Design furnished by the Department specifies 4-inches of Grading A-S to serve as a sub-surface drainage layer beneath the entire pavement section. Also, the required typical section, as shown by the example typical section furnished by the Department, requires that the middle 48 feet be sloped to drain into the median (a result of the crown points being positioned 24 feet from the centerline on each side). The example Typical Section then indicates that a 6 foot portion of new pavement will drain across the existing pavement (which will be cold planed and resurfaced). In addition, the example Typical Section shows aggregate underdrains to be placed beneath the outside shoulders (as is required by TDOT Standard Drawings). A note on the example Typical Section indicates that “if underdrain is present use “A-S” mix and if underdrain is not present use “A” mix.”

Does the Department want the Design-Builder to substitute “A” mix in the median portion of the Typical Section in lieu of “A-S” mix as indicated on the example Typical Section since there is no provision or Standard Drawing for the use of underdrains in a median widening section?

No. The Department **does not** want the Design-Builder to substitute "A" mix in the median portion of the Typical Section in lieu of "A-S" mix. The Typical section has been revised and should be re-posted to the website for further guidance.

RFP QUESTION REQUEST FORM QR

Recently, the example Typical Section furnished by the Department (I-65, Williamson County) was modified at the Department's request to slope the subgrade, base stone and "A-S" mix for the entire median portion of the job from the existing pavement towards the centerline. Aggregate underdrains were then added beneath the median barrier and will be connected into the storm drainage system. The crown points were then shaped by placing an additional thickness of "A" mix (varies from 6" to 8- 3/4") in the pavement. The resulting surface would meet the desired cross slope of the finished surface as shown in the example Typical Section. Does the Department wish to adjust the example Typical Section and Pavement Design to more closely follow this precedence set by the I-65 project?

Yes. The typical section has been adjusted to more closely follow the precedence set by the I-65 project.

RFP QUESTION REQUEST FORM QR

<p>Book 3, Appendix A Pavement Design</p>	<p>According to the pavement design provided in Appendix A, the total depth of asphalt pavement for roadway and inside shoulder was 13.25". In the typical sections provided on 11/16/11, the total asphalt thickness now appears to be 19.25". Which is correct?</p>	<p>The total asphalt thickness should be 13.25" and not 19.25". The "A" mix is to be installed in two equal lifts as indicated in the proposed pavement design. The typical that was provided is only indicating that there should be two equal lifts of "A" mix that equal 6".</p>
<p>Book 3, Appendix A Pavement Design</p>	<p>If 19.25" is the new asphalt thickness, does the Mineral Agg Base Grading "D" need to be reduced to 6" in order to maintain a total pavement section thickness of 25.25"? If the new pavement design governs, is it only for the portion of the project that has an existing depressed median section?</p>	<p>The total asphalt thickness should be 13.25" and not 19.25". The provided pavement schedule should govern over all typical sections.</p>

RFP QUESTION REQUEST FORM QR

<p>Book 3, Appendix A Pavement Design</p>	<p>According to the RFP, the existing lanes were to be milled and then an overlay with 1.25" of Perf AC Gr "D". The typical sections provided on 11/16/11 now appear to show that the asphalt section over the existing roadway is 6" of Perf AC Gr "A", 2" of Perf AC Gr "BM-2", and 1.25" of Perf AC Gr "D" for a total of 9.25". Which is correct?</p>	<p>The Department's intent is to follow the provided pavement schedule and it should govern over all typical sections. The typical section that was provided on 11/16/11 was provided as an example from a previous project and will be revised shortly to match the proposed pavement schedule.</p>
<p>Book 3, Appendix A Pavement Design</p>	<p>If it is 9.25", is the contractor to mill off 9.25" of the existing pavement? If the new design governs, is it only for the portion of the project that has an existing depressed median section?</p>	<p>The Department's intent is to follow the provided pavement schedule and it should govern over all typical sections. The typical section that was provided on 11/16/11 was provided as an example from a previous project and will be revised shortly to match the proposed pavement schedule.</p>

