

**The City of Moore
Moore, Oklahoma**



**RFQ #2026-006
Professional Services for the Sunnyslane Bridge
Replacement Planning and Design Phases**



SOLICITATION OVERVIEW

The City of Moore is soliciting proposals for:

Title: Sunnylane Bridge Replacement Planning and Design Phases
RFQ Number: 2026-006
Due Date: 11:00 a.m., Monday January 12, 2026
Location: City of Moore, Purchasing Division
301 N. Broadway Ave. Suite 142
Moore, OK 73160

Submit written questions to: kgilbert@cityofmoore.com

Questions may be submitted through 5:00 p.m., Friday, January 2, 2026.

- No verbal questions will be accepted.
- Questions of a substantial nature will be addressed in an addendum, posted on the City's Bids Web page, <https://www.cityofmoore.com/government/city-bids>, for all interested parties.

I. Overview

A. INVITATION

The City of Moore is pursuing federal funding through the Better Utilizing Investments to Leverage Development (BUILD) program through the U.S. Department of Transportation to fund the replacement of a bridge located on Sunnyslane, just south of SE 34th Street. (See Exhibit A, Location Map). The City anticipates this project to occur in phases using the selected firm as a retained firm for future phases. The scope of the initial phase is described in the contents of this document. The addition of subsequent phases is funding dependent and will therefore require the renegotiation of scope and fee to expand the work associated with this project.

The City is seeking qualifications from professional engineering firms for the planning and design phases of the replacement of the bridge located on Sunnyslane, just south of SE 34th Street. The first phase will consist of assisting with a BUILD grant application for planning projects. If awarded grant funding, the second phase will consist of preparing plans and specifications, completing a benefit cost analysis, preparing environmental review documents, and assistance with a future BUILD grant application for capital projects.

B. PROPOSAL DEADLINE

Proposers shall submit one (1) original in digital format, and five (5) hard copies. The proposal must be clearly marked as RFP #2026-006, Sunnyslane Bridge Replacement Planning and Design Phases and delivered to:

City of Moore Purchasing Department
301 N. Broadway Ave. Suite 142
Moore, OK 73160

No later than **11:00 AM CST, Monday, January 12, 2026**. Proposals received after the submittal deadline shall be considered void and unacceptable and shall be returned unopened to the respondent.

The City of Moore is an equal opportunity employer.

Lira Deer, Purchasing Agent, 405-793-5022

II. Scope of Services

The selected firm shall provide professional engineering and technical services to support the planning, funding, design, and implementation of a bridge replacement project. Services will

include grant application support, preliminary and final engineering design, benefit cost analysis, environmental review documentation, and construction related plans suitable for permitting, bidding, and construction.

Task 1 – Project Management and Coordination

The Consultant shall:

- Provide overall project management, scheduling, and coordination.
- Attend project meetings (in-person or virtual) with the City.
- Coordinate with local, state, and federal agencies as required.
- Maintain project documentation and provide regular progress reports.

Task 2 – Existing Conditions Assessment and Data Collection

The Consultant shall:

- Review available background information, including prior studies, inspection reports, traffic data, and mapping.
- Conduct site visits to assess existing bridge conditions, roadway geometry, drainage, utilities, and environmental constraints.
- Identify right-of-way, utility, and permitting considerations.
- Develop a summary of existing conditions to inform design and grant materials.

Task 3 – Grant Application Support

The Consultant shall:

- Prepare technical narratives, cost estimates, schedules, maps, and exhibits required for grant application.
- Develop project justification materials addressing the following merit criteria as stated in the BUILD Notice of Funding Opportunity (NOFO): safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Details on the merit criteria can be found in Exhibit B. The BUILD NOFO can be found at <https://www.transportation.gov/BUILDgrants/NOFO>.
- Provide data and documentation required to demonstrate project readiness.
- Support responses to agency questions during the grant review process.

Task 4 – Preliminary Engineering and Alternatives Analysis

The Consultant shall:

- Develop and evaluate feasible bridge replacement alternatives, including alignment, structure type, and construction phasing.
- Prepare preliminary layouts, conceptual plans, and cost estimates.
- Evaluate alternatives based on engineering feasibility, cost, environmental impacts, and constructability.
- Assist the City in selecting a preferred alternative.

Task 5 – Benefit–Cost Analysis (BCA)

The Consultant shall:

- Prepare a benefit cost analysis compliant with the U.S. Department of Transportation (USDOT).
- Benefits should be quantified wherever possible, however, either categories of benefits should be described that are more difficult to quantify and/or value in economic terms.
- Prepare supporting BCA narrative and USDOT Benefit Cost Analysis template spreadsheet (<https://www.transportation.gov/mission/office-secretary/office-policy/transportation->

[policy/benefit-cost-analysis-spreadsheet-template\)](#)

Task 6 – Environmental Review, Outreach and Coordination, Permitting Support

The Consultant shall:

- Prepare environmental review documentation in compliance with applicable requirements (e.g., NEPA or state-equivalent processes).
- Conduct environmental resource screenings, including wetlands, waterways, floodplains, cultural resources, and threatened and endangered species, as applicable.
- Coordinate with regulatory agencies and assist with public involvement requirements, if necessary.
- Prepare documentation necessary to support environmental clearance and permitting.

Task 7 – Final Design and Construction Plans

The Consultant shall:

- Prepare final engineering design and construction documents consistent with applicable design standards.
- Develop plans, specifications, and estimates (PS&E) suitable for bidding and construction.
- Address roadway approaches, drainage, structural design, traffic control, and erosion control measures.
- Incorporate environmental commitments and permit conditions into the final design.
- Construction costs will need to consider compliance with Build America Buy America (BABA).

Task 8 – Bidding, Construction Support, and Future Grant Application Support

The Consultant may be requested to:

- Assist with the BUILD Capital Projects grant application to seek funding for the construction of this project.
- Assist during bidding by responding to technical questions and preparing addenda.
- Provide limited construction phase services, including shop drawing review and technical support.

