

RFP QUESTION REQUEST FORM QR

PROJECT: IM-40-1(328)

DB CONTRACT No.: DB1201

DATE: 10-5-12

RFP Book No. and Section ID	Question	Reserved for Agency Response
RFP Book No. 3, Section 1	Can any additional information about the Preliminary Plans, dated May 2012, be made available (Microstation design and sheet files, Geopak files, etc.)?	It will be posted on the website http://www.tdot.state.tn.us/construction/DB1201_details.htm
RFP Book No. 3, Section 1	Can the geotechnical report for the Solar Farm and Welcome Center in Haywood County, which is referenced in the TDOT Geotechnical Study, be made available?	It is already posted on the website: http://www.tdot.state.tn.us/construction/DB1201_details.htm
RFP Book No. 2, Section M, Part 6	The previous design-build contracts have had a DBE Utilization Goal of <u>0%</u> . This contract has a DBE Utilization Goal of <u>6%</u> . We do not believe that this goal is appropriate for the scope of work required under this contract. Is the 6% Utilization Goal accurate?	It is accurate. The DBE goal of 6% has been discussed with the Civil Rights Office and agreed on from all parties.
RFP Book No. 2, Section M, Part 6	If it is the intent of the RFP to meet the goal of 6% DBE Utilization, can the language be modified to exclude the budgeted amount in the contract for professional services from the calculated Utilization Goal?	No, there is no modification in the language to exclude the professional services from the calculated utilization goal. The goal of 6% DBE is for the total amount of the contract.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
RFP Book No. 3, Section 10, Part a	If SR-222 construction is phased by shifting traffic to one lane with the use of a temporary traffic signal, will penalties be incurred, due to lane closure, if it remains in place during holidays and holiday weekends?	If a temporary traffic signal used, Please be advised that once the signal is operational and the phased bridge construction starts, liquidated damages for lane closures during holiday periods would not apply. These liquidated damages would still be applicable to interstate lane closures.
RFP Book No. 3, Section 10, Part a	The RFP states that bridge demolition will require SR-222 to be closed during the demolition period. Was it meant to state that I-40 will be required to be closed during bridge demolition and not SR-222?	It meant to state that I-40 will be required to be closed. This will be addressed in a forthcoming addendum.
RFP Book No. 1, Section A, Part 8	Primavera Project Manager Version 5.0 is not a software package that is currently available. What are the acceptable alternative software packages and versions for developing the CPM schedule?	The scheduling software, employed by the Design-Builder, shall be compatible with the current scheduling software employed by the Department. The Department's current software in use is Primavera Project Manager (v 5.0). The software shall be compatible provided in an electronic file version of the Project Schedule, which can be loaded or imported by the Department using the Department's scheduling software with no modifications, preparation or adjustments.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
RFP Book No. 3, Section 1	Can the pile driving logs for the existing SR222 bridge over I-40 be made available?	A PDF file of the pile driving logs from the field book is posted on the website. The original writing is in very light pencil so will keep the book handy if anybody needs something cleared up.
RFP Book No. 3, Section 10	The RFP includes SP712PO regarding Uniformed Police Officers. The special provision states that the officer must have the authority to write tickets and make arrests at the site. On previous projects the Tennessee Highway Patrol has been used and they were not paid by the contractor but thru some interagency agreement. The inclusion of this special provision would indicate that the use of the State Highway Patrol thru the interagency agreement is not an option on this project and that the State expects an officer in the bid. Is that the case?	The DB shall be required to include Uniformed Police Officers (as specified in S.P. 712PO) costs in the bid. For this contract, TDOT will not be paying for police officers via the interagency agreement between TDOT and the Tennessee Department of Safety.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Contract Book 3, Section 3 Roadway Scope of Work	<p>The third paragraph states that the roadway design shall adhere to the TDOT Design Guidelines. Section 2-310.00 of the Design Guidelines states that access control for rural highway interchanges will be 300 feet from the ramp terminal. It has been our previous experience that this distance is measured from the begin/end radius point of the ramp to the crossroad or drive. In checking the preliminary plans that were provided by TDOT, the distance to the Deerfield Inn drive and the northern Exxon drive are less than 300 feet from the beginning of the radius for the WB off-ramp and EB on-ramp. Is TDOT not requiring this 300 foot access control distance from the ramp radius?</p>	<p>The access control fence in the preliminary plans was extended 300' from the ramp terminal in accordance with TDOT Design Guidelines Section 2-310.00. The terminal location was determined utilizing Chapter 10 and Exhibit 10-2 of the 2004 AASHTO Geometric Design of Highways and Streets which does not include the interchange ramp radii as part of the 300' of access control.</p>