RFP QUESTION REQUEST FORM QR

<p>RFP Book #3, Project Requirements, Section 3</p>	<p>On the east end of the project, does TDOT want to extend the finished typical section (12' interior shlds., 4-12' travel lanes each direction, 12' (10' stabilized) outside shlds.) to the end of the project and use pavement markings to transition the travel lanes down to 2 lanes in each direction? This would make it easier for a future project to tie in to without reconstructing the east end of this project.</p>	<p>No, the Department intent to leave it as it is, as indicated in the technical report.</p>
<p>Book 3 Scope of work page 12 and 13</p>	<p>The last paragraph about Bridge Repairs references Wilson Creek specifically in the first sentence, but references all existing bridges and structures in the second paragraph. Please confirm that the following listed items 1-6 apply only to the Wilson Creek Bridge.</p>	<p>Yes, items 1-6 apply only to the Wilson Creek bridge.</p>
<p>QR-13 & Book 3 Project Requirements Section 4</p>	<p>Please define "repair needed." Will the contractor be required to seal all cracks, patch curbs, replace bearings, paint bridges, etc? Typically this would be considered routine maintenance. Please provide the Departments guidance as to the intent of this section.</p>	<p>The Wilson Creek bridge will need to do items 1-6 as mentioned in the bridge repair section. Also, the Design Builder shall address any maintenance/repairs required in the inspection report.</p> <p>The bridges over the interstate and the larger culverts on the project are in good condition and don't need repairs.</p>

RFP QUESTION REQUEST FORM QR

General	In regards to the previous questions concerning differing site conditions, please clarify that TDOT will not allow any additional time or compensation in the case of a differing site condition event that is completely outside the control of the Design Builder.	TDOT doesn't intent to allow any additional time or compensation for differing site conditions. The design Builder is responsible for determining the amount and level of investigation needed to cover the risk for both existing and subsurface conditions.
QR-26, First Question Book 2, Section C Part 4 Book 3, Section 2 Part 2	Pertaining to the previous question on key personnel it could be interpreted that it is at the discretion of the DB contractor as to the key personnel required for the project. Other parts of the RFP are specific as to the requirements of key personnel but conflict in title and position which was pointed out. In Addendum #3, the key personnel are still in conflict. Is it correct to assume that the key personnel defined in the SOQ by title, position and responsibilities are the minimum requirements of the RFP and that Book 2 will be adjusted accordingly after the bid?	Yes, the key personnel identified in the SOQ and RFP book 3 are minimum requirements by TDOT. The Design Builder must also identify Level 2 (SOQ) personnel and design professionals (book3) in the proposal. Addendum # 4 will revise book 2 for consistency.
General	When will the .ebs file be posted?	It is already posted.
Book 3 Project Requirements Section 4	Are structural repairs for SR 171, SR 109 and Beckwith Road intended to be included in this project?	These bridges are in good conditions and don't need repairs.