Deliverables

Deliverables may include, but are not limited to:

- Existing conditions and alternatives analysis
- Grant application technical exhibits, narratives, and cost estimates
- Benefit–cost analysis documentation
- Environmental review documents and supporting materials
- Preliminary and final plans, specifications, and cost estimates
- Final engineering plans suitable for construction

A Bridge Assessment Report was completed on September 12, 2023. It can be found in Exhibit C.

PROJECT SCHEDULE

The City anticipates issuing a notice to proceed January 21, 2026. The BUILD planning project application is due February 24, 2026. Award announcements from DOT are anticipated to be no later than June 28, 2026. If awarded funding for engineering and design for the bridge replacement project, the City will issue a notice to proceed for this phase once all award documents are executed.

III. Submittal Requirements

A. CONTENTS OF PROPOSAL

The following information is to be included in the proposal:

The prospective consultants are encouraged to follow the outline and page distribution indicated below. Respondents shall submit five (5) paper copies and one (1) .pdf copy of their completed RFQ response. All proposals must be limited to the following prescribed information and be submitted in an 8 ½" x 11" format.

B. DOCUMENTS TO BE SUBMITTED

The following forms/documents must be completed and submitted

- **Exhibit D** Non-Collusion Affidavit
- **Exhibit E** Certification Regarding Lobbying
- **Exhibit F** Certification Regarding Debarment, Suspension, and Other Responsibility Matters
- **Exhibit G** Conflict of Interest Certification
- **Proof of Insurance**
- **W-9**
- **UEI Number**

IV. Evaluation and Selection

A. EVALUATION CRITERIA

The competitive selection process provided for under this RFQ will focus on the qualifications and prior history of performance on similar projects of each lead firm and the members of the lead firm's proposed team, in accordance with the selection criteria set forth below. Thoughtful written responses to this RFQ will enable the City to select the most qualified proposers.

Selection of the successful firm with whom negotiations shall commence will be made through an evaluation process based on the following criteria:

- 25%** **Project Approach:** Response demonstrates the contractor has a clear understanding of the objectives, scope, and timeframe.
- 35%** **Project Team:** Response demonstrates that the consultant has knowledge of

the BUILD program and grant application process.

- 35%** **Past Project Experience:** Response includes at least two specific projects that the contractor has completed within in the last three years that are similar in scope and nature to present RFQ. The response includes references with contacts and phone numbers.
- 5%** **Presentation of Proposal:** Response strictly adheres to the requirements set forth in the RFQ and is organized and succinct. The proposal will inform the selection committee of the quality of the final analysis.

B. SELECTION AND AWARD PROCESS

Proposals will be independently evaluated and by the selection committee. The committee will record their scores on the evaluation sheet and forward those to the Purchasing Department for tabulation.

Based on the result of the scoring, a recommendation will be made to City Council for their review and consent. Upon successful completion of preliminary negotiations with the selected firm, a notice of award will be issued and contract preparation commenced. Unsuccessful firms will be notified by mail.

V. Miscellaneous

All materials submitted by any proposer in response to the RFQ will become the property of the City and will be returned only at the option of the City.

Costs for developing a response to the RFQ, interviews, and/or contract negotiations are entirely the obligation of the proposer and shall not be charged in any manner to the City.

This RFQ is a solicitation and not an offer to contract. The City reserves the right to issue clarifications and other directives concerning this RFQ, to require clarification or further information with respect to any proposal received, and to determine the final scope and terms of any contract for services, and whether to enter any contract. The provisions herein are solely for the fiscal responsibility of the City and confer no rights, duties or entitlements to any proposer. A written agreement for services will be required between the City and successful proposer.

VI. Estimated Timetable for Proposals

This RFQ is a solicitation and not an offer to contract. The City of Moore reserves the right to terminate, modify, abandon or suspend the process; reject any or all submittals; modify the terms and conditions of this selection process, and/or waive informalities in any submission. Firms submitting a response to the RFQ will be asked at a minimum, to state their understanding

and experience relating to the project and offer their methodology for achieving the objective and producing the required deliverables for each task. The selection committee will score the responses based on the evaluation criteria identified in section IV of this RFQ. The firm with the highest scoring response will enter contact negotiations and will be recommended to the Moore City Council. If contract negotiations fail, the City will proceed to enter negotiations with the firms in ascending order of rank as the City deems necessary.

It is the City's expectation that this RFQ and selection process result in the selection of a consultant and affiliated team to be retained in a professional capacity for the development and execution of the anticipated professional services described herein.



The following is a detailed schedule of events for the RFQ process, which is subject to modification by the City:

- **December 22, 2025:** Advertise RFQ
- **December 29, 2025:** Advertise RFQ
- **January 2, 2026:** Questions due to the City
- **January 6, 2026:** Responses to submitted questions posted online
- **January 12, 2026:** RFQ responses due to the City
- **January 20, 2026:** City Council meeting
- **January 21, 2026:** Contract execution / notice to proceed

Location Map

Exhibit A

Legend

-  Sunnylane Bridge Replacement Location
-  Timber Creek Elementary School



Merit Criteria	Non-Responsive	Low	Medium	High
Safety	<p>Application did not address the Safety criterion</p> <p>OR</p> <p>Project negatively affects safety</p>	<p>Application contains insufficient information to assess safety benefit</p>	<p>The project has one or more of the following safety benefits, but safety may not be a primary project purpose or does not meet the description(s) of a High rating:</p> <ul style="list-style-type: none"> • Reduce any number of fatalities and/or serious injuries 	<p>Safety is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that targets a known, documented safety problem, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Implement autonomous systems designed to improve safety outcomes • Prevent fatalities and serious injuries by: <ul style="list-style-type: none"> ○ Eliminating at-grade crossings; or ○ Facilitating the separation of freight and passenger traffic • Protect motorized and non-motorized travelers from safety risks; or • Reduce fatalities and/or serious injuries in the project area to bring them below the state-wide average; or • Incorporate and cite specific actions and activities identified in FTA's Safety Advisory 23-1: Bus-to-Person Collisions; or • Incorporate specific safety improvements that are part of a documented safety risk mitigation strategy and that have, for example, corridor, port-wide, or transit system impact.