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 1 Section A.2	<p>The project overview refers to approved Concept 5 from the IMS. The IMS mentions obtaining 300 foot of controlled access. TDOT Design Guidelines measure this from radius termini to radius termini. Neither the approved Concept 5 nor the preliminary plans provide 300 feet of controlled access as measured this way mainly due to the proximity of the Exxon entrance to remain open. What is the minimum access control length to be obtained and from what points should it be measured?</p>	<p>The access control fence in the preliminary plans was extended by 300', see above response. TDOT's intent to follow the preliminary plans on this matter and accordance with the approved concept 5 which stated "in order to eliminate all access driveways within the controlled access limits, the first (or closest) driveway from I-40 to the Exxon gas station/ convenience store is closed and the Deerfield Inn driveway is relocated approximately fifty (50) feet southward. The Exxon gas station/convenience store has a third driveway that has been temporarily closed with bollards. The removal of these bollards would provide for a second driveway replacing the closed driveway."</p>
Book 3 Section 3	<p>The preliminary plans show cuts extending into the church property although the RFP states that no ROW is to be taken from the tracts for the church and cemetery. Please clarify what impacts are allowed, including slope easements.</p>	<p>The Design Builder shall ensure that all proposed work is completed within the existing right-of-way limits within the church property utilizing any measures necessary, as indicated in the Contract book 3, unless a construction easement is unavoidable to facilitate the retaining wall. No impacts will be allowed that adversely affect the cemetery portion of the tract.</p>

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3 Section 3	<p>The RFP requires a “context sensitive retaining structure” at the cemetery tract. Please clarify the location, limits and function of this structure. Can trees at the top of the slope next to the cemetery within the existing ROW be removed?</p>	<p>The trees inside the existing ROW may be removed in a manner that causes the least amount of disturbance and if it is unavoidable to facilitate the retaining wall.</p> <p>The structure itself should function to retain the slope along the cemetery portion of the tract. This will be accomplished by a function of the alignment chosen in the immediate area. As in, context sensitive retaining wall; the department’s expectation will be 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. This will be clarified in a forthcoming addendum.</p>

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3 Section 8	Is the Department responsible for the cost of hazardous substance/waste removal if any is discovered in the proposed ROW during the Phase II Environmental Site Assessment investigation by the Design/Builder since that won't be determined until after bidding?	<p>TDOT conducts Phase 1 ESA before ROW acquisition to provide third party liability protection to TDOT. In nearly all cases, we take into account the cost of potential cleanup needed in the real estate transaction amount. And yes, once we purchase the property we then pay for the necessary remediation.</p> <p>In rare cases, we may encroach on a significantly contaminated property that is part of a RCRA Correction Action, UST Corrective Action, or Superfund site; in those cases we approach TDEC for third party liability protection so that we don't become a long term financially liable party in the future for contamination we didn't commit. This must happen prior to purchase of the property.</p> <p>This is why Phase 1 and 2 results are so important prior to final plans, in case we need to move a line or easement to avoid the contamination.</p>

