STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ALTERNATIVE DELIVERY DIVISION
REGION 1
7345 REGION LANE
KNOXVILLE, TENNESSEE 37914

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

December 20, 2024

Re: ADDENDUM #4
Contract No. DB2401
County: Washington

To Whom it May Concern:

This addendum revises the RFP sections as detailed below. Attached are the revised sheets.

- Book 1 (ITP) – Adjusted various procurement-related dates.
- Book 3 (Project Specific Requirements)
  - Adjusted flood elevation requirements.
  - Provided design options and allowances to accommodate additional grade adjustments (as compared to the Base Technical Concept) resulting from the Proposer/Design-Builder's hydraulic analysis of the TDOT-provided bathymetric survey. Of note, the Department is performing a 2D hydraulic model analysis using the bathymetric survey. Preliminary results indicate that any required grade adjustments to meet the design criteria will be minimal.
  - Adjusted language in Section 8 to reference the one environmental commitment and that the NEPA Document has been obtained.
- Reference Documents
  - Added the bathymetric survey information and the approved NEPA Document.
  - The Department plans on releasing the Department's 2D hydraulic model for information only as part of a future update to the Reference Documents.

You must acknowledge this addendum and all the receipts of any addenda to RFP by acknowledging the addendum on Form C.

Sincerely,

Amber Warren
TDOT Project Manager
Alternative Delivery – Region 1

TENNESSEE DEPARTMENT OF TRANSPORTATION

Design-Build RFP

Book 1 Instructions to Proposer (ITP)

State Route 353 (Bailey Bridge Road)

Bridge over Nolichucky River, LM 0.44

Washington County, Tennessee

Project Identification Number (PIN): **135866.08**

State Project Number: **N/A**

Federal Project Number: **90S353-M1-005**

Contract# **DB2401**

November 2024

November 13, 2024 Addendum #1

November 26, 2024 Addendum #2

December 3, 2024 Addendum #3

December 20, 2024 Addendum #4

The design-builder is to select materials and methods specified for construction to minimize the initial construction cost and long-term maintenance cost to the State of Tennessee. Non-typical construction materials and methods must be approved in writing by TDOT as defined in Section 1.5.4.2.

For all innovative or alternative materials or equipment proposed, the design-builder must verify, submit, and obtain approval for any new or innovative materials or equipment proposed during the Project's design and construction phases.

1.2 Project Goals

The Project is intended to achieve the following goals:

1. Restore the river crossing impacted from flooding due to Hurricane Helene and ensure traffic operations and safety on State Route 353 (Bailey Bridge Road) within the Project limits.
2. Deliver the construction schedule and obtain substantial completion no later than May 22, 2026.
3. Minimize impacts to ROW and environmental features and maximize safety of workers.

1.3 Procurement Schedule/Submittal Deadlines

The following procurement schedule and submittal deadlines are set out below. TDOT will not consider any submittal received after the deadlines stated below.

Event/Submittal	Date/Time
Mandatory Pre-Proposal Meeting – Region 1 Auditorium (7345 Region Lane Knoxville, TN 37914)	10/29/2024 1:00 pm EDT
Advertising of RFP	11/4/2024
~~Deadline for submittal of Form QR and requests for QPL determination~~	~~11/15/2024~~ ~~no later than 3:30 pm CST~~
Deadline for submittal of alternate technical concepts (ATCs) on Form ATC	11/20/2024 no later than 3:30 pm CST
Deadline for submittal of Form QR	12/27/2024 no later than 3:30 pm CST
Deadline for TDOT's last response on Form QR~~, requests for QPL determination, and alternate technical concepts (ATCs) determination~~	1/6/2025~~11/26/2024~~
Issuance of last addendum (if needed)	1/6/2025~~12/20/2024~~
Volume I (Cover Letter and Qualifications), Volume II (Technical Proposal), Volume III (Technical Appendices), and Price Proposal Due Date	1/24~~17~~/2025 no later than 10:00 am CST
Notice of Best Evaluated Design-Builder	January/February 2025
Anticipated award of design-build contract (or rejection of all Proposals)	~~January~~ February 2025
Anticipated issuance of initial notice to proceed	February 2025

1.4 General Design-Builder Project Obligations

TENNESSEE DEPARTMENT OF TRANSPORTATION

Design-Build

Book 3 Project Specific Information

State Route 353 (Bailey Bridge Road)

Bridge Over Nolichucky River, LM 0.44

Washington County, Tennessee

Contract# DB2401

November 2024

November 13, 2024 Addendum #1

November 26, 2024 Addendum #2

December 3, 2024 Addendum #3

December 20, 2024 Addendum #4

1 GENERAL

This Book 3 (Project Specific Information) contains the requirements and conditions by which the Design-Builder shall design and construct the Project, except for any portions of the work that may be stipulated within this Book 3 (Project-Specific Information) to be performed by the Tennessee Department of Transportation ("TDOT", or "the Department").

The order of precedence of this Book 3 (Project Specific Information) with the other Contract Documents is described in Book 2 (Design-Build Contract).

The definition of terms corresponding with this Book 3 (Project-Specific Information) are found in the Department's *Standard Specifications for Road and Bridge Construction* (TDOT Standard Specifications) and *Design-Build Standard Guidance* (DB Standard Guidance) in effect 30 days prior to the Proposal due date, unless specifically stated herein. The Design-Builder shall use the most current version of any listed standard or reference as of 30 days prior to the Proposal due date, unless expressly stated otherwise in the Contract Documents.

1.1 General Project Description; Scope of Work

The Design-Builder shall perform all surveying (including a bathymetric survey), design, construction, administration, project management, and other necessary services/work (e.g., hydraulic analysis, geotechnical, haul roads) required to construct the SR 353 (Bailey Bridge Road) over Nolichucky River (LM 0.44) (the "Project") in accordance with the Contract Documents (the "Work").

Flooding from Hurricane Helene destroyed the existing State Route 353 (SR-353) over the Nolichucky River bridge and severely damaged the approach roadway to the bridge. This Project includes the construction of a new 2-lane roadway and bridge carrying SR-353 over the Nolichucky River on existing alignment, as well as the construction of a cul-de-sac on OO Moore Road. As shown on the Base Technical Concept (otherwise known as the Conceptual Roadway and Structural Plans provided in the Reference Documents), the proposed roadway is to be two travel lanes with shoulders with a design speed of 50 miles per hour (mph).

The Project length is approximately 0.4 mile (2,200 feet), extending from Station 11+00.00 to Station 33+00.00 (the "Project Limits"). The roadway grade will be transitioned at the ends of the Project to tie-in to the existing roadway.

As shown in the Base Technical Concept (BTC), ~~T~~the proposed bridge will be approximately 480 feet in length, and the preliminary bridge plans represent the bridge grade being raised approximately 3 feet (see Section 4.1 for Structural Design Requirements). Precast prestressed concrete beams are anticipated for the bridge superstructure. However the scope of the Project listed in the Contract Documents takes precedence over the BTC (see Section 1.3). ~~The roadway grade will be transitioned at the ends of the Project to tie-in to the existing roadway.~~

The Design-Builder's general responsibilities with respect to the Work include:

- Meet or exceed minimum Project design criteria for all improvements as defined in Attachment B.
- Remove and replace all guardrail necessary for construction of the roadway approaches to meet the Project design criteria.
- Resurface or replace all existing asphalt pavement within the Project Limits.
- Replace or repair/modify existing drainage structures and install proposed drainage improvements within the Project Limits.
    - For any existing drainage structures that the Design-Builder proposes to keep in service, the Design-Builder must confirm that the existing drainage structure meets hydraulic design

requirements and that it is in good condition and founded on solid bedding. TDOT's concurrence must be obtained to keep in service any existing drainage structure.

- Coordinate with utility owners (as necessary) for each utility owner to perform its work.
- Install new roadway signs and sign structures within the Project Limits.
- Provide traffic control during construction.
- Acquire necessary permits not previously obtained by TDOT.
- Meet all environmental commitments and perform environmental services in accordance with the approved C-List Categorical Exclusion and technical appendices ~~to be obtained Categorical Exclusion~~ (the "NEPA Document").

A more detailed description of the Work is included within the various sections of this Contract Book 3 (Project-Specific Information). Figure 1 depicts the Project location.

Figure 1: Location Map

2. Deliver the construction schedule and obtain substantial completion no later than May 22, 2026.
3. Minimize impacts to ROW and environmental features and maximize safety of workers.