Merit Criteria	Non-Responsive	Low	Medium	High
Environmental Sustainability	<p>Application did not address the Environmental Sustainability criterion</p> <p>OR</p> <p>Project negatively affects environmental sustainability</p>	<p>Application contains insufficient information to assess environmental sustainability benefits</p>	<p>Project has one or more of the following environmental sustainability benefits, but environmental sustainability may not be a primary project purpose or does not meet the description(s) of a High rating:</p> <ul style="list-style-type: none"> • Make basic stormwater improvements; or • Remove, replace, or restore culverts for the purpose of improving habitat for aquatic species 	<p>Environmental sustainability is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant by doing one or more of the following:</p> <ul style="list-style-type: none"> • Improve the resilience of at-risk infrastructure to be resilient to extreme weather events and natural disasters including the construction of parallel or redundant alternatives if appropriate; or • Include project in a resilience improvement plan that considers risk across transportation modes, regions, and critical interdependent sectors or similar plan; or • Incorporate permeable pavements, bioswales, vegetated swales and berms, urban tree canopies, stone breakwaters, etc., as appropriate.
Quality of Life	<p>Application did not address the Quality of Life criterion</p> <p>OR</p> <p>Project negatively affects quality of life</p>	<p>Application contains insufficient information to assess quality of life benefits</p>	<p>Project has one or more of the following quality of life benefits but quality of life may not be a primary project purpose or does not meet the description(s) of a High rating:</p> <ul style="list-style-type: none"> • Reduce transportation and housing cost burdens by integrating mixed-use development and 	<p>Quality of life is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Beautify transportation infrastructure (e.g. engaging landscape, shade trees) with context-appropriate design that enhance user experience while maintaining safety and operational efficiency; or

Merit Criteria	Non-Responsive	Low	Medium	High
			<p>a variety of housing types, including affordable housing, with multimodal transportation infrastructure; or</p> <ul style="list-style-type: none"> • Coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities; or • Implement transit-oriented development. 	<ul style="list-style-type: none"> • Improve the travel experience for families (e.g., dedicated facilities for mothers such as nursing/pumping spaces, improved accommodations for strollers, accessible changing tables, intuitive design elements, small parks, playground-inspired edging); or • Improves wayfinding and user experience (clear signage, intuitive layouts, and predictable operations for caregivers); or • Makes transportation more affordable.
Mobility and Community Connectivity	<p>Application did not address the Mobility and Community Connectivity criterion</p> <p>OR</p> <p>Project negatively affects mobility and community connectivity</p>	Application contains insufficient information to assess mobility and community connectivity benefits	<p>Project has one or more of the following mobility and community connectivity benefits, but mobility and community connectivity may not be a primary project purpose or does not meet the description(s) of a High rating:</p> <ul style="list-style-type: none"> • Decrease roadway traffic congestion and does not propose limits on roadway capacity for motor 	<p>Mobility and community connectivity is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Improve vehicular roadway capacity; or • Enhance the accessibility of the transportation system for families and Americans with disabilities using Universal Design; or • Remove physical barriers for individuals by reconnecting

Merit Criteria	Non-Responsive	Low	Medium	High
			<p>vehicles or create artificial chokepoints for motor vehicles; or</p> <ul style="list-style-type: none"> • Incorporate Americans with Disabilities Act improvements 	<p>communities to direct, affordable transportation options; or</p> <ul style="list-style-type: none"> • Include transportation features that increase the accessibility for non-motorized travelers in underserved communities; or • Provides additional options for intermodal and multimodal freight shippers; or • Consider last-mile freight plans in a multimodal approach.
Economic Competitiveness and Opportunity	<p>Application did not address the Economic Competitiveness and Opportunity criterion</p> <p>OR</p> <p>Project negatively affects economic competitiveness and opportunity</p>	<p>Application contains insufficient information to assess economic competitiveness and opportunity benefits</p>	<p>Project has one or more of the following economic competitiveness and opportunity benefits, but economic competitiveness and opportunity may not be a primary project purpose or does not meet the description(s) of a High rating:</p> <ul style="list-style-type: none"> • Reduce travel time or improve travel time reliability; or • Improve the safety, security, or efficiency of the movement of goods; or 	<p>Economic competitiveness is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Advance the nation’s domestic energy sector, in accordance with Executive Order 14154 Unleashing American Energy; or • Revitalize and restore domestic maritime industries, in accordance with Executive Order 14269 Restoring America’s Maritime Dominance; or • Promote economic growth, and other broader economic and fiscal benefits; or • Promote or reshore industries of national interest, including the

Merit Criteria	Non-Responsive	Low	Medium	High
			<ul style="list-style-type: none"> Create jobs related to the project's delivery and on-going operations 	<p>critical minerals, steel, the defense industrial base, and pharmaceutical manufacturing; or</p> <ul style="list-style-type: none"> Includes union participation or project labor agreements which promote cost-effectiveness and open competition; or Improve intermodal and/or multimodal freight mobility; or Address a freight bottleneck, as identified in the National Freight Strategic Plan, a State Freight Plan, or as measured by relevant freight industry associations (ATRI, e.g.); or Support growth and expansion of American exports; or Expand access to safe truck parking; or Facilitate tourism opportunities.

Merit Criteria	Non-Responsive	Low	Medium	High
State of Good Repair	<p>Application did not address the State of Good Repair criterion</p> <p>OR</p> <p>Project negatively affects state of good repair</p>	<p>Application contains insufficient information to assess state of good repair benefits</p>	<p>Project has one or more of the following state of good repair benefits but state of good repair may not be a primary project purpose or does not meet the description(s) of a High rating:</p> <ul style="list-style-type: none"> • Routine or deferred maintenance; or • Identify the party responsible for maintenance and describe how the new or improved asset(s) will be maintained in a state of good repair. 	<p>State of good repair is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Restore and modernize the existing core infrastructure assets that have met their useful life; or • Prioritize improvement of the condition and safety of existing transportation infrastructure, particularly infrastructure with high cost of failure, such as bridges with lengthy detours; or • Reduce construction and maintenance burdens through efficient and well-integrated design; or • Create new infrastructure in remote communities that will be maintained in a state of good repair; or • Address current or projected transportation system vulnerabilities.
Partnership and Collaboration	<p>Application did not address the Partnership and Collaboration criterion</p> <p>OR</p>	<p>Application contains insufficient information to assess the partnership and collaboration benefits</p>	<p>Project has one or more of the following partnership and collaboration benefits but partnership and collaboration may not be a primary project purpose or does not meet the description(s) of a High rating:</p>	<p>Project has, or demonstrates plans to, support one or more of the following:</p> <ul style="list-style-type: none"> • Engage residents and community-based organizations to ensure those who live and work in the project area are meaningfully engaged throughout the lifecycle of the project; or

Merit Criteria	Non-Responsive	Low	Medium	High
	Project negatively affects partners or community members (e.g., negative impacts from ROW acquisition, lack of support for the project, etc.)		<ul style="list-style-type: none"> Collaborate with public and/or private entities; or Document support from local, regional, or national levels 	<ul style="list-style-type: none"> Establish formal public-private partnerships or joint ventures to restore, expand, or create new infrastructure; or Coordinate with other types of projects such as economic development, commercial or residential development, power/electric infrastructure projects, or broadband deployment; or Partner with high-quality workforce development programs to help train, place, and retain people in good-paying jobs or registered apprenticeships.
Innovation	<p>Application did not address the Innovation criterion.</p> <p>OR</p> <p>Includes non-innovative practices or components</p>	Application contains insufficient information to assess innovation benefits	<p>Project has one or more of the following innovation benefits but does not meet the description(s) of a High rating:</p> <ul style="list-style-type: none"> Deploy technologies, project delivery, or financing methods that are <u>new or innovative to the applicant or community</u> 	<p>Project has, or demonstrates plans for, one or more of the following innovative benefits.</p> <p>Innovative Technologies</p> <ul style="list-style-type: none"> Advance the development and deployment of autonomous vehicles Enhance the environment for connected or automated vehicles to improve the detection and mitigation of safety risks; or Deploy innovative and emerging transportation technologies; or Improve safety using Advanced Driver Assistance Systems on public transit vehicles, including functions

Merit Criteria	Non-Responsive	Low	Medium	High
				<p>such as precision docking; lane keeping or lane centering; or</p> <ul style="list-style-type: none"> • Use sensors or small unmanned aerial vehicles to enhance infrastructure inspection and asset management processes; or • Use sensors to monitor real-time conditions of pavement quality, signage, crosswalks, transit headways, or other public infrastructure; or • Use caps, land bridges, or underdecks; or • Use active grade crossing detection systems to enable responsive traffic management; or • Use detection systems on railroads to target and deter trespassing; or • Deploy technology to: <ul style="list-style-type: none"> ○ digitize curb management to optimize use across purposes and modes, including freight, pick-up/drop-off, and transit usage; or ○ support more efficient freight operating practices; or ○ help combat cargo theft through enhanced prevention and recovery; or <p>Innovative Project Delivery</p> <ul style="list-style-type: none"> • Use practices that facilitate accelerated project delivery such as

Merit Criteria	Non-Responsive	Low	Medium	High
				<p>single contractor design-build arrangements, Advanced Digital Construction Management, Accelerated Bridge Construction, Digital as-builts, or an up-to-date programmatic agreement between an environmental resource agency and a state DOT, or other NEPA lead agency, that establishes a streamlined process for environmental consultations and permits for commonly encountered project types.</p> <p>Innovative Financing</p> <ul style="list-style-type: none"> • Secure TIFIA, RRIF, or private activity bond financing; or • Use congestion pricing or other demand management strategies

Safety

The Department will evaluate whether and how the project demonstrates safety benefits. For this assessment, the Department will consider, for example, the extent to which the project improves safety outcomes by implementing autonomous systems; prevents fatalities and serious injuries by eliminating at-grade crossings or facilitating the separation of freight and passenger traffic; protects motorized and non-motorized travelers from safety risks; reduces fatalities and/or serious injuries in the project area to bring them below the state-wide average; incorporates specific actions and activities identified in [FTA's Safety Advisory 23-1: Bus-to-Person Collisions](#); or incorporate specific safety improvements that are part of a documented safety risk mitigation strategy and that have, for example, corridor, port-wide, or transit system impact.

Environmental Sustainability

The Department will evaluate whether and how the project demonstrates environmental sustainability benefits. For this assessment, the Department will consider, for example, to the extent to which the project improves the resilience of at-risk infrastructure to be resilient to extreme weather events and natural disasters including the construction of parallel or redundant alternatives if appropriate; includes the project in a resilience improvement plan that considers risk across transportation modes, regions, and critical interdependent sectors or similar plan; or incorporates permeable pavements, bioswales, vegetated swales and berms, urban tree canopies, or stone breakwaters, etc., as appropriate. If applicable, applicants are encouraged to make floodplain upgrades consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law.

Quality of Life

The Department will consider the extent to which the project beautifies transportation infrastructure (e.g. engaging landscape, shade trees) with context-appropriate design that enhance user experience while maintaining safety and operational efficiency; improves the travel experience for families (e.g., dedicated facilities for mothers such as nursing/pumping spaces, improved accommodations for strollers, accessible changing tables, intuitive design elements, small parks, playground-inspired edging, improves wayfinding and user experience (clear signage, intuitive layouts, and predictable operations for caregivers); or makes transportation more affordable. The inclusion of dedicated facilities for mothers such as nursing/pumping spaces, accessible changing tables, and improved accommodations for strollers are **not** eligible as standalone projects and need to be included as elements within an eligible surface transportation infrastructure project. **Note: Parks and housing are not eligible project costs under the BUILD grant program.** They **cannot** be included in the total project cost.

Mobility and Community Connectivity

The Department will assess whether and how the project will improve mobility and community connectivity. For this assessment, the Department will consider how the project will improve vehicular roadway capacity; enhance the accessibility of the transportation system for families

and Americans with disabilities using [Universal Design](#); ⁶ remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; include transportation features that increase the accessibility for non-motorized travelers in underserved communities; provides additional options for intermodal and multimodal freight shippers; or consider last-mile freight plans in a multimodal approach.