RFP QUESTION REQUEST FORM QR

<p>Book 3 Roadway Scope of Work Section 3</p>	<p>Will the 1-mile and ½ mile advanced guide signs for SR 171 on eastbound I-40 require upgrade to latest MUTCD standards, even though they are outside the limits of the project.</p> <p>This work will include:</p> <ul style="list-style-type: none"> Overhead arrow-per-lane signage on new truss located 1 mile and ½ mile in advance of the SR-171 exits (outside of project limits) Replacement of existing ground-mounted guide sign located near LM 2.3 (outside of project limits) <p>This would also require the removal of the following eastbound signage:</p> <ul style="list-style-type: none"> Existing 1 mile advance guide sign on cantilever (located near LM 2.0); Existing ½ mile advance guide sign on cantilever (located near LM 2.4) 	<p>Yes, that is correct.</p> <p>Arrow-per-lane signs will not be needed at the 1-mile or the ½-mile location. The 1-mile sign will need to have the existing "EXIT ONLY" removed and "Providence Way" added using a new sign face installed on the existing cantilever. (All of the other information on this sign will be the same as the existing sign.) This sign will not be within the project limits.</p> <p>The ½-mile sign will have "EXIT ONLY" and "Providence Way" added on a new sign face that will be on a new truss structure. (All of the other information on this sign will be the same as the existing sign.), this sign will be within the project limits.</p> <p>There are two existing ground mounted signs for "Providence Way" that will need to be removed. (LM 2.3+- & LM 1.8+-) these are both not within the projects.</p> <p>The 1-mile and the ½-mile "advanced guide signs" and the "exit directional sign" will be overhead on a truss structure. There will be no new cantilever.</p>
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RFP QUESTION REQUEST FORM QR

<p>Book 3 Environmental Scope of Work Section 8</p>	<p>Can TDOT Confirm the following: ALL permits must be obtained prior to TDOT allowing any work to be performed on the project, even if the construction planned is well outside of the limits of the area requiring the permit.</p>	<p>The design builder will be responsible for submitting a plan of construction showing the phasing with the initial application to all regulatory agencies. These plans should identify any potential water quality impact in each phase of construction. Once the designer has completed a phase the design builder should submit a modified application to all regulatory agencies, identifying any or all changes concerning water quality control and erosion control plans has been made. No work in these phases shall commence until all agencies has approved or issued permit/ permit modification for this phase.</p>
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RFP QUESTION REQUEST FORM QR

<p>Book 3 Geotechnical Scope of Work Section 5</p>	<p>Will the TDOT geotechnical manual be the definitive document for determining geotechnical investigations?</p>	<p>The TDOT geotechnical manual is not the "definitive document for determining geotechnical investigations" but a guideline/guidance document to be used by the geotechnical design engineer of record to assist in the investigation and design of earth supported structures. The TDOT Geotechnical Manual as a stand-alone document provides a only a guidance for a minimum standard of care in general geotechnical investigations. While this may be adequate for simple projects, more complex projects will require additional investigation based on the judgment of the geotechnical engineer. It will be the design builder responsibility to determine the amount and level of the geotechnical investigations to cover geological risks associated with this project.</p>
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RFP QUESTION REQUEST FORM QR

<p>Book 3 Roadway Scope of Work Section 3</p>	<p>Will TDOT accept a radar based ATR instead of the loop based ATR.</p>	<p>TDOT will just accept the loop based ATR.</p>
<p>Book 3 Roadway Scope of Work Section 3</p>	<p>Per your previous responses, the 3existing eastbound lanes at the Mt. Juliet underpass must be maintained. To facilitate lowering the grade underneath Mt. Juliet Road as required, will TDOT allow eastbound thru lanes to be divided by placing one of the thru lanes on the CD ramp to maintain 3 lanes of traffic in the eastbound direction.</p>	<p>TDOT will not allow eastbound thru lanes to be divided by placing one of the thru lanes on the CD ramp to maintain 3 lanes of traffic in the eastbound direction.</p>
<p>Book 3 Roadway Scope of Work Section 3</p>	<p>There is some discrepancy with the Technical Report and the RFP concerning advanced signing. Can TDOT confirm that all existing advance guide signing that is currently ground mounted or cantilever mounted will now be installed on overhead truss mounts.</p>	<p>The 1-mile and the ½-mile "advanced guide signs" and the "exit directional sign" will be overhead on a truss structure. There will be no new cantilever sign structures allowed on new construction. All other signing will be ground mounted, mounted on the median barrier or possibly mounted on a bridge structure. For HOV lanes on the project, there will be one overhead sign mounted over the HOV lane indicating the lane usage in each direction but we will share a truss structure that will also have one of the advance guide sign. This is for all signing within the project limits.</p>