1.3 Reference Documents

The Base Technical Concept and Department-supplied materials have been included as Reference Documents, published on the Department's Project website. The Design-Builder shall acknowledge that the Reference Documents are preliminary and provided solely to assist the Design-Builder in development of its Design Documents. The Design-Builder shall be fully responsible for the accuracy and completeness of all Design Documents and related Work performed under this Contract.

Unless otherwise noted as a Necessary Basic Configuration Change, the Design-Builder shall be fully liable and hold the Department harmless for any additional costs and all claims against the Department that may arise due to any Department errors in the Reference Documents or due to the errors, omissions, or negligence of the Design-Builder in performing the Work required by this Contract. As defined:

- A "Necessary Basic Configuration Change" is a change in the Basic Configuration that is necessary to meet the requirements of the Contract Documents as the result of an error in the Basic Configuration (with the understanding that a change shall be deemed "necessary" only if the error creates a problem in which Design-Builder is unable to meet the requirements of the Contract Documents without a material change in the Basic Configuration).
- Basic Configuration means the following elements defining the Project:
    - The "Planned ROW Limits" (see Section 6 for a definition of this term) and control of access as set forth in the Base Technical Concept,
    - The Base Technical Concept's design criteria (defined in Attachment B) related to the Federal Highway Administration's (FHWA's) controlling criteria, and
    - The number of lanes as set forth in the Base Technical Concept, subject to Section 3 and Attachment B.

The Department-provided Reference Documents include:

- Field ~~Survey~~and bathymetric survey data files, including ORD files (Not datum adjusted)
- The NEPA Document ~~(under development)~~
- Base Technical Concept (in .dgn format and sheet files), otherwise known as the Conceptual Roadway and Structural Plans
    - The Base Technical Concept is provided for information only; the scope of the Project listed in the Contract Documents takes precedence.
    - The .dgn files will be sent to the Design-Builder upon receipt of an executed CAD Disclaimer form (provided on the Project website) to the TDOT point of contact listed in Section 1.5 of Book 1 (Instructions to Proposers).
- Utilities Contact List
- Traffic Data
- Draft Geotechnical Report, dated October 28, 2024

- The proposed ROW line is set at 10 feet (minimum) outside of the toe of the proposed slope along SR-353 (the "Planned ROW Limits"). The ROW line shall be set as depicted in the Base Technical Concept.

The Design-Builder shall be responsible for preparation of final signed and sealed construction plans used to construct the Project, including:

- Prepare the plans in accordance with TDOT's Design Guidelines and the previous design standards referenced in this section, except that no steeper than 2:1 slopes will be allowed in order to either transition and tie-in to the existing roadway or to keep the toe of slope within the Planned ROW Limits (see the Base Technical Concept).
- Identify the need for any special roadway design details (i.e., any special drainage structures, special ditches, rock embankment, retaining walls, concrete barrier designs, etc.) and provide special design drawings to the Department for Review and Approval.
- Ensure that all applicable "General and Special Notes" found in Section IX of the current edition of the TDOT Roadway Design Guidelines and TDOT Instructional Bulletins (IBs) applicable 30 days prior to the Proposal due date are included in the Design Documents and are adhered to during construction.

The geometric configurations of all roadway components shall be designed to provide adequate drainage and prevent hydroplaning (when complete). Cross slopes shall be in accordance with the requirements of the roadway typical section (see Attachment B – Roadway Design Criteria). The Design-Builder shall provide hydraulic calculations (including spread calculations) to the Department.

3.4 Deviations and Exceptions

No design exceptions will be allowed without the Department's approval.

3.5 Safety Appurtenances

All permanent and temporary safety appurtenances (i.e., sign supports, guardrail, barrier rail, impact attenuators, etc.) shall meet current TDOT standards and shall have all required Department certification documents.

Specific to guardrail, Design-Bulder shall:

- Remove and replace all guardrail in accordance with the January 2021 edition of the TDOT Standard Specifications and TDOT Standard Drawings. The road shall remain closed until all guardrail is installed in accordance with the plans and specifications.
- Propose an AASHTO Manual for Assessing Safety Hardware (MASH) compliant TL-3 guardrail attachment to bridge ends (and retaining walls if applicable) detail. Design-Builder shall submit the attachment detail prior to installation for the Department's Review and Approval. All new guardrail and end terminals shall be MASH-compliant TL-3 and be on the Department's Qualified Products List (QPL).

3.6 Drainage

The Design-Builder shall analyze, design, and construct the entire stormwater management system within the Project Limits, including bridges, stormwater conveyances (open-channel and closed-conduit), stormwater inlets, and stormwater collection systems in accordance with the Department's *Drainage Manual*.

- All stormwater runoff that flows through the Project, whether originating within or outside of the Project Limits, must be accounted for in the design of the drainage system.
- The analysis, design, and construction of all components of the stormwater management system shall address the interim conditions during design and construction of the Project.

3.6.1 Drainage Design Requirements

The Design-Builder shall use a 50-year design storm for all new (and existing to remain) storm sewer systems in accordance with the Department's *Drainage Manual*.

- For any structure with a Q_{50} that exceeds 500 cfs, the *Design Procedures for Hydraulic Structures* shall be followed.
- All drainage systems shall be designed to convey the 50-year storm without overtopping of any existing or proposed drainage or transportation elements.

The Design-Builder shall design culvert and pipe outfalls, channels, and ditches (including special ditches) within the Project Limits in accordance with requirements of the Department's *Drainage Manual*.

- Appropriate energy dissipation devices shall be designed at culvert outlets to prevent scouring and appropriate channel linings shall be designed such that erosion within and downstream of the channels and ditches is minimized.
- Energy dissipation devices shall be designed to fit within the existing ROW.

The Design-Builder shall provide aggregate pipe underdrains as specified in the pavement design and shall provide appropriate outlets for the underdrains as specified by the TDOT Standard Drawings.

4 STRUCTURES

The Design-Builder shall be responsible for the design and construction of all structures within the Project Limits, including:

- The SR-353/ Nolichucky River Bridge (as further described below), and
- The box culvert at STA 29+50.00 (see TDOT Standard Drawing STD-17-52).

Upon Project completion, the Design-Builder shall provide the TDOT Structures Division a final revised set of plans and final design calculations for all structures (bridges, walls, etc.). The plans shall be delivered on USB flash drive (each sheet an individual PDF file). The Design-Builder shall also conduct and submit a load rating analysis report for each new bridge that is constructed.

4.1 Design Requirements

The new bridge shall be designed and detailed using the AASHTO *Load and Resistance Factor Design (LRFD) Bridge Design Specifications* and the AASHTO *Guide Specifications for LRFD Seismic Bridge Design* with all interims as well as the current practices and policies of the TDOT Structures Division. This includes designing the new bridge to meet Seismic Design Category (SDC) B requirements per the *TDOT Structural Design Guidelines*.

The Design-Builder shall reference and adhere to the TDOT Standard Specifications for construction materials and methods.

Concrete for the bridge deck and substructures shall be as shown in the Base Technical Concept and meet the requirements of the TDOT Standard Specifications. Class A concrete in pavement at bridge ends shall have surface aggregate in accordance with Article 903.24 of the Standard Specification. Other types of concrete required shall meet the minimum design strength requirements, in addition to the requirements of the TDOT Standard Specifications or any applicable Supplemental Specification or Special Provision.

The SR 353 Bridge over the Nolichucky River shall be designed for HL-93 live loading. The bridge design shall include 35 pounds per square foot (psf) for a future wearing surface.

The bridge rail shall be a concrete rail crash tested to meet a 50-mph design speed and be MASH TL-3 compliant. It shall include the Tri-Star emblem as shown on the TDOT Standard Drawing STD-8-6.

The Design-Builder shall perform a hydraulic analysis for bridge deck drainage and shall meet the criteria in the TDOT *Design Procedures for Hydraulic Structures*. The Design-Builder shall design and install the deck drains for the typical section as shown on the Preliminary Bridge Plans included in the Reference Documents. Deck drains shall be in accordance with the details shown on TDOT Standard Drawings STD-1-2 and STD-1-2SS. Bridge deck drains may discharge directly into the Nolichucky River.

The Design Builder shall adhere to all permit, FEMA, and hydraulic design criteria when designing bridges, culverts, and culvert extensions. As noted in Section 3, the Design-Builder shall reference the Department's *Drainage Manual* and *Design Procedures for Hydraulic Structures*. Design Builder shall use FHWA scour publication HEC-18, and FHWA's Hydraulic Engineering Circular 21 "Design of Bridge Deck Drainage" and Hydraulic Engineering Circular 22, "Urban Drainage Design Manual". Hydraulic designs for structures with a 50-year flow rate higher than 500 cubic feet per second (cfs) shall include a 1D hydraulic model using HEC-RAS or 2D hydraulic model using HEC-RAS or SMS-SRH2D of the 'no-bridge', existing structure prior to collapse, and proposed structure conditions for flood events up to the 500-year flood. TDOT's hydrologic procedure requires evaluating the recommended flow rates from StreamStats, any nearby stream gages, and any existing flows published in a FEMA Flood Insurance Study. The Design-Builder shall determine flow

rates following this procedure and increase the established flow rates by 10% to account for current hydrological conditions. The Design-Builder shall submit a hydraulic design to TDOT for Review and Approval, which shall be sealed by a Professional Engineer licensed in Tennessee. The bridge hydraulic design shall meet the FEMA ~~"No-rise"~~ requirements for the proposed 100-year flood elevation and meet the Department's backwater requirements for a 50-year design flood ~~(i.e., the proposed 100-year flood elevation is equal to or less than the existing)~~. Excavation below natural ground elevation for the purpose of flood storage or adding hydraulic capacity to the bridge shall not be allowed.

The Design-Builder shall submit shop drawings in accordance with the requirements set forth in the TDOT Standard Specifications for bridge components, erection plans, and calculations for concurrence by the Department.

Should the Design-Builder elect to use drilled shafts, the Design-Builder shall construct each drilled shaft according to Special Provision 625 Drilled Shaft Specifications. Design-Builder shall prepare all drilled shafts to accommodate cross-hole sonic logging (CSL) testing per the *TDOT Structures Design Guidelines*. Additionally, 3D tomography will be required for shafts that are six feet in diameter and larger per Special Provision Section 625.51.

The low girder elevation shall meet or exceed either elevation 1423.00 or the ~~100~~50-year flood elevation plus 1', whichever is greater. The ~~100~~50-year flood elevation will be determined by the Design-Builder's hydraulic analysis, as approved by TDOT. The spans in the river shown on the Base Technical Concept (Bridge Conceptual Layout) shall not be shortened. No piers can be placed in a way to narrow the main channel of the river between the stations for Piers 1 and 2 as shown on the Base Technical Concept (Bridge Conceptual Layout).

TDOT Structural Design Guidelines SDG 5 states that 90 days after detensioning is the earliest time a beam can receive a full depth continuity diaphragm. The Design-Builder may reduce the 90-day cure time request. Successful documentation and design notes shall be required with the submission of the beam shop drawings.

Semi-integral abutments are prohibited without prior approval from the Department. If needed, the 3-FT standard height for abutment beams may be increased up to a maximum 5-FT height to accommodate any additional grade changes based on the Design-Builder's hydraulic analysis.

4.2 Project Photography and Videography

The Design-Builder shall provide and use high-resolution camera equipment resulting in still photos and a time-lapse video of the bridge construction Work from start to finish.

1. The location of the camera placement must be approved by TDOT and must have clear sight lines for full visibility of the bridge. The Design-Builder shall submit a camera placement plan of the Project site with notation of the vantage point(s) marked for location and direction along with the elevation.
2. The Design-Builder shall provide the Department unlimited access to and ability to download from an online photo album, including still photos and high-quality time-lapse videos, in order to view what is happening at any time during the construction Work, as well as to review what has already happened. The Design-Builder shall submit for approval the proposed frequency for taking the images. Still photos shall include the date and time within the file name. Time-lapse videos shall include the date range within the file name.
3. All images and time-lapse footage shall be the property of the Department.

8 ENVIRONMENTAL

The Department ~~is~~ obtain~~ed~~ing and provided the ~~a Categorical Exclusion for this Project (“~~NEPA Document in the Reference Documents~~”)~~. ~~If the NEPA Document has not been finalized prior to the Proposal due date, the Design-Builder may proceed with construction Work while the NEPA Document is being finalized and prior to the final NEPA findings and jurisdictional approvals. Additionally, mitigation requirements and/or conditions for the NEPA Document and related environmental commitments have not been finalized. While the Department anticipates the commitments to be minimal, if the Design-Builder believes that the final NEPA Document and related environmental commitments result in a material modification of the Design-Builder’s obligations, the Design-Builder may request a Change Order to address these material modifications.~~

8.1 National Environmental Policy Act (NEPA)

As expanded upon in Section 5.2.9 of DB Standard Guidance, the Design-Builder shall review and adhere to the approved NEPA Document and technical reports—specifically, any environmental commitments listed on the "Green Sheet" of the approved NEPA Document. The Design-Builder shall account for these commitments throughout the Project’s design and construction process. All commitments listed are to be fulfilled during construction Work or prior to Project completion.

Notably, the NEPA Document included one environmental commitment regarding restrictions for clearing trees impacted by the Project. The Design-Builder shall only clear Project-impacted trees from October 1st to March 31st. However, the Design-Builder may propose an early tree clearing and grubbing package to complete the work prior to March 31, 2025, or the Design-Builder may request Department approval to remove Project-impacted trees within the seasonal tree clearing windows to accommodate schedule constraints.

8.1.1 Environmental Boundaries

The Design-Builder is responsible to make certain all features from the final environmental boundaries report (EBR), provided by the Department, are field verified and an updated EBR in accordance with TDOT standards is prepared and submitted (if necessary).

Should any environmental features within the environmental technical study area (ETSA) on Figure 2, not addressed in the NEPA Document, be uncovered during the construction Work, all construction Work shall stop immediately in that area and the Design-Builder shall contact the Department’s Project Manager and TDOT Environmental Division for consultation. All technical study activities must be completed in accordance with the Department’s practices, and the Design-Builder shall be responsible for obtaining the necessary documentation standards from TDOT Environmental.

For impacts to any streams, springs, wetlands, sinkholes, or other water resource features identified during construction, and not previously documented in the original EBR, it shall be the responsibility of the Design-Builder to provide the data sheets and forms listed below to the Department for Review and Comment prior to submittal to the regulatory agencies.

Streams

- Hydrologic Determination Field Data Sheet (Version 1.4).
- Ecology Water Resources Field Data Sheet.

(with each river traffic closure request) a narrative justification and pictorial depiction of the reason, duration, and signage for the closure.

Design-Builder shall place warning/notification signs (pre-approved by TDOT) a quarter of a mile (0.25 mile) above and below the bridge site. A minimum of 10 feet of vertical clearance shall be provided over recreational traffic at all times. If the Design-Builder's construction method/Work blocks a portion of the river (e.g., by a haul road), the Design-Builder shall place warning / notification / directional signs (pre-approved by TDOT) a quarter of a mile (0.25 mile) above and below the bridge site.

9.7 ~~Disposal of~~ Material Requirements~~s~~

All disposal activities shall be in accordance with the TDOT *Waste and Borrow Manual*. Flood debris shall be disposed in a proper manner either in an approved landfill or, with TDOT Environmental approval, disposed of similar to waste and borrow.

Borrow and waste disposal areas shall be located in non-wetland areas and above the 100-year FEMA floodplain. Borrow and waste disposal areas shall not affect any Waters of the State/U.S. unless these areas are specifically covered by environmental water quality and construction permits (notably the NPDES CGP obtained by the Design-Builder).

The Design-Builder is prohibited from removing and using any river rock to construct any temporary improvements or permanent Project infrastructure.

9.8 Stream Relocation

If applicable, the Design-Builder shall be responsible for performing any stream relocations required for construction of the Project. If the Planned ROW Limits are not sufficient to allow for this stream relocation and the requisite vegetative buffer, then the Design-Builder shall coordinate with the TDOT Alternative Delivery Office. If needed, the Design-Builder shall perform the final design and construction of the relocated stream channel. In the event that any portion of the relocated stream does not meet performance standards, as set forth in the associated regulatory permits, then the Design-Builder shall be responsible for any required corrective action.

9.9 Department Inspections

The Department will review and monitor the Project (Quality Assurance Inspections), including all temporary interests and waste and borrow areas, to ensure compliance with all applicable environmental regulations and stormwater management activities throughout the duration of the Project.

Should the Project have repeat non-conformance reports on QA Inspections, water quality violations or a NOV, the Department may increase the frequency of QA inspections to two per month. The extra QA inspection will occur until the Project has been brought back into compliance for two consecutive QA inspections.

The Design-Builder will bear all cost and time associated with any work related to the additional QA inspections or non-compliance determinations, including compensating the Department for the additional QA inspections. The Design-Builder shall be solely responsible for any monetary fees and/or fines associated with any violations, as assessed by the Department or the regulatory agencies.