Economic Competitiveness and Opportunity

The Department will assess whether and how the project will improve economic competitiveness and opportunity. For this assessment, DOT will consider the extent to which the project will advance the nation's domestic energy sector, in accordance with [Executive Order 14154 Unleashing American Energy](#); revitalize and restore domestic maritime industries, in accordance with [Executive Order 14269 Restoring America's Maritime Dominance](#); promote economic growth, and other broader economic and fiscal benefits; promote or reshore industries of national interest, including the critical minerals, steel, the defense industrial base, and pharmaceutical manufacturing; includes union participation or project labor agreements which promote cost-effectiveness and open competition; improve intermodal and/or multimodal freight mobility; address a freight bottleneck, as identified in the National Freight Strategic Plan, a State Freight Plan, or as measured by relevant freight industry associations (ATRI, e.g.); support growth and expansion of American exports; expand access to safe truck parking; or facilitate tourism opportunities.

State of Good Repair

The Department will assess whether and to what extent the project improves state of good repair. For this assessment, DOT will consider the extent to which the project will restore and modernize the existing core infrastructure assets that have met their useful life; or prioritize improvement of the condition and safety of existing transportation infrastructure; or reduce construction and maintenance burdens through efficient and well-integrated design; or create new infrastructure in remote communities that will be maintained in a state of good repair; or address current or projected transportation system vulnerabilities.

Partnership and Collaboration

The Department will consider the extent to which the project has or will support and engage people and communities. For this assessment, DOT will consider how the project has or will engage residents and community-based organizations to ensure those who live and work in the project area are meaningfully engaged throughout the lifecycle of the project; establish formal public-private partnerships or joint ventures to restore, expand, or create new infrastructure; coordinate with other types of projects such as economic development, commercial or residential development, power/electric infrastructure projects, or broadband deployment; or partner with high-quality workforce development programs to help train, place, and retain people in good-paying jobs or registered apprenticeships.

⁶ Definition for "Universal Design" found on the General Services Administration's Section508.gov website and states, "Universal design is a concept in which products and environments are designed to be usable by all people, to the greatest extent possible, without the need for adaption or specialized design."

DOT will assess the level of detail and description provided about the partnerships listed above. **Applications that provide more details and descriptions about the project partnership will be rated higher than those that do not, in alignment with the merit rating rubric.**

Innovation

The Department will assess the extent to which the applicant uses innovative: (1) technologies; (2) project delivery; or (3) financing. If this project is the first time the applicant or community will deploy specific innovations, the Department will consider them innovative, to the extent applicants provide enough detail to determine whether the innovations being deployed are new or innovative to the applicant or community regardless of whether other applicants or communities have implemented these innovations.

- **Innovative Technologies:** The Department will consider how the project advances the development and deployment of autonomous vehicles; enhances the environment for connected or automated vehicles to improve the detection and mitigation of safety risks; deploys innovative and emerging transportation technologies; improves safety using Advanced Driver Assistance Systems on public transit vehicles, including functions such as precision docking; lane keeping or lane centering; uses sensors or small unmanned aerial vehicles to enhance infrastructure inspection and asset management processes; uses sensors to monitor real-time conditions of pavement quality, signage, crosswalks, transit headways, or other public infrastructure; or uses caps, land bridges, or underdecks; uses active grade crossing detection systems to enable responsive traffic management; uses detection systems on railroads to target and deter trespassing; or digitalizes curb management to optimize use across purposes and modes, including freight, pick-up drop-off, and transit usage.
- Please note that all innovative technology must follow 2 CFR § 200.216. If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the Department will consider whether and how the applicant demonstrates that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the Department will consider whether the vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the Department will consider applications that do one of the following more competitive than applications that do not: either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2) directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

- Innovative Project Delivery: The Department will consider the extent to which the project uses practices that facilitate accelerated project delivery such as single contractor design-build arrangements, project bundling, [Advanced Digital Construction Management](#), [Accelerated Bridge Construction](#), [Digital as-builts](#), or an up-to-date programmatic agreement between an environmental resource agency and a state DOT, or other NEPA lead agency, establishing a streamlined process for environmental consultations and permits for commonly encountered project types.
- Innovative Financing: The Department will assess the extent to which the project incorporates innovations in transportation funding and finance, for example through private sector funding or financing, using congestion pricing or other demand management strategies to address congestion, securing a TIFIA or RRIF loan, or receiving an allocation for private activity bonds through DOT's Build America Bureau.

DOT will assess the level of detail and description provided about the Innovative elements listed above. **Applications that provide more details and descriptions about the innovative technology, project delivery, or financing will be rated higher than those that do not, in alignment with the merit rating rubric.**

ii. Project Readiness

Planning project applications that receive second-tier analysis will be reviewed for Project Readiness and assigned two evaluation ratings:

- Applicant Capacity Review
- Financial Completeness Review

Low ratings in any of these readiness areas do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies.

Project Risk Review

The Project Risk Review evaluates information provided in the Project Readiness file. The review analyzes the likelihood of the project to meet major milestones including the timely obligation and expenditure of grant funds given the constructability of the project, the current level of design, the extent to which the applicant has secured necessary environmental permits and approvals, whether acquiring right-of-way and/or a railway agreement is needed, if there is support for the project, and other considerations outlined in Section F.2.v. The review considers all elements relevant to the project and assigns a risk rating of: **High Risk, Moderate Risk, or Low Risk.**

Bridge Inspection Report

NBI Bridge No.: 12395

Local ID: M24

Route SUNNYLANE RD over N FORK OF LITTLE RIVER
City of Moore, Cleveland County



Prepared for:

Oklahoma Department of Transportation

Field District 03

In Conjunction With

The City of Moore

Inspection Date:

9/12/2023



Report Prepared By:

BURGESS & NIPLE, INC.

141 N.E. 13th St.

Suite 114A

Oklahoma City, OK 73104

405-759-4141

BURGESS & NIPLE
Engineers ■ Surveyors ■ Planners

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 12395	Structure No.: 14N3120E1180002	Local ID: M24	Suff. Rating: 28.50	SD
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Bridge Description: <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">30ft. - 40ft. - 30ft. I-BEAM</div> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 1. State: Oklahoma 2. Division: Division 3 3. County: CLEVELAND 4. City: MOORE Admin Area: Unknown 5a. On/Under: Route On Structure 5b. Kind of Hwy: City Street 5c. Lvl of Srvc: Mainline 5d. Route No.: N3120 5e. Dir. Suffix: N/A (NBI) </div> <div style="width: 48%;"> 7. Facility Carried: SUNNYLANE RD 6. Feat.: N FORK OF LITTLE RIVER 9. 0.2 S SE 34TH ST 11. Mile Post: 5.257 mi 13. LRS / Sub Rte: -1 / -1 16. Latitude: 35° 18' 08.01" 17. Longitude: 097° 26' 29.83" 98. Border: Unknown (P) % Responsible: 0.00 99. Border Brdg #: Unknown </div> </div>	INSPECTION <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date</th> <th>Next Insp.</th> </tr> <tr> <td>NBI:</td> <td></td> <td>1</td> <td>24 months</td> <td>9/12/2023</td> <td>09/12/2025</td> </tr> <tr> <td>FC:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> </table>	Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		1	24 months	9/12/2023	09/12/2025	FC:	N	0		NA	NA	UW:	N	0		NA	NA	OS:	N	0		NA	NA
Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.																										
NBI:		1	24 months	9/12/2023	09/12/2025																										
FC:	N	0		NA	NA																										
UW:	N	0		NA	NA																										
OS:	N	0		NA	NA																										
STRUCTURE TYPE AND MATERIALS <div style="margin-top: 5px;"> 43a/b. Main Span: Steel / Stringer/Girder 44a/b. Appr. Span: N/A / Not Applicable (P) 45. # of Main Spans: 3 46. # of Appr. Spans: 0 107. Deck Type: Concrete-Cast-in-Place 108a. Wearing Surface: Bituminous 108b. Membrane: None 108c. Deck protection: None </div>	CLASSIFICATION <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 12. Base Hwy Net.: Not on Base Network 20. Toll Facility: On free road 21. Custodian: City 22. Owner: City 26. Function Class: 16 Urban Minor Arterial 37. Historical Sig.: Not eligible for NRHP 100. Def. Hwy: Not a STRAHNET hwy </div> <div style="width: 48%;"> 101. Parallel Str.: No bridge exists 102. Traffic Dir.: 2-way traffic 103. Temp. Str.: Not Applicable (P) 104. Hwy System: Not on NHS 105. Fed Land Hwy: N/A (NBI) 110. Defense Hwy: Not a STRAHNET hwy 112. NBIS Length: Long Enough </div> </div>																														
AGE AND SERVICE <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 19. Detour Length: 3.0 mi 27. Year Built: 1950 28a/b. Lanes on/und: 2 / 0 29. ADT: 3,100 30. Year of ADT: 2020 42a/b. Type of Svc on/und: Highway / Waterway </div> <div style="width: 48%;"> 106. Year Reconst.: -1 109. Truck ADT: 5% </div> </div>	CONDITION <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 58. Deck: 4 Poor 62. Culvert: N/A (NBI) </div> <div style="width: 48%;"> 59. Sup.: 4 Poor 60. Sub: 5 Fair 61. Chan./Chan. Prot.: 6 Bank Slumping </div> </div> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> Flowline Notes: 09/12/2023: 22'-4" TOP OF DECK MEASURED 48.5' FROM SE CORNER. 09/14/2021: 22'-4" TOP OF DECK MEASURED 48.5' FROM SE CORNER. </div>																														
GEOMETRIC DATA <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 10. Vert. Clearance: 99.99 ft 32. Appr Rwy Width: 28.00 ft 33. Median: No median 34. Skew: 0.00° 35. Struct. Flared: No flare 47. Horizontal Clr: 28.00 ft 48. Length Max Span: 40.00 ft 49. Struct. Length: 101.00 ft </div> <div style="width: 48%;"> 50a. Curb/Sdwk Width L: 0.00 ft 50b. Curb/Sdwk Width R: 0.00 ft 51. Width Curb to Curb: 28.00 ft 52. Width Out to Out: 30.50 ft Deck Area: 3,078.48 sq. ft 53. Min. Vert. Cl. Ovr Brg: 99.99 ft 54a. Min. Vt. Undclr. Ref: N Feature not hwy c 54b. Min. Vert. Undclr.: 0.00 ft 55a. Min. Lat. Undclr. Ref: N Feature not hwy 55. Min. Lat. Underclr. R: 0.00 ft 56. Min. Lat. Underclr. L: 0.00 ft </div> </div>	LOAD RATING AND POSTING <div style="margin-top: 5px;"> 31. Design Load: M 13.5 (H 15) 41. Post. Status: P Posted for load 70. Posting: 4 0.1-9.9% below 63. Op / 65. Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor </div> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th>H</th> <th>HS</th> <th>3-3</th> <th>EV3</th> <th>SHV</th> </tr> <tr> <td>64. Operating Rating (tons):</td> <td>21.05</td> <td>30.98</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>13.01</td> <td>17.97</td> <td>-1.00</td> <td>-1.00</td> <td></td> </tr> </table>		H	HS	3-3	EV3	SHV	64. Operating Rating (tons):	21.05	30.98	0.00	0.00	0.00	66. Inventory Rating (tons):	13.01	17.97	-1.00	-1.00													
	H	HS	3-3	EV3	SHV																										
64. Operating Rating (tons):	21.05	30.98	0.00	0.00	0.00																										
66. Inventory Rating (tons):	13.01	17.97	-1.00	-1.00																											
OKLAHOMA ITEMS <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 200c. Temperature: 70 200d. Weather: Cloudy 201. Struc. Stl. ASTM Desig.: -1 / -1 202. Waterprf. Membrane: -1 Date Installed: 01/01/1901 203. Type Exp. Device: Open Joint-No Device 204. Type of Railing: W-Beam 205. Material Quantity: -1.00 208a. Type of Abutment: Cantilever b. Type of Found.: Bears on Natural Found. 209. Type of Pier/Found.: 1 / Yes Spread Footing 210. Foundation Elev.: <div style="display: flex; justify-content: space-around;"> <div>-1.00</div> <div>-1.00</div> </div> <div style="display: flex; justify-content: space-around;"> <div>-1.00</div> <div>-1.00</div> </div> 211. Wear. Surf. Prot. Sys: None Date Installed: 01/01/1901 211c. Silane Reapplied 211d. Date: 213. Utilities Attached: </div> <div style="width: 48%;"> 214a. Posted Weight Limit: 212121 b. Posted Speed Limit: 45 c. Narrow/1way Brdg Sign: No d. Vertical Clr. Sign: No Adv. Warning Sign: No e. Navigation Lights?: NA Working/Not Working: NA 215. Overpass: ACOG 218. Functionally Obsolete: - 220. Bridge Redecked: - 221. Substr. Cond. (U/W): 222. Fill Over RCB: 223. Appr. Slab/Rwy Cond.: 4 225. Paint Type/Ovrct: Red Lead 3 Coat System N/A 226. Date Painted: 5001 227. Paint Color: Silver 233. Deck Forming: 238. School Bus Rte.: Current & Desired route 240. Appr. Rwy Type.: Asphalt/Bituminous 243. Grdr Spacing/No.: 6.30 / 5 </div> </div>	APPRAISAL <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 36a. Brdg Rail: 0 Substandard 36b. Transition: 0 Substandard 36c. Appr. Rail: 0 Substandard 36d. Appr. Rail Ends: 0 Substandard 67. Str Evaluation: 4 Minimum Tolerab </div> <div style="width: 48%;"> 68. Deck Geom.: 4 Tolerable 69. Vert./Horiz. Undclr: Not applicable (NB) 71. Waterway Adeq: 6 Equal Minimum 72. Appr. Alignment: 6 Equal Min Criteria 113. Scour Critical: 8 Stable Above Footin </div> </div>																														
PROPOSED IMPROVEMENT <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 94. Bridge Cost: \$320,000 95. Roadway Cost: \$176,000 96. Total Cost: \$511,000 97. Yr. of Cost Est.: 2015 </div> <div style="width: 48%;"> 75. Type of Work: 31 Repl-Load Capacity 76. Lngth of Improvement: 205.5 ft 114. Future ADT: 4,960 115. Yr. of Future ADT: 2040 </div> </div>	NAVIGATION DATA <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 38. Nav. Control: Permit Not Required 39. Vert. Clearance: 0.0 ft 40. Horiz. Clearance: 0.0 ft </div> <div style="width: 48%;"> 111. Pier Protect.: Not Applicable (P) 116. Lift Bridge Vert. Clr.: 0.0 ft </div> </div>																														
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 244. Span Lengths: <div style="display: flex; justify-content: space-around; width: 100%;"> <div style="border: 1px solid black; padding: 2px 10px;">30</div> <div style="border: 1px solid black; padding: 2px 10px;">40</div> <div style="border: 1px solid black; padding: 2px 10px;">30</div> </div> </div> <div style="width: 48%;"> 245. Girder Depth: 246a. Type of Overlay: AC Overlay b. Overlay Thickness: 2.00 c. Overlay Date: 08/05/1996 d. Only Depth Changed >1": N 247. Protective Systems: <div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; width: 45%; height: 30px;"></div> <div style="border: 1px solid black; width: 45%; height: 30px;"></div> </div> </div> </div>	248. # Field Splices w/ Corrosion: 249. Scour Crit. POA Exists?: - 250. Headwall: 258. Plans w/Found. in ODOT File: - 259. Scour Eval. in ODOT File: - 263. Interchange at Intersection: - 264. Interstate Milepoint:																														

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 12395	Structure No.: 14N3120E1180002	Local ID: M24	Suff. Rating: 28.50	SD
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Inspection Date: 9/12/23	Shaun Fillmore	
Invoice No.:	Inspected With:	-1

BRIDGE NOTES:

INSPECTION NOTES: 9/12/23

PX - Clean soil and vegetation along the edges of deck.
PX - Remove deteriorated wearing surface and seal the deck.
PX - Abrasively clean and paint steel beams and beam ends.
PX - Clean and paint all bearing assemblies.

FX - Monitor erosion on the northwest corner and south bank.

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
12 / 4	Re Concrete Deck	sq.ft	2,828.00	0%	0.00	100%	2,828.00	0%	0.00	0%	0.00
PX - Debris and vegetation exists along the edges of the deck. Cracks throughout overlay, asphalt repairs needed at joints.											
510 / 4	Wearing Surfaces	sq.ft	2,828.00	0%	0.00	0%	0.00	100%	2,828.00	0%	0.00
PX - Debris and vegetation exists in the edges of the deck. PX - Asphalt overlay exhibits large transverse and longitudinal cracks, patches and potholes.											
107 / 4	Steel Opn Girder/Beam	ft	404.00	0%	0.00	0%	0.00	100%	404.00	0%	0.00
PX - Moderate corrosion and pack rusts exists to the beams and beam ends.											
515 / 4	Steel Protective Coating	sq.ft	3,603.00	0%	0.00	0%	0.00	100%	3,603.00	0%	0.00
Proective coating is failing. Corrosion exists in isolated areas and at the beam ends.											
205 / 4	Re Conc Column	each	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
No significant deficiencies.											
210 / 4	Re Conc Pier Wall	ft	44.00	100%	44.00	0%	0.00	0%	0.00	0%	0.00
Water staining exists along the pier											
215 / 4	Re Conc Abutment	ft	62.00	89%	55.00	10%	6.00	2%	1.00	0%	0.00
Moderate staining, small shallow spall exists in the north abutment.											
234 / 4	Re Conc Pier Cap	ft	62.00	76%	47.00	19%	12.00	5%	3.00	0%	0.00
Small spall with exposed rebar North side of North cap. Spall with exposed rebar on West end of North pier. Water staining on both piers.											
304 / 4	Open Expansion Joint	ft	62.00	0%	0.00	0%	0.00	100%	62.00	0%	0.00
PX - Heavy leakage exists through the joints.											
311 / 4	Moveable Bearing	each	15.00	0%	0.00	47%	7.00	53%	8.00	0%	0.00
PX - Bearings exhibit corrosion with moderate section loss. Exterior bearings show more advanced deterioration.											
313 / 4	Fixed Bearing	each	15.00	0%	0.00	47%	7.00	53%	8.00	0%	0.00
PX - Bearings exhibit corrosion with moderate section loss. Exterior bearings show more advanced deterioration.											
321 / 1	Re Conc Approach Slab	sq.ft	2.00	0%	0.00	0%	0.00	100%	2.00	0%	0.00
Approach slabs have been paved over.											
330 / 4	Metal Bridge Railing	ft	203.00	0%	0.00	96%	195.00	4%	8.00	0%	0.00
Minor damage to the approach rails along the southeast approach. Rails exhibit surface corrosion with minor damage to both rails.											
919 / 4	St.(Rail) Prot. Coat	sq.ft	581.00	0%	0.00	0%	0.00	100%	581.00	0%	0.00
surface corrosion typical throughout.											
859 / 4	Soffit	each	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
Spalls with exposed reinforcing steel exist along overhangs. Moderate transverse cracks with efflorescence and rust staining throughout . Several delaminations exist in the soffit.											
865 / 4	St.Open Gird End(5Ft	ft	150.00	0%	0.00	0%	0.00	100%	150.00	0%	0.00
PX - Active corrosion under joints with minor to moderate section loss. Exterior beams show most section loss and corrosion along the top flange.											
963 / 4	Steel Section Loss SF	each	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
PX - Bearings and beam ends under joints have moderate section loss.											
968 / 4	Erosion SF	each	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
FX - Erosion up to 5 1/2-feet undermining of the northwest approach roadway shoulder including 1-foot of the roadway undermined along 4-feet. Erosion on south bank.											

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 1 - Looking north at the bridge end view.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 2 - Looking southeast at the bridge elevation.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 3 - Looking north at 21 ton load posting sign in the south approach.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 4 - Looking south at 21 ton load posting sign in the north approach.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 5 - Looking north at typical bridge deck wearing surface. Note: heavy transverse cracking throughout with heavy patching in the west wheel path.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 6 - Looking northwest at span 2 west bridge rail. Note: impact damage to 5 feet.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 7 - Looking north at soffit span 1. Note: transverse cracking with efflorescence common at exterior beams. Areas of cracking and spalls exist at beam ends and over intermediate diaphragms.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 8 - Looking east at top of deck over pier 2. Note: joints are paved over. Asphalt is cracked and spalling.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 9 - Looking south at underside span 2. Note: peeling paint and surface corrosion exists to beams.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 10 - Looking east at south abutment. Note: evidence of leakage through the joint exists along the abutment.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 11 - Looking northeast at the north abutment. Note: small spall with exposed reinforcing steel exists in the breastwall.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 12 - Looking north at pier 1. Note: scour exists along the south embankment. No foundations exposed at the pier.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 13 - Looking west at beam 5 bearing at the south abutment. Note: pack rust and laminating corrosion exists to the bearing.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 14 - Looking east at the downstream channel.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 15 - Looking west at the upstream channel.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
12395	14N3120E1180002	Cleveland	SUNNYLANE RD	N FORK OF LITTLE RIVER	9/12/2023



Photograph 16 - Looking east at the northwest approach roadway. Note: undermined up to 5 1/2 feet, 10 feet from the northwest corner.

NON-COLLUSION AFFIDAVIT OF VENDOR

The following affidavit **MUST** accompany your response to this proposal.

COUNTY OF _____) SS.
STATE OF _____)

AFFIDAVIT

I, _____, declare under oath, under penalty of perjury, That
I am lawfully qualified and acting officer and/or agent of _____
(Firm's Name)

and that:

1. That the affiant has not been party to any collusion among proponents in restraint of freedom of competition by agreement to propose at a fixed price or to refrain from making a proposal; or with any official of the state or political subdivision of the State, including The City of Moore, as to quantity, quality, or price in the matter of the attached proposal, or any other terms of said prospective contract; or in any discussions between proponents and any official of the state, including the City of Moore, concerning the exchange of money or other thing of value for special consideration in the letting of a contract and,
2. _____, has not pled guilty to or been convicted of a
(Firm's Name)
felony charge for fraud, bribery, or corruption involving sale of real or personal property to any state or any political subdivision of a state.
2. That no person, firm, corporation subsidiary, parent, predecessor or other entity affiliated with or related to _____ has been convicted of a
(Firm's Name)
felony charge for fraud, bribery, or corruption relating to sale of real or personal property to any state or political subdivision of a state.

(Officer or Agent)

Subscribed and sworn to before me this _____ day of _____, _____.

(SEAL)

My Commission Expires

(Notary Public)

Byrd Amendment Certification

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature	
Printed Name	
Position	
Date	

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

In accordance with 2 CFR Part 2424 and 24 CFR Parts 5, 6, et al (US Department of Housing and Urban Development: Implementation of OMB Guidance on Debarment and Suspension; Final Rule) the Respondent certifies, to the best of his or her knowledge and belief, that:

- (1) No employee of the Respondent who will materially participate in the Respondent's delivery of labor or work product under this RFP is currently suspended or debarred under the applicable laws or regulations in effect on the date of certification;
- (2) No sub-contractor, partner or other party who will materially participate in the Respondent's delivery of labor or work product under this RFP is currently suspended or debarred under the applicable laws or regulations in effect on the date of certification.
- (3) The undersigned Respondent shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature	
Printed Name	
Position	
Date	

Conflict of Interest Certification

In accordance with 24 CFR 85.36(b)(3) the Bidder certifies that no member, officer, or employee of the City or its designees or agents, no member of the governing body of the City of Moore in which the program is situated, and no other public official of the City who exercises any functions or responsibilities with respect to the program during his tenure or for one year thereafter, has any interest, direct or indirect, in any contract or subcontract, or the proceeds thereof for work to be performed in connection with the program assisted under the Agreement. The Bidder shall incorporate, or cause to be incorporated, in all subcontracts, a provision prohibiting such interest pursuant to the purposes of Section 24 CFR part 85.36 (3).

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Bidder Name	
Signature	
Printed Name	
Position	
Date	