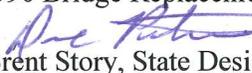


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0006658 **OFFICE** Design Policy & Support
CSBRG-0006-00(658)
GDOT District 6 - Cartersville
Catoosa County **DATE** January 17, 2012
CR 390 Bridge Replacement

FROM *for*  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andy Casey, State Roadway Design Engineer
Attn: David Ray, Design Group Manager
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Kent Sager, District Engineer
DeWayne Comer, District Preconstruction Engineer
Kerry Bonner, District Utilities Engineer
Galen Barrow, District Environmentalist
Terry Rogers, Project Manager
BOARD MEMBER - 9th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 6

PROJECT CONCEPT REPORT

Project Number: CSBRG-0006-00(658)

County: Catoosa

P. I. Number: 0006658

Federal Route Number: N/A

State Route Number: N/A

CR 390/ Three Notch Road @ Peavine Creek 7 MI SW of Ringgold, GA

Submitted for approval:

DATE 11/28/2011

David W. Bay
Design Phase Office Head

DATE 11/30/2011

Bobby Hillman
Office Head

DATE 11/30/11

Jerry Rogers
Project Manager

Recommendation for approval:

DATE _____

Program Control Administrator

DATE 11/7/2011

GRENN BOWMAN*/EKP
State Environmental Administrator

DATE 12/27/2011

KATHY ZAHUL*/EKP
State Traffic Engineer

DATE 10/27/2011

RON WISHON*/EKP
Project Review Engineer

DATE 10/26/2011

SAL PIRZAD FOR*/EKP
State Utilities Engineer

DATE 11/17/2011

JENNIFER DEEMS FOR*/EKP
District Engineer/District Utilities Engineer

DATE 12/8/2011

BEN RABUN*/EKP
State Bridge Design Engineer

DATE _____

State Transportation Financial Management Administrator

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

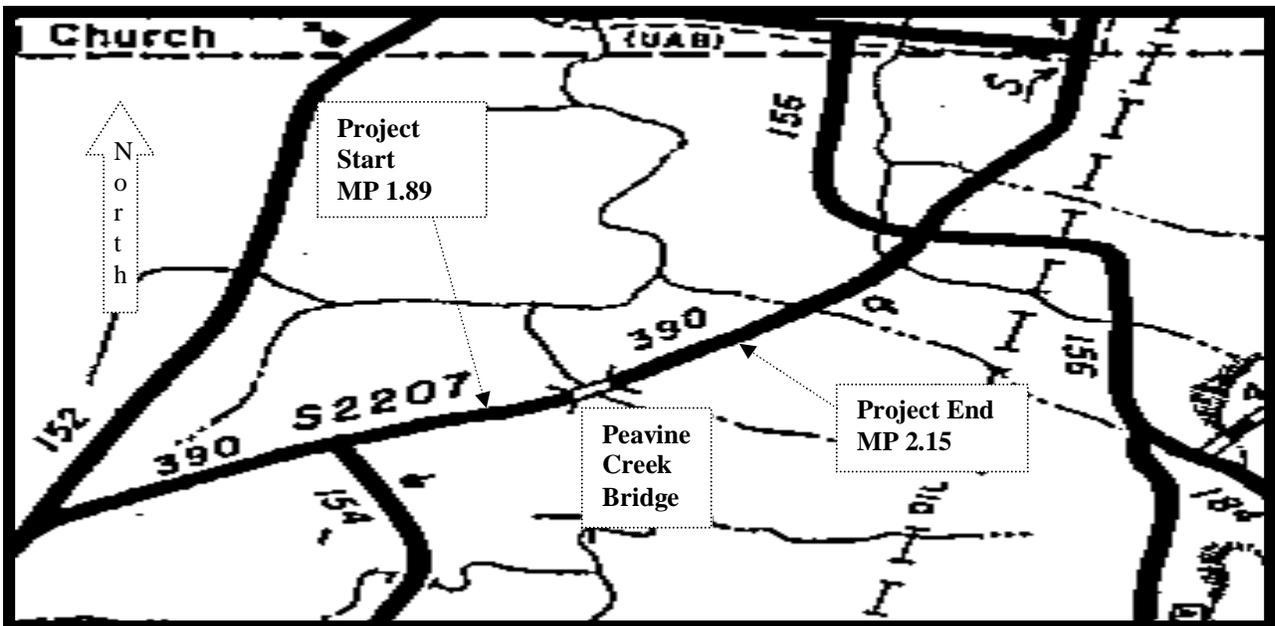
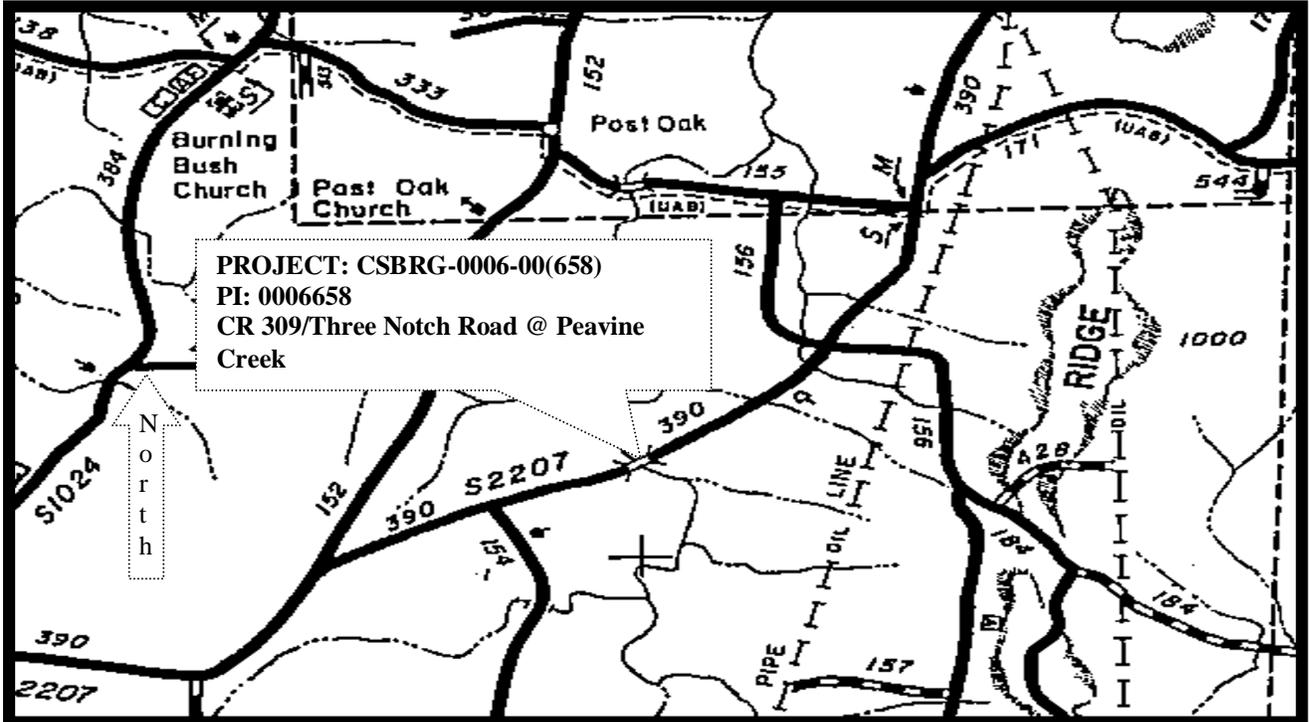
DATE 10/31/2011

MATTHEW FOWLER FOR*/EKP
State Transportation Planning Administrator

* RECOMMENDATIONS ON FILE

Project Concept Report page 1
Project Number: CSBRG-0006-00(658)
P. I. Number: 0006658
County: Catoosa

PROJECT LOCATION



Project Concept Report page 2
Project Number: CSBRG-0006-00(658)
P. I. Number: 0006658
County: Catoosa

Justification Statement:

This Bridge (Structure ID 047-0054-0) was built in 1965 and consists of 6 – 16'-0" steel beam spans on concrete caps with timber piles. The bridge is currently posted at 13 tons and has a Sufficiency Rating of 16.48. The deck has a deck thickness of 5" thick concrete and has exposed rebar in the top of spans 1, 3 and 5. In addition spans 4 and 5 have spalls in the bottom of the deck with exposed rebar. The superstructure beams show minor section loss over the caps. The superstructure has shifted on the caps due to an accident. The bridge is currently posted at 13 tons. Replacement of this bridge is recommended.

Description of the proposed project: This project is located in Catoosa County about 7 miles southwest of the city of Ringgold, GA. This project consists of a bridge replacement over Peavine Creek on CR 390/ Three Notch Road. The proposed length of this project is 0.256 miles (MP 1.89 to MP 2.15) with the bridge being approximately 140 ft long. The road and bridge will continue to be a rural two lane, 45 mph corridor.

Is the project located in a PM 2.5 Non-attainment? Yes No

- Info is not needed (the project does not add capacity).

Is the project located in an Ozone Non-attainment area? Yes No

PDP Classification: Major Minor

Federal Oversight: Full Oversight (), Exempt() , State Funded(), or Other ()

Functional Classification: Major Collector

U. S. Route Number(s): N/A

State Route Number(s): N/A

Traffic (AADT):

Current Year: (2009) 3,850 Opening Year: (2017) 5,600 Design Year: (2037) 8,400

Existing design features:

- Typical Section: (2) 11 ft lanes with 4 ft shoulders
- Posted speed: 45 mph Minimum radius for curve: 1573 ft
- Maximum super-elevation rate for curve: 6% +/-
- Maximum grade: 5.1%
- Width of right of way: 60 ft (+/-) to 150 ft (+/-)
- Major Structure: Peavine Creek Bridge
Structure ID: 047-0054-0
96 ft long by 23.9 ft roadway width
Sufficiency Rating: 16.48

- Major interchanges or intersection along the project: N/A
- Project extends along County Road 390 for 0.256 miles (MP 1.89 to MP 2.15)

Project Concept Report page 3
Project Number: CSBRG-0006-00(658)
P. I. Number: 0006658
County: Catoosa

Proposed Design Features:

- Proposed typical section(s): **Two (2) 11 ft lanes and 2' paved 6' earth shoulders.**
- Proposed Design Speed Mainline **45 mph**
- Proposed Maximum grade Mainline **4.35%** Maximum grade allowable **8%**
- Proposed Maximum grade Side Street **N/A** Maximum grade allowable **N/A**
- Proposed Maximum grade driveway **N/A**
- Proposed Minimum radius of curve **1573 ft** Minimum radius allowable **643 ft**
- Maximum allowable super elevation: **6%**
- Proposed Maximum super elevation rate for curve: **6%**
- Right of way
 - Width: **60 ft (+/-) to 150 ft (+/-)**
 - Easements: Temporary (**X**), Permanent (), Utility (), Other ().
 - Type of access control: Full (**X**), Partial (), By Permit (), Other ().
 - Number of parcels: **7** Number of displacements:
 - Business: **0**
 - Residences: **unknown**
 - Mobile homes: **0**
 - Other: **0**
- Structures:
 - Bridges: **38 ft wide, 140 ft long, 2-Lane**
 - Retaining walls: **None**
- Major intersections, interchanges, median openings and signal/intersection control locations: **None**
- Transportation Management Plan Anticipated: Yes () No (**X**)
- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
DESIGN SPEED:	()	(X)	()
LANE WIDTH:	()	(X)	()
SHOULDER WIDTH:	()	(X)	()
BRIDGE WIDTH:	()	(X)	()
HORIZONTAL ALIGNMENT:	()	(X)	()
SUPERELEVATION:	()	(X)	()
VERTICAL ALIGNMENT:	()	(X)	()
GRADE:	()	(X)	()
STOPPING SIGHT DISTANCE:	()	(X)	()
CROSS SLOPE:	()	(X)	()
VERTICAL CLEARANCE:	()	(X)	()
LATERAL OFFSET TO OBSTRUCTION:	()	(X)	()
BRIDGE STRUCTURAL CAPACITY:	()	(X)	()

Project Concept Report page 4
Project Number: CSBRG-0006-00(658)
P. I. Number: 0006658
County: Catoosa

- Design Variances: N/A
- Design Exceptions: N/A
- Environmental concerns: 1955 House of Unknown Type
1962 Ranch House
1845 Farmstead
1965 Bridge
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No ()
 - Categorical exclusion anticipated: (X).
 - Environmental Assessment/Findings of No Significant Impact anticipated (FONSI) ()
- Utility involvements: Water and Power
- Public Interest Determination Policy and Procedure Required? Yes () No (X)
- VE Study Anticipated Yes() No(X)
- Benefit/Cost Ratio: N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	GDOT	Catoosa County	Catoosa County	GDOT	GDOT
\$ Amount	\$266,418.06	\$137,000	\$27,280.00	\$1,518,857.25	\$0

*CST Cost includes: Construction, Engineering and Inspection, and Asphalt Cement Cost Adjustment:

Project Activities Responsibilities:

- Design: GDOT – District 6
- Right-of-Way Acquisition: Catoosa County
- Right-of-Way-funding(real property): Catoosa County
- Relocation of Utilities: Catoosa County
- Letting to contract: GDOT
- Supervision of construction: GDOT – District 6
- Providing material pits: GDOT / Contractor
- Providing detours: Catoosa County
- Environmental Studies/Documents/Permits: GDOT – District 6
- Environmental Mitigation: GDOT – District 6

Project Concept Report page 5
Project Number: CSBRG-0006-00(658)
P. I. Number: 0006658
County: Catoosa

Coordination

- Initial Concept Meeting date and brief summary. Attach minutes (Date: June 30, 2011)
- Concept meeting date and brief summary. Attach minutes (Date: September 15, 2011)
- P A R meetings, dates and results. N/A
- FEMA, USCG, and/or TVA: N/A
- Public involvement. Public Officials invited to Concept Team Meeting: Christal Thomas (Catoosa County Project Administrator)
- Local government comments: N/A
- Other projects in the area: N/A
- Railroads: N/A
- Peer Review documentation: N/A
- Other coordination to date: N/A

Scheduling – Responsible Parties’ Estimate

- | | | |
|--|------------------------|----------------------|
| • Time to complete the environmental process: | Begin: Sept ‘11 | End: Mar ‘12 |
| • Time to complete preliminary construction plans: | Begin: Aug’11 | End: Sept ‘12 |
| • Time to complete right of way plans: | Begin: Jul ‘12 | End: Apr ‘13 |
| • Time to complete the Section 404 Permit: | Begin: Nov ‘14 | End: Feb ‘15 |
| • Time to complete final construction plans: | Begin: Mar ‘13 | End: Feb’14 |
| • Time to complete to purchase right of way: | Begin: Jun ‘13 | End: Jan ‘15 |

Other alternates considered:

Detour Traffic: An on-site detour (temporary bridge) was considered to keep CR 390/Three Notch Road open to traffic during construction, as well as an off-site detour. An on-site detour would require the construction of a temporary bridge which would increase the cost of the project. An off-site detour utilizing Poplar Springs Road and Post Oak Road is approximately 2.5 miles in length, being an additional 0.5 miles for local traffic. Therefore, an on-site detour is no longer being considered.

Comments: (none)

Attachments:

1. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection.
 - b. CES Estimate
 - c. Completed Asphalt Price Adjustment forms.
 - d. Right-of-Way.
 - e. Utilities
 - f. Environmental Mitigation (EPD, etc)
2. Typical sections.
3. Accident summaries.
4. Traffic diagrams.
5. Bridge Inventory
6. Minutes of Initial Concept Meetings.
7. Minutes of Concept Team Meetings.
8. Signed LGPA
9. Detour Map
10. Mainline Plan Sheets

DETAILED COST ESTIMATE



Job: 006658A

JOB NUMBER: 006658A

FED/STATE PROJECT NUMBER CSBRG-0006-00(658)

SPEC YEAR: 01

DESCRIPTION: CR 390/THREE NOTCH ROAD AT PEAVINE CREEK

ITEMS FOR JOB 006658A

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$20,000.00	TRAFFIC CONTROL - CSBRG-0006-00(658)	\$20,000.00
0010	153-1300	1.000	EA	\$57,400.00	FIELD ENGINEERS OFFICE TP 3	\$57,400.00
0015	210-0100	1.000	LS	\$400,000.00	GRADING COMPLETE - CSBRG-0006-00(658)	\$400,000.00
0020	433-1000	160.000	SY	\$150.00	REINF CONC APPROACH SLAB	\$24,000.00
0025	634-1200	15.000	EA	\$121.00	RIGHT OF WAY MARKERS	\$1,815.00
0030	641-1100	110.000	LF	\$55.00	GUARDRAIL, TP T	\$6,050.00
0035	641-1200	1000.000	LF	\$18.00	GUARDRAIL, TP W	\$18,000.00
0040	641-5001	4.000	EA	\$588.00	GUARDRAIL ANCHORAGE, TP 1	\$2,352.00
0045	641-5012	4.000	EA	\$1,810.00	GUARDRAIL ANCHORAGE, TP 12	\$7,240.00
SUBTOTAL FOR ROADWAY:						\$536,857.00

0020 - PAVEMENT

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0050	310-1101	1300.000	TN	\$24.00	GR AGGR BASE CRS, INCL MATL	\$31,200.00
0150	402-1811	110.000	TN	\$68.00	RECYL AC LEVELING, INCL BM	\$7,480.00
0060	402-3121	530.000	TN	\$70.00	RECYL AC 25MM SP,GP1/2,BM&HL	\$37,100.00
0055	402-3141	480.000	TN	\$80.00	RECYL AC 12.5 MM SP,GP 1 OR 2,INCL BM	\$38,400.00
0065	402-3190	320.000	TN	\$74.39	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$23,805.36
0070	413-1000	340.000	GL	\$3.00	BITUM TACK COAT	\$1,020.00
SUBTOTAL FOR PAVEMENT:						\$139,005.36

0030 - SIGNING & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0075	653-1501	1800.000	LF	\$0.50	THERMO SOLID TRAF ST 5 IN, WHI	\$900.00
0080	653-1502	1800.000	LF	\$0.50	THERMO SOLID TRAF ST, 5 IN YEL	\$900.00
0085	654-1001	45.000	EA	\$4.00	RAISED PVMT MARKERS TP 1	\$180.00
SUBTOTAL FOR SIGNING & MARKING:						\$1,980.00

0040 - BRIDGE REPLACEMENT

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0090	540-1102	1.000	LS	\$211,000.00	REM OF EX BR, BR NO - REMOVAL OF BRIDGE	\$211,000.00
0095	543-9000	1.000	LS	\$480,000.00	CONSTR OF BRIDGE COMPLETE - CONSTR OF BRIDGE	\$480,000.00
SUBTOTAL FOR BRIDGE REPLACEMENT:						\$691,000.00

0050 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0100	163-0232	3.000	AC	\$280.00	TEMPORARY GRASSING	\$840.00
0105	163-0240	6.000	TN	\$240.00	MULCH	\$1,440.00
0110	163-0300	2.000	EA	\$1,100.00	CONSTRUCTION EXIT	\$2,200.00
0115	165-0030	3500.000	LF	\$0.75	MAINT OF TEMP SILT FENCE, TP C	\$2,625.00
0120	165-0101	1.000	EA	\$460.00	MAINT OF CONST EXIT	\$460.00
0125	167-1000	1.000	EA	\$420.00	WATER QUALITY MONITORING AND SAMPLING	\$420.00
0130	167-1500	18.000	MO	\$655.00	WATER QUALITY INSPECTIONS	\$11,790.00
0135	171-0030	7000.000	LF	\$3.50	TEMPORARY SILT FENCE, TYPE C	\$24,500.00
0140	700-6910	3.000	AC	\$730.00	PERMANENT GRASSING	\$2,190.00
0145	716-2000	6500.000	SY	\$1.20	EROSION CONTROL MATS, SLOPES	\$7,800.00
SUBTOTAL FOR EROSION CONTROL:						\$54,265.00

TOTALS FOR JOB 006658A

DETAILED COST ESTIMATE



Job: 006658A

ITEMS COST:	\$1,423,107.36
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,423,107.36
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,423,107.36

PROJ. NO. CSBRG-0006-00(658) **CALL NO.**
P.I. NO. 6658
DATE 11/8/2011

INDEX (TYPE) **DATE** **INDEX**
 REG. UNLEADED Nov-11 \$ 3.353
 DIESEL \$ 3.847
 LIQUID AC \$ 558.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt
 Price Adjustment (PA) 24105.6 \$ 24,105.60
 Monthly Asphalt Cement Price month placed (APM) 892.80
 Monthly Asphalt Cement Price month project let (APL) 558.00
Total Monthly Tonnage of asphalt cement (TMT) 72

ASPHALT

	Tons	%AC	AC ton
Leveling	110	5.0%	5.5
12.5 OGFC		5.0%	0
12.5 mm	480	5.0%	24
9.5 mm SP		5.0%	0
25 mm SP	530	5.0%	26.5
19 mm SP	320	5.0%	16
	1440		72

BITUMINOUS TACK COAT

Price Adjustment (PA) 488.92 \$ 488.92
 Monthly Asphalt Cement Price month placed (APM) 892.80
 Monthly Asphalt Cement Price month project let (APL) 558.00
Total Monthly Tonnage of asphalt cement (TMT) 1.460334313

Bitum Tack

Gals	gals/ton	tons
340	232.8234	1.46033431

CSBRG-0006-00(658)	CALL NO.
6658	
11/8/2011	

PROJ. NO.
P.I. NO.
DATE

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA) \$ 0
 Monthly Asphalt Cement Price month placed (APM) \$ 892.80
 Monthly Asphalt Cement Price month project let (APL) \$ 558.00
 Total Monthly Tonnage of asphalt cement (TMT) 0

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf. Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ 24,594.52

Preliminary Right of Way Cost Estimate

Date: June 20, 2011
Project: N/A **P.I. Number** 6658
Existing/Required R/W: ±60'±140' **No. Parcels** 7
Project Termini: Three Notch Road on either side of Peavine Creek for ±0.40 mile total
Project Description: Bridge Replacement on Threc Notch Road at Peavine Creek

Fee Simple:

Large Residential/Agricultural					
	143,160 sf	@ \$	0.11 /sf = \$	15,748	
Small Residential					
	25,800 sf	@ \$	0.41 /sf = \$	10,578	
Light Commercial					
	0 sf	@ \$	0.00 /sf = \$	0	
					\$ 26,326

Improvements:

3 Residential	=	\$	23,880
0 Commercial	=	\$	0
TOTAL		\$	23,880

Relocation:

0 Residential	@ \$40,000/Parcel	=	\$	0
0 Commercial	@ \$25,000/Parcel	=	\$	0
TOTAL			\$	0

Damages:

Proximity -	1 Parcel	\$	5,000
Consequential -	0 Parcels	\$	0
Cost to Cure -	0 Parcels	\$	0
TOTAL		\$	5,000

SUB-TOTAL **\$ 55,206**

Net Cost		\$	55,206
Scheduling Contingency	55%	\$	30,363
Adm/Court Cost	60%	\$	51,341
		\$	136,910

Total Cost

\$ 137,000

Prepared By : 
 John G. Simshauser, Cert. No. 2772
 Moreland Altobelli Associates, Inc.

Reviewed / Approved: 
 R/W Administrator

Note: Accuracy of estimate is the sole responsibility of the Preparer.
 Note: The Market Appreciation (40%) is not included in this Preliminary Cost Estimate.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0006-00(658) OFFICE Cartersville
CR 390 / Three Notch Rd @ Peavine Creek
Bridge Replacement
P.I. No. 0006658 DATE September 15, 2011

FROM  Kerry D. Bonner
District Utilities Engineer

TO Bobby Hilliard, P.E., Office of Program Delivery
ATTN Terry Rogers, Project Manager

SUBJECT PRELIMINARY UTILITY COST ESTIMATE

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON- REIMBURSABLE	REIMBURSABLE*
Catoosa Utility District	\$ 69,860.00	
North Georgia EMC		\$ 27,280.00
Totals	\$ 69,860.00	\$ 27,280.00

Total Preliminary Utility Cost Estimate \$97,140.00.

*Reimbursable costs will be the responsibility of the Sponsor – Catoosa County.

If you have any questions, please contact Jennifer Deems at 770-387-3616.

KDB/jd

C: Jeff Baker, P. E., State Utilities Engineer (via e-mail)
File/Estimating Book

Ward, Reggie

From: Barrow, Galen
Sent: Thursday, September 29, 2011 9:40 AM
To: Ward, Reggie
Subject: RE: CSBRG-0006-00(658)/PI: 0006658 Catoosa County (mitigation)

Sorry, but that will not be known for sure until the impacts are known. With that said, I'm expecting not to have any impacts. If that holds true then the mitigation cost for the project would be \$0.00.

Thanks

From: Ward, Reggie
Sent: Thursday, September 29, 2011 9:32 AM
To: Barrow, Galen
Subject: CSBRG-0006-00(658)/PI: 0006658 Catoosa County (mitigation)

Hey Galen,
Do you know what the mitigation estimate might be for this project? Thanks

Reggie J. Ward
Design Engineer 2
District 6 - Road Design
Tel: 770-387-3623/Fax: 770-387-3653
Email: rward@dot.ga.gov

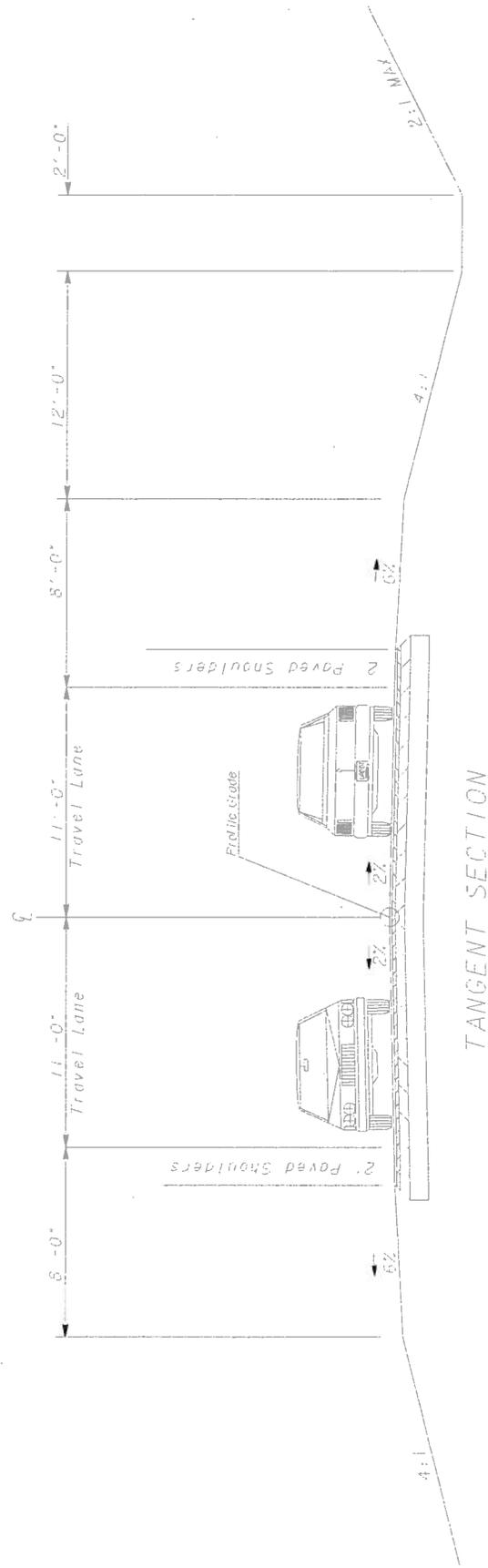
We'll get you there.
www.511ga.org



TYPICAL SECTION

CR 390

THREE NOTCH RD



Accidents Information

There were a total of 8 accidents reported between the years of 2007 to 2009 along CR 390/Three Notch Road near the bridge. The accident and injury rates along the roadway between these years were higher than the Georgia statewide rates for a major collector route (see table below). No fatality accidents were reported.

(Note: Rates are per 100 Million Vehicle Miles of Travel.)

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
2007	Catoosa	County Road	039000	2.00	3.00	1	2	0	0
2007	Catoosa	County Road	015600	.61	.61	0	0	0	0
2007 SubTotal						1	2	0	0
2008	Catoosa	County Road	039000	2.00	3.00	1	1	0	0
2008	Catoosa	County Road	015600	0.61	0.61	2	4	2	0
2008 SubTotal						3	5	2	0
2009	Catoosa	County Road	039000	2.00	3.00	3	5	0	0
2009	Catoosa	County Road	015600	0.61	0.61	1	2	5	0
2009 SubTotal						4	7	5	0
All Year(s)Total						8	14	7	0

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0006-00(658) **OFFICE** Planning
P.I. # 0006658 **DATE** November 8, 2010

FROM Angela Alexander, State Transportation Planning Administrator

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attention: Terry Rogers

SUBJECT Updated Traffic Assignments for C.R. 390/Three Notch Rd. @ Peavine Creek.

We are furnishing updated traffic assignments for the above project is attached:

TC # 0132
2009 AADT = 3850
2017 AADT = 5600
2037 AADT = 8400
K = 12%
D = 60%
T = 4.5%
24 HOUR T = 5%
S.U. = 3.5%
COMB. = 1.5%

If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

ATA/AFE

Bridge Inventory Data Listing

Parameters: Bridge Serial Num



Structure ID: 047-0054-0

Catoosa

SUFF. RATING: 16.48

Location & Geography

Structure ID: 047-0054-0
 200 Bridge Information: 05
 *6A Feature Int: PEAVINE CREEK
 *6B Critical Bridge: 0
 *7A Route No Carried: CR00390
 *7B Facility Carried: THREE NOTCH ROAD
 9 Location: 5.7 MI SW OF RINGGOLD
 2 Dot District: 6

207 Year Photo: 2010
 *91 Inspection Frequency: 24 Date: 11/17/2010
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 *4 Place Code: 00000
 *5 Inventory Route(O/U): 1

Type: 4
 Designation: 1
 Number: 02207
 Direction: 0

*16 Latitude: 34 52.7530 HMMS Prefix
 *17 Longitude: 85 -11.8140 HMMS Suffix: MP-0.00
 98 Border Bridge: 000%Shared:00
 99 ID Number: 000000000000000000

*100 STRAINNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 472039000
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 002.09
 *208 Inspection Area: 6 Initials: EFP
 Engineer's Initials: LWW
 * Location ID No: 047-02207F-009.59N

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 3
 Height: 1
 Width: 1
 238 Curb Height: 0
 Curb Material: 0
 239 Handrail: 00
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 0
 Fwrd: 0
 Oppo. Dir. Rear: 0
 Oppo. Fwrd: 0
 244 Approach Slab: 0
 224 Retaining Wall: 0
 233 Posted Speed Limit: 45
 236 Warning Sign: 0.00
 234 Delineator: 0.00
 235 Hazard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Highway System

*104 Highway System: 0
 *26 Functional Classification: 07
 *204 Federal Route Type: S No: 02207
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2066 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0

*19 Bypass Length: 01
 *20 Toll: 3
 *21 Maintenance: 02
 *22 Owner: 02
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 09
 27 Year Constructed: 1965
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00

35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Pant: 1
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: C
 259 Pile Encasement: 0
 *43 Structure Type Main: 3 02
 45 No.Spans Main: 006
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 0
 111 pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 0
 Deck Protection: 8



Bridge Inventory Data Listing

Processed Date: 2/9/2011
 Parameters: Bridge Serial Num

Structure ID: 047-0054-0

Programming Data		Measurements:	
201 Project No:	UNKNOWN (LOGAN)	*29ADT	004250 Year:2007
202 Plans Available:	0	100%Tracks:	0
249 Prop Proj No:	CSBRG-0006-00(658)	* 28 Lanes On:	02 Under:00
250 Approval Status:	0000	210 No. Tracks On:	00 Under:00
251 PI Number:	0006658	* 48 Max. Span Length:	0016
252 Contract Date:	02/01/1901	* 49 Structure Length:	96
260 Seismic No:	00000	51 Br. Rwdy. Width:	23.90
75 Type Work:	31 1	52 Deck Width:	25.10
94 Bridge Imp. Cost:	\$ 153	* 47 Tot. Horiz. Ct:	24
95 Roadway Imp. Cost:	62	50 Curb / Sidewalk Width:	0.60 / 0.60
96 Total Imp Cost:	252	32 Approach Rdwy. Width:	021
76 Imp Length:	000307	*229 Shoulder Width:	
97 Imp Year:	1990	Rear Lt:	5.00 Type:8 Rt:5.00
114 Future ADT:	066375 Year:2027	Fwd. Lt:	5.00 Type:8 Rt:5.00
Hydraulic Data			
215 Waterway Data:		Permanent Width:	
High Water Elev:	0000.0 Year:1900	Rear:	21.00 Type:8
Flood Elev:	0000.0 Freq:00	Intersection Rear:	21.00 Type:2
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	0 Fwd: 0
Drainage Area:	00000	Transition:	0
Area of Opening:	000000	App. G. Rail:	0
113 Scour Critical:	U	App. Rail End:	0
216 Water Depth:	02.2 Br. Height:13.3	53 Minimum Cl. Over:	99' 99"
222 Slope Protection:	1	Under:	
221 Slope Protection:	0 Fwd:0	*228 Minimum Vertical Cl	
219 Fender System:	0	Act. Odgm Dir.:	99' 99"
220 Dolphin:	0	Oppo. Dir.:	99' 99"
223 Current Cover:	000	Posted Odgm Dir.:	00' 00"
Type:	0	Oppo. Dir.:	00' 00"
No. Barrels:	0	55 Lateral Undercl. Rt:	N 0 0
* Width:	0.00 Height:0.00	58 Lateral Undercl. Lt:	0.00
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0
265 U/W Insp Area:	0 Diver:ZZZ	39 Nav Vert Cl	000 Horiz:0000
Location ID No:	047-02207F-009.59N	116 Nav Vert Cl Closed:	000
		245 Deck Thickness Main Deck Thick Approach:	5.00
		246 Overlay Thickness:	0.00
		212 Year Last Painted:	Sup:1996 Sub:1985
65 Inventory Rating Method:	1	65 Inventory Rating Method:	1
63 Operating Rating Method:	1	63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 10	66 Inventory Type:	2 Rating: 10
64 Operating Type:	2 Rating: 10	64 Operating Type:	2 Rating: 10
231 Calculated Loads:		231 Calculated Loads:	
H-Modified:	21 0	H-Modified:	21 0
HS-Modified:	30 0	HS-Modified:	30 0
Type 3:	26 0	Type 3:	26 0
Type 3s2:	40 0	Type 3s2:	40 0
Timber:	21 0	Timber:	21 0
Piggyback:	00 0	Piggyback:	00 0
261 H Inventory Rating:	20	261 H Inventory Rating:	20
262 H Operating Rating:	30	262 H Operating Rating:	30
67 Structural Evaluation:	2	67 Structural Evaluation:	2
58 Deck Condition:	5	58 Deck Condition:	5
59 Superstructure Condition:	5	59 Superstructure Condition:	5
* 227 Collision Damage:	0	* 227 Collision Damage:	0
60A Substructure Condition:	3	60A Substructure Condition:	3
60B Scour Condition:	7	60B Scour Condition:	7
60C Underwater Condition:	N	60C Underwater Condition:	N
71 Waterway Adequacy:	9	71 Waterway Adequacy:	9
61 Channel Protection Cond.:	7	61 Channel Protection Cond.:	7
68 Deck Geometry:	2	68 Deck Geometry:	2
69 UnderCir. Horz/Vert:	N	69 UnderCir. Horz/Vert:	N
72 Appr. Alignment:	8	72 Appr. Alignment:	8
62 Culvert:	N	62 Culvert:	N
Posting Data			
70 Bridge Posting Required:	5	70 Bridge Posting Required:	5
41 Struct Open, Posted, CL:	P	41 Struct Open, Posted, CL:	P
* 103 Temporary Structure:	T	* 103 Temporary Structure:	T
232 Posted Loads:		232 Posted Loads:	
H-Modified:	13	H-Modified:	13
HS-Modified:	00	HS-Modified:	00
Type 3:	15	Type 3:	15
Type 3s2:	27	Type 3s2:	27
Timber:	21	Timber:	21
Piggyback:	00	Piggyback:	00
253 Notification Date:	02/01/1901	253 Notification Date:	02/01/1901
258 Fed Notify Date:	21/1901 12:00:00AM	258 Fed Notify Date:	21/1901 12:00:00AM

Initial Concept Team Meeting Minutes

Project Number: CSBRG-0006-00(658)

P. I. Number: 0006658

Federal Route Number: None

State Route Number: None

County Route Number: 390

Bridge Replacement of CR 390/Three Notch Road over Peavine Creek

County: Catoosa

Date: June 30, 2011

Location: GDOT District 6

Total Minutes: 45 mins

Attendees:

Reggie Ward	GDOT	rward@dot.ga.gov
David Ray	GDOT	dray@dot.ga.gov
Bryan Lott	GDOT	blott@dot.ga.gov
Shelia Martin	GDOT	smartin@dot.ga.gov
Galen Barrow	GDOT-DEL	gbarrow@dot.ga.gov
Billy Terry	GDOT	bterry@dot.ga.gov
Stan McCarley	GDOT	smccarley@dot.ga.gov
Terry Rogers	GDOT	trogers@dot.ga.gov
Jennifer Deems	GDOT	jdeems@dot.ga.gov

The meeting was opened by Reggie Ward at 10:00 AM. He read the Need and Purpose, the Traffic Information and Description of the Project. He opened the floor up for discussion.

- o Discussion was made about an offsite detour. Stan McCarley mentioned the distance would be only about one mile of additional travel. Terry Rogers said the county had expressed concern about an offsite detour due to heavily traveled road and a school bus route. No one with the County was in attendance. In light of the distance only being one mile longer, it was agreed that an offsite detour would be utilized. This will reduce the need for additional right of way and therefore keep the project cost down.
- o Stan McCarley suggested checking the clear zone and see if a 6:1 slope could be used instead of 4:1. He also stated there was a discrepancy in the proposed typical section and the one shown in the cost estimate. He recommended checking the shoulder width based on design speed/traffic.

- The length of approaches to the bridge was discussed. 1,000 ft approaches were used.
- Bryan Lott said the surveys would be completed in the next few weeks.
- The cost of the RW needs to be updated by the County. Shelia Martin of RW said that there were a possible 4 parcels that are temporary easement. She said the RW cost will probably only increase by 15% since the original cost estimate. She also said we do not pay for RW easement.
- Jennifer Deems of UT said that the PFA needs to show locals paying for Utilities. Terry Rogers stated that an old LGPA is all that we have now and that the Locals still need to be LAP certified before a PFA can be drawn up.
- The length of the bridge was discussed and it was recommended to check with the Bridge Office.
- Galen Barrow said he had screened the project and thinks that two ranch houses and a farmstead are possible historic resources as well as the bridge.

Reