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January 30, 2023

Prospective Respondents

RE: Addendum #3 23-10 Traffic Signal Mast Arm Hardening Project HMGP 4399-119-R

Please accept this as Addendum No. 3 for the above referenced solicitation.

The following questions have been received. The County's answers follow in **bold**.

1. Based on our preliminary analysis of the intersections, in order to install mast arms at each corner of an intersection, some existing overhead lines may have to be relocated in order to meet OSHA requirements and some underground utilities may have to be relocated to clear mast arm foundations. As the design-build team (Vendor) is not in a position to force utility owners to meet a specific work schedule, will the County be in a position to force the UAOs to meet those schedules? **The county is not in a position to 'force' UAOs to relocate their facilities within any particular timeframe – utility owners may require compensation to relocate their facilities and/or to do so within certain time constraints. Long(er) Answer: This is a not a 'cookie cutter' project. It is very much a complex project that will require a great degree of technical expertise, coordination, innovation, and creativity to complete within the specified timeframe and other constraints.**

2. If an alternative signal design (for example, double mast arms) is brought forward to the County that would minimize cost or eliminate things such as utility conflicts or the need for R/W acquisition, would that design be considered? **While the specified "mast arm in each quadrant" concept is to be considered the "norm" for this project, in certain cases, it is anticipated that alternative designs may need to be proposed in order to**

construct the project within the existing right-of-way, and in consideration of overhead and underground utility conflicts. Such alternative designs to be considered by the County may indeed include double-arm poles as suggested – other design alternatives may include ‘spread-footer’ foundations, ‘offset’ drilled shaft foundation design, diagonally oriented mast arm installation, near-side signal head placement, vertical signal head orientation (for increased horizontal articulation), horizontal heads mounted below the plane of the mast arm member (for increased horizontal articulation), placement of Type-F curb to minimize clear zone, placement of guardrail for same purpose, mast arm poles mounted in median, utilization of triangular concrete island for mast arm placement, mast arm vertical member extension for joint use by utility, and other concepts can be pursued. It should be noted that requests for Variance or Exceptions will need to be approved by the roadway owner, with much more flexibility to be anticipated on local roads than on state roads.

3. If the utility relocations are the responsibility of the vendor, how should the team’s budget and schedule account for said utility relocations? Reminder, there are liquidated damages on this contract. **See pages 22-23 General Terms and Conditions 6h. However, as this is a grant funded project the cost for the project cannot exceed the budget costs approved by DEO. Any known utility relocations shall be included as part of the vendor’s bid. The contract provides no additional compensation for utility relocations or time extensions beyond those allowed by DEO. Any such budgetary allowance for relocations by the UAO, or for the UAO to accelerate such relocations shall be borne by the Vendor.**

Regards,

Scott Nabers
Contract Administrator