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
RFP Book No. 3, Section 4, Part c	The RFP indicates a minimum horizontal clearance of 30'-0" to any substructure along I-40, and it is our assumption that the I-40 typical section would follow the standard drawings with regards to the shoulders and side slopes. However, the typical section in the preliminary plans appears to show the retaining wall placed within the 30'-0" clear zone along with accommodations for the future widening of I-40 (for example, grading the shoulder at 2% and side slope at 4% to the toe of the future gutter). Is it the intent of the RFP to follow the I-40 typical section of the preliminary plans or should the I-40 typical section be set by the standard drawings with no accommodation for the future widening of I-40?	I-40 typical section would follow the standard drawings with accommodation to the future widening and have a minimum 30'-0" horizontal clearance as the RFP indicated.
Contract Book 3 Section 8, III Hazardous Materials	Will TDOT provide a copy of the Phase I Environmental Site Assessment for review during the technical proposal phase?	The Design Builder shall conduct the Phase I Environmental Site Assessment and Phase II Environmental Site Assessment if needed, but TDOT Environmental Division needs to review these reports and advise on them.
Contract Book 3 Section 8	Can TDOT provide the boundaries of the wetlands that are identified in the Environmental Boundaries Report in a MicroStation file so that we reference boundaries to our plans?	The department will not provide the boundaries of the wetlands that are identified in the Environmental Boundaries Report.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Contract Book 3, Section 6	Using the preliminary plans as a base, it appears that the improvements on the adjacent properties will not be adversely affected by the project. Will TDOT accept a Formal-Part Affected appraisal report, which is less costly than a Formal appraisal report as described in VI Types of Appraisals/Reports in the TDOT Guidelines for Appraisers? If a Formal Part-Affected appraisal is used, and the property owner does not accept the amount offered, and the tract is recommended for condemnation; will the Design Builder be compensated in a change order by TDOT to upgrade the report to a Formal Appraisal if requested to do so by TDOT or the State's Attorney General's Office as part of the condemnation process?	Yes, TDOT will accept a Formal-Part Affected appraisal if it is determined to be appropriate by the Design-Builder. However, it should be understood that there is the potential for condemnation with any right of way project as it relates to the acquisition of tracts. Should a tract enter condemnation a Formal Appraisal will be required and no change order (for additional compensation) will be issued. The Design-Builder should recognize this potential for condemnation and consider that in their proposal.
RFP Book 3, Section 2 e	Can the Design Manager also be the Lead Design Engineer? (The complexity of this project does not appear to warrant the need for two separate people for these positions.)	The Design Manager can't be the Design Lead Engineer (Roadway) as stated in the RFQ under Design Manager" Must not be assigned any other duties or responsibilities on the Project. The Design Manager must be on the construction site, as necessary, whenever major design activities are being performed"
Contract Book 3, Section 6	The D-List CE states that no public meeting or hearing was held for the project. Will a public hearing be required as a part of the design-build process?	The design builder shall hold a public meeting or hearing if the project has 10 tracts or more.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
	<p>Will TDOT provide the following Geopak files to the Design Build teams for use during the technical proposal phase that were used to develop the Preliminary Plans provided by TDOT?</p> <p>Criteria files used</p> <p>Proposed cross section input files</p> <p>Roadway shape input files</p> <p>Earthwork input/report files</p>	<p>TDOT will not provide these files.</p>
RFP Book No. 3, Section 1, Part a	<p>Can the full appendices for the D-list Categorical Exclusion of the project be made available?</p>	<p>It will be posted on the website.</p>
	<p>The preliminary plans indicate two drastically different span lengths (109' and 193'). Is TDOT insisting on these span lengths not changing or if span lengths can vary?</p>	<p>TDOT is not insisting on these span lengths. The bridge spans can be any length that meets the required clear setback distance and the scope of work in the RFP Contract Book 3. Wall/abutment has to be at minimum 30' clear zone distance on the south side and the north side. The preliminary plans are conceptual plans, the Design Builder shall be designing Roadway component geometric configurations in accordance with TDOT standards and ASHTO without violating approved concept 5.</p>

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Contract Book 3, Section 3	Are the existing guide signs on I-40 within the project limits to be replaced with new breakaway sign supports and new sign faces, or can the existing sign be moved to a new support?	It will be addressed in a forthcoming addendum states: 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.) New flexible delineators shall be installed on all ramps and on the main line throughout the limits of construction.
Contract Book 3, Section 3	Are signs that are part of the Logo Sign Program intended to be included in the provision requiring new signs by the Design-Builder, or are these a coordination item?	The only sign faces to remain shall be the existing Logo signs faces and the Design Builder shall provide 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.)

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Contract Book 3, Section 1	The cross sections provided by TDOT extend beyond the limits of the existing ground TIN file provided by TDOT. Is there a later version of the TIN, gpk and Survey.DGN files than the version provided?	The Department will not provide any later version than the version provided. The Design Builder shall preform all necessary survey, 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.
RFP Book No. 3, Section 8, Part III	Is there a map showing the exact location and extents of the two identified hazardous waste sites?	No, the Design Builder is responsible for identifying the location of hazardous waste sites if any are present.
RFP Book No. 3, Section 8, Part III	Who is responsible for the cost of hazardous waste removal if any is encountered during the Phase II Environmental Site Assessment field work?	The Design Builder will be responsible for the cost of clean-up if any is needed with prior review and approval. 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. All structures both to be removed or demolished must be tested for the presence of asbestos and/or other hazardous materials.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
RFP Book No. 3, Section 8, Part III	The Phase II ESA may have a broad scope of services depending upon the findings of the Phase I ESA. Is there any additional information regarding the sites to assist in developing the scope of work for the Phase II ESA's?	No, This is the responsibility of the Design Builder.
RFP Book No. 3, Section 8, Part III	Is it TDOT's intent to investigate parts of the identified sites for Phase II ESA depending on the R.O.W. requirements or will entire parcel be investigated?	Normally the investigation will only focus on the hazardous constituents found within the present and proposed ROW. The property owner is responsible for the rest of his property. The property owner has the responsibility to report a release, if any, to the appropriate regulatory agency.
Contract Book 3, Section 3	This section states "All existing signing shall be replaced with new breakaway supports and new sign faces." Is the replacement of the existing logo signs the responsibility of the Design Builder or Tennessee Logos Program?	The only sign faces to remain shall be the existing Logo signs faces and the Design Builder shall provide 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.)

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Contract Book 1, Section D, 4, c	This section states "Conceptual plans, drawings, etc. within the Technical Proposal (these plans are in addition to and separate from the ROW Acquisition sheets required in Contract Book 3...". We cannot find a reference to the ROW Acquisition sheets in Book 3. Please define the ROW Acquisition sheets.	The Design Builder shall provide Property maps and ROW Acquisition sheets within the Technical Proposal as required in ROW scope of work, Design Guidelines as shown in figure 2-25.
Contract Book 3, Section 6	Concerning the acquisition/relocation office, can the office be staffed on an as needed basis if the Design Builder's acquisition staff maintains personal contact with the property owners throughout the acquisition process, and makes appointments with the property owners to meet at the office?	No, the office should be open during normal business hours. The purpose of the office is to make it available for the property owner or a displace to come by and have any of their concerns or questions addressed.
Book 3 Section 3	The RFP states that all existing signing shall be replaced. Is this only within the interchange itself or does this include the signs on I-40 approaching the interchange (e.g., the exit signs at one mile from the exit)?	The RFP would mean all existing signs within the grading limits. There should be no reason to replace existing signs that are not disturbed by the grading work on I-40 unless new requirements in the 2009 MUTCD are required. Although there could be some removals on the state route that lie outside the construction limits if we have installed new signs closer to the new I-40 ramps also as required by the 2009 MUTCD.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3 Section 8	If wetland mitigation is required, will TDOT purchase the wetland bank credits?	This is the responsibility of selected Design Builder to contact these banks and make arrangement to purchase the credits needed to mitigate wetland impacts for this project.
Book 3 Section 4	Is HPS 70W an acceptable material to use for the steel beam fabrication?	HPS 70W steel is acceptable.
Book 3 Section 4	Are Geopiers acceptable for supporting concrete retaining walls and/or closed abutments?	Geopiers would be allowable to improve the bearing capacity of soil under MSE type walls, but would not be acceptable as a replacement for piles in closed abutments or cast in place retaining walls.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3 Section 4	Can the Class “D” concrete strength be increased to 5000 psi in the bridge deck?	The use of Class “D” concrete in the bridge deck would be at the DB’s risk of not obtaining design strength. Any remedial action required if the strength is low, such as replacement of low strength concrete, would be at the contractor’s expense. TDOT uses 4000 psi Class “D” concrete but our designs are actually based on 3000 psi because of the potential for low strength concrete. We will not prohibit the use of a design strength of 5000 psi, but will require that the concrete placed in the field obtain a strength at least 500 psi higher than the design strength . The minimum deck thickness shall be 8.0 inches, but bar clearance requirements for concrete deck panels may require a thicker slab.
Book 3 Appendix A	The note at the bottom of the I-40 pavement design states to overlay the existing pavement “where needed”. Is it correct then that the Design-Builder is not required to overlay the full width of the existing I-40 traffic lanes through the interchange?	It is not correct. For all lanes the Design Builder shall overlay the full width for the full construction limits shown for I-40. Temporary pavement is needed on the inside shoulders on I-40, 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 required, the Design Builder shall be responsible for strengthening existing facilities prior to routing traffic onto them.
Book 3 Appendix A	Can the existing SR 222 pavement be milled and overlaid and incorporated into the widened roadway in lieu of full depth replacement?	It is acceptable to incorporate the existing pavement into the widened S.R. 222 if existing S.R. pavement has the same or exceed the thickness as shown in the pavement design provided in Appendix A in the RFP contract book 3.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
Book 3 Appendix A	Is a concrete overlay on the existing ramp concrete acceptable?	A concrete overlay would not be acceptable on the existing ramps, and that only full replacement would be allowed. The concrete pavement on all ramps shall be extended from the intersection of S.R. 222 until the end of the taper on I-40.
Book 3 Section 3	The preliminary plans and Concept 5 show two northbound lanes on SR 222 passing the intersection with the I-40 WB ramps and also show the outside NB lane begin tapering down immediately past this intersection. Is it correct that this lane drop should be designed to meet the TDOT Design Guidelines (Figure 2-20 and Table 2-1)?	The Design Builder shall follow construction limits as shown on concept5 figure and shall build a full 5 lane typical section on the north side to Thorpe Drive around Sta. 257+00, graded and paved, but shall stripe it as shown on concept 5A figure. 5 and 5A figures are in appendix C (Reference information) in the RFP Book Three (Project specific information). This will be addressed in a forthcoming addendum #3.
RFP Book No. 3, Appendix A, Full Depth Design I-40	There is a note to overlay existing pavement using 1.25" of "D" mix where needed in Appendix under the Full Depth Pavement Design for I-40. Who will determine the need for the overlay? Will milling be required for the overlay? Will the Department please clarify how the team should bid this item?	For all lanes the Design Builder shall overlay the full width for the full construction limits as shown for I-40 on Concept 5 figure. Milling will not be required for this project.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
RFP Book No. 3, Section 3	Is it the intent of the RFP to widen and improve both outside shoulders along I-40 with a 2% cross slope for the future widening from gore area to gore area between the ramps, and to grade the future shoulder with a 4% cross slope within the same limits?	The Design Builder shall grade the outside shoulder with 4% cross slope.
Future Addenda	Will we be allowed to ask questions regarding the promised addendum to the RFP with the understanding that the last day for questions is 9/21?	<p>The last addendum is moved to 10/5/12, for any updates or changes necessary to the RFP. For the current editions of manuals and details as the date of issuance of the RFP 8-17-2012, unless the department address any changes in special provision, circular letter, instruction bulletin, manuals, and details by addendum.</p> <p>The Design Builder can ask questions regarding any future addendum, and the department will respond to all Design Builders about these concerns or questions.</p>

