



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DIVISION**  
SUITE 700, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-1402  
(615) 741-2414

**JOHN C. SCHROER**  
COMMISSIONER

**BILL HASLAM**  
GOVERNOR

**August 22, 2014**

**Re:           ADDENDUM #3  
              Contract No. CM1401  
              Project No. BH-I-40-4(86), 19005-1161-44  
              Davidson County**

To Whom It May Concern:

This addendum revises the RFP (attached). The changes are in red.

You must acknowledge this addendum and all the receipts of any addenda to the RFP in the Introductory Letter and Statement of Interest as indicated in section 3.2 subsection A.1, and by acknowledging it in the form C on page 61 in the RFP.

Liquidated Damages (LDs) amount will be determined during the pre-construction/design phase, and after the final construction schedule will be collaboratively developed with TDOT and will be part of the construction contract. See the revised sample contract on the website:  
[http://www.tdot.state.tn.us/construction/CMGCI40\\_details.htm](http://www.tdot.state.tn.us/construction/CMGCI40_details.htm)

It is the bidder's responsibility to notify all effected manufacturers, suppliers and subcontractors of this change.

Sincerely,

A handwritten signature in cursive script that reads "Lia Obaid".

Lia Obaid, P.E.  
Construction Division

involved in the design development by providing input to TDOT and the Design Consultant (Gresham Smith & Partners) concerning various design elements and constructability throughout the CM/GC process.

Contractors interested in submitting Proposal packages to TDOT are requested to submit one package that is inclusive of pre-construction CM/GC services, with the option of construction if TDOT subsequently accepts construction GMP proposals. Selection will be on a best value basis in accordance with the evaluation criteria set forth in Section 3, SOI/Proposal Content and Evaluation Criteria.

Contractors or Joint Ventures from this point forward in the RFP will be referred to as the "Proposer or Proposers."

### **1.3. PROJECT DESCRIPTION**

#### **A. Project Background**

I-40 Bridges over Herman Street and Nashville & Western RR, LM 16.62; Clinton Street and CSX RR, LM 16.75; Jo Johnston Avenue, LM 16.88; and Charlotte Avenue, LM 17.09, Davidson County.

The city of Nashville is where three of our nation's interstates (I-65, I-40, and I-24) intersect and then proceed in their original direction. Around downtown Nashville, the interstate loop collects and distributes traffic as it has since its construction in the early 1960s. Within this traffic corridor are four bridges in a row: one is a steel k-frame girder structure, another is a precast pre-stressed concrete girder structure, and the last two are steel I-girder bridges. All are suffering from advanced stages of deterioration. Currently this section of the interstate loop carries over 131,000 average daily traffic (ADT) according to TDOT's 2012 records. There are several hospitals that use this corridor for quick access as well as a dense population of commercial/business properties along the corridor. The bridge decks have deteriorated and have become an increasingly constant maintenance problem. Recently, the I-40 bridge over Charlotte Avenue required a portion of the deck to have emergency full depth deck repair during a weekend using a directional interstate closure. Repairing the bridges with conventional methods would cost millions of dollars in road users' costs due to roadway or lane closures and could cause a financial hardship on businesses in the area that depend on the interstate highways for commerce. The goal of the accelerated bridge construction project is to reduce the timeframe of construction to minimize traffic impacts. The Charlotte Avenue Bridge will require precast pre-stressed full depth panels. The Jo Johnson bridge will consider using full depth deck panels or MassDOT's "Fast 14" method (Google "fast 14"). The MassDOT's "Fast 14" method is a prefabricated element consisting of two steel girders and a precast concrete slab on top of girders. The remaining existing bridges over Herman Street & Nashville & Western RR and Clinton Street & CSX RR will consider using MassDOT's "Fast 14" method. All full depth deck panels must be precast prestressed panels and fabricated in an approved certified prestress facility. TDOT will consider replacing the superstructures of the remaining bridges with several prefabricated and precast units consisting of two steel girders and a precast concrete slab on top of girders. This method will enable quick demolition and reconstruction of each bridge. The ABC methods of construction will reduce the construction time from several months of complete interstate closures to 13 weekend interstate closures or less as currently planned for construction. Other

**1.8. FIXED RANGE LIMIT OF CONSTRUCTION COST**

The Fixed Range Limit of Construction Cost is the total project budget allocated for the construction phase of the project. This includes the CM/GC Fee, the actual cost of construction, mobilization, force accounts, and all costs that are associated with the construction of all elements of the work designed or specified by the Design Consultant. The CM/GC Fee is defined in Section 2.