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
RFP Book No. 3, Appendix A, Full Depth Design I-40, Addendum #3	In the answer to the questions from 9-28-12 it was mentioned that temporary pavement is required on the inside shoulder of I-40. Is it the intent of the RFP to maintain two lanes of traffic on I-40 during the overlay improvements on I-40? If not, what is the intent for the temporary pavement?	Yes, temporary pavement might be needed for constructing the ramps and maintain 2 lanes of traffic during the overlay improvement.
RFP Book No. 3, Addendum #3	Included in Addendum #3 is a full depth pavement section for Thorpe and Hebron Drive. Is it the intent of the RFP to improve both roads to the limits shown in the preliminary plans with the new roadway section?	The pavement's design is used, if needed, to tie these roads to the mainline, depending on the mainline alignment.

RFP QUESTION REQUEST FORM QR

RFP Book No. and Section ID	Question	Reserved for Agency Response
RFP book 1, 2.b page 16	Should we list in our technical proposal all <u>potential</u> major subcontractors as opposed to selected major subcontractors? Since the technical proposal will be submitted well before the pricing we will not know which subs will be low bidders?	The Department's intent is for the Design Builder to list the major subcontractors that the Design Builder will use and to show their capabilities and expertise to complete this project. As the Form Response Category II states: "The Design Builder is encouraged to identify all major subcontractors". It is understood that the subcontractor may be determined later on or after a contract is awarded. However, The Department shall approve all 1st, 2nd, or lower tier subcontracts. All approved Subcontractors shall be on the Department Pre-Qualified List.
Book 3, Section 3	TDOT's 9-28 response to the second question on page QR-17 stated that the "Design-Builder is to follow the construction limits shown on concept 5 figure and shall build a full 5 lane typical section on the north side to Thorpe Drive". The links for Concept 5 and Concept5A on TDOT's webpage for this project takes you to the same figure titled "I-40 Exit 42 Modification Concept 5". This figure does not show a 5 lane section north of the north ramp intersection. It does show two blue lines that are noted as "Potential S/R. 222 Widening Along Existing (Blue)". Please clarify or provide a pdf of the two figures alluded to in the response.	The Department's intent is that the Design Builder shall build the full 5 lane typical section, graded and paved, on the north side to Thorpe Drive. This is not shown in the concept 5 or 5A figures. The concept 5A shows the stripe and the limits of construction only.

**RFP QUESTION REQUEST
FORM QR**