The Construction Cost for this project is preliminarily estimated between \$45-55 million, and the Fixed Range Limit shall not exceed \$55 million.

**1.9. PROJECT CONSTRUCTION SCHEDULE**

The project includes the following goals:

- 1. Advance the knowledge, experience and cost efficiency of TDOT and the local construction industry in Accelerated Bridge Construction (ABC) and CM/GC project delivery.**
- 2. Accelerate delivery of the construction schedule and obtain final project acceptance no later than October 15, 2015.**
- 3. Minimize inconvenience to the traveling public, and maximize safety of workers and the traveling public.**

In consideration of the project goals, there is a strong desire to use advanced ABC technology to construct the project in a manner that minimizes the impact of the construction schedule to the traveling public on I-40, and specifically to install the bridge superstructure within a 60-hour (or less) closure time on I-40. On that basis, the ABC superstructure “roll-in” or “slide-in” (or other advanced ABC techniques that minimize the exposure of construction to I-40 traffic) shall be considered for the project. I-40’s complete road closures shall be restricted to weekends only, excluding holiday weekends and game day for Titans home football games. The contractor shall be allowed Thirteen (13) weekends or less of I-40 complete interstate closures (both directions) for all bridges and roadway work. **13 weekends is the maximum amount of time currently planned for construction and will be enforced in the construction contract unless scope/methods change during preconstruction/design. The final construction schedule will be collaboratively developed with TDOT and be part of the construction contract.** A weekend is defined as between Friday at 9:00 PM through Monday at 5:00 AM. The Department anticipates that Charlotte Avenue (State Route 24) closures will be limited to weekend construction time periods. Local roads closures will need to be phased to maintain a point of east-west access at all times. Weekday closures of local roads may be permitted based on coordination with Metro Public Works.

Accelerated construction techniques that minimize construction schedule impacts, and the exposure of construction to the traveling public on I-40 shall be considered for the project.

**1.10. REFERENCE ITEMS REQUIRED BY THE CONTRACTOR**

The standards, data, and reports in Appendix F are Contract Documents. These standards

bidding on any Federal, state, or local government contract.

- iv. Certify that the Proposer, or of any firm which is a member thereof, has not defaulted on a Federal, state, or local government contract within the past five (5) years.
- v. Submit an affidavit signed by the Proposer, on the form provided in Appendix C, certifying that the Proposer, and its member firms (if any), agents, subcontractors and employees:
  - (1) Have not received any compensation for assisting TDOT in preparing this RFP;
  - (2) Have not communicated, and will not communicate, with any member of the RFP Selection Team or any employee or official of TDOT concerning the review or evaluation of any Proposal, except those TDOT employees who are specifically identified in the RFP as appropriate points of contact; and
  - (3) Have not offered or paid, and will not offer or pay, a contingency fee of any type that is directly tied to specific actions or work designed to help the Proposer obtain a contract through this RFP process.

**B. Proposal Section**

**1. Project Management Team/Capability of the Proposer  
(40 Points Section Maximum)**

- i. Project Management Team
  - a. Provide a description of the composition of your project management team. If your team is a joint venture or association, indicate specific responsibilities of each member and firm of the team.
  - b. Provide job descriptions and responsibilities and authority for each working title. Identify and discuss the qualifications of the following Key Personnel:
    - Project Manager
    - Construction Manager
    - Cost Estimator
    - ABC Specialist
    - Up to two other persons that the Proposer considers as key to the success of the project
  - c. Present a brief discussion regarding how the team's qualifications and experience relate to this project. Include the following:
    - Qualifications and relevant individual experience of prime\_ and subcontractor team members (if applicable).
    - Unique knowledge of team members related to the project.
    - Commitment of time and availability of key staff members.
    - Length of time with the firm for each key team member.
    - Experience on similar projects as a team.

## **APPENDIX B: CM/GC PROCESS FOR CONSTRUCTION**

### **DESIGNER AND CONTRACTOR DESIGN PROJECT**

The selected Contractor will be awarded a consulting contract, prepared and administered by the Department. The cost of the contract will be based upon negotiated unit rates for key personnel and support staff identified on the project team that will participate on the project. The requirements will be identified in the contract (further outlined in Section 4 – Scope of Work and CM/GC Services). These requirements can include, but are not limited to:

- Constructability reviews of the design.
- Assistance in shaping the project scope of work to the available budget.
- Assistance in improving project schedule.
- Provide detailed cost estimates and cost estimate breakdowns of elements of the work as the design is developed using open-book methods.
- Design reviews to ensure that the package is complete and without ambiguity.
- Finding design errors.

### **CONTRACTOR SUBMITS BID FOR PROJECT (EARLY PROCUREMENT)**

The Contractor may be asked to procure long lead materials such as bridge girders, retaining wall panels, piling, and other materials that may be in short supply or require longer than desired lead times from purchase to delivery. The Department may also procure through the Contractor such services as pavement cores, pipe videos, potholes, or other investigations to facilitate the design. TDOT may choose to exercise this option if the early procurement saves significant construction time, money, or avoids potential delays once the project begins.

If TDOT elects to use this early procurement option, it proceeds as follows:

The Contractor will prepare a bid to supply the item(s), including all other costs associated with the procurement (such as transportation, storage, etc.). The bid is only for purchased items and should not include mobilization for construction or other unrelated costs.

TDOT will evaluate the scope of work for DBE participation opportunities and set a goal in accordance therewith.

The Contractor will submit the bid through the TDOT Electronic Bid System (EBS). TDOT will secure an independent cost estimate for the item(s). Upon opening the Contractor's bid, TDOT will determine the acceptability of the bid by comparing it to state averages, similar projects, the independent cost estimate, and the Department engineer's estimate. The Department's estimate and the ICE estimate will remain confidential. TDOT will evaluate the bid to determine if the Contractor's proposed GMP is within 10% of the Department's estimate or the ICE estimate and is otherwise acceptable.

If the DBE goal is greater than zero, **within three (3) business days from** at the time of bid the Contractor will be required to submit commitments to DBE participants sufficient to meet the goal and/or demonstrate good faith efforts to meet the goal.

## **CONTRACTOR SUBMITS BID FOR PROJECT (DESIGN IS COMPLETE)**

When TDOT, the designer, and the Contractor agree that the project has been designed to a sufficient level of detail to allow the Contractor to accurately bid the project, the following procedure will be used:

The designer will produce a set of plans and specifications showing all work to be accomplished. The plans will also show all work accomplished under any previous Early Construction packages.

TDOT will evaluate the scope of work for DBE participation opportunities and set a goal in accordance therewith.

The Contractor will prepare a bid to perform the work shown. The bid will be based on the estimating model and the most recent OPCC for the agreed scope of work.

The Contractor will submit the bid through EBS. TDOT will secure an independent cost estimate for the work. Upon opening the Contractor's bid, TDOT will determine the acceptability of the bid by comparing it to state averages, similar projects, the independent cost estimate, and the Department engineer's estimate. The Department's estimate and the ICE estimate will remain confidential. TDOT will evaluate the bid to determine if the Contractor's proposed GMP is within 10% of the Department's estimate or the ICE estimate and is otherwise acceptable. If it is, the Department will prepare an Early Work Amendment for execution and performance by the Contractor.

If the DBE goal is greater than zero, **within three (3) business days from** ~~at~~ the time of bid the Contractor will be required to submit commitments to DBE participants sufficient to meet the goal and/or demonstrate good faith efforts to meet the goal.

If the prices are acceptable, TDOT will prepare a construction contract. If a previous construction contract had been entered into, a separate contract may be prepared, or the work may be added to that contract by supplemental agreement at the discretion of TDOT.

If the prices are not acceptable, TDOT will enter into a process of risk identification that identifies price differences between the Contractor's bid, the Department's estimate, and the Independent Cost Estimate. Following the resolution of these risk issues, the project may be re-bid. TDOT has the option to accept the revised price if within 10% of the Department's estimate or the ICE estimate, or to terminate the CM/GC process and procure the construction Project by some other method.

## **CONTRACTOR BUILDS PROJECT**

From this point forward, the work proceeds in the same manner as a design-bid-build project as per the negotiated contract.

TENNESSEE DEPARTMENT OF TRANSPORTATION  
 SCORING FORM A: STATEMENT OF INTEREST/PROPOSAL EVALUATION FORM  
 CONSTRUCTION MANAGER/GENERAL CONTRACTOR SERVICES

Name of Firm: \_\_\_\_\_ Name of Project: \_\_\_\_\_  
 Evaluator No: \_\_\_\_\_ Date: \_\_\_\_\_

RFP Reference: Meets Minimum Requirements YES \_\_\_ NO \_\_\_

If the minimum requirements (including letter from surety) have not been met, specify the reason(s):  
 \_\_\_\_\_  
 \_\_\_\_\_

**1 Project Management Team/Capability of the Contractor - 50-40 Points Maximum**

<b>Project Management Team</b>	Rating	Weight	Score
Composition of Team/Location/Organization	<input type="text"/>	x 0.04	= <input type="text"/>
Job Descriptions and Responsibilities	<input type="text"/>	x 0.01	= <input type="text"/>
Qualifications and Experience	<input type="text"/>	x 0.04	= <input type="text"/>
Team Building and Collaboration	<input type="text"/>	x 0.04	= <input type="text"/>
References	<input type="text"/>	x 0.02	= <input type="text"/>
<b>Project Team Capability</b>			
Prior Experience/Performance/References	<input type="text"/>	x 0.10	= <input type="text"/>
Project Background and Success	<input type="text"/>	x 0.10	= <input type="text"/>
Local Experience	<input type="text"/>	x 0.05	= <input type="text"/>

**2. Project Approach - 20 Points Maximum**

<b>Project Goals</b>	Rating	Weight	Score
Firm Understands Project Goals	<input type="text"/>	x 0.05	= <input type="text"/>
<b>Project Approach</b>			
Strategic Project Approach	<input type="text"/>	x 0.10	= <input type="text"/>
Safety	<input type="text"/>	x 0.05	= <input type="text"/>

**3 Project Innovations – 20 Points Maximum**

Rating	Weight	Score
<input type="text"/>	x 0.20	= <input type="text"/>

**4 CM/GC Design Process – 20 Points Maximum**

	Rating	Weight	Score
Risk Management	<input type="text"/>	0.05	= <input type="text"/>
Decision Analysis and Resolution	<input type="text"/>	x 0.04	= <input type="text"/>
Cost Estimating	<input type="text"/>	x 0.05	= <input type="text"/>
Schedule Management	<input type="text"/>	x 0.03	= <input type="text"/>
Subcontractor Plan	<input type="text"/>	x 0.03	= <input type="text"/>

**TOTAL SCORE: (100 Points Maximum) \_\_\_\_\_ (A)**

**Weight Overall Score: 50% X \_\_\_\_\_ (A) = \_\_\_\_\_**

**Tennessee Department of Transportation**

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deduct such sums from payments the Department otherwise owes to the CM/GC under the Contract. If such deduction does not result in payment to the Department of the assessed liquidated damages in full, the CM/GC shall promptly pay any and all remaining sums due to the Department upon demand.

The daily amount of liquidated damages applicable to the Contract Completion Date defined in Article 5.2 is:

- Liquidated damages for failure to complete all Work to be done under the Contract, except for plant establishment and punch list items, by the Contract Completion Date specified in Section 5.2 shall equal \$ TBD per Calendar Day, and \$ TBD per Additional Weekend beyond the number of the weekend closure provided in 1.9. Section of the RFP. Any liquidated damages shall be addressed, not as a penalty, and computed as they occur with a separate item number subtracting from monies due the CM/GC.
- In addition, it is anticipated that the GMP Amendment will provide for liquidated damages in the amount of **TBD** (\$ ) for each hour of portion thereof in which any traffic lane remains closed beyond the allowable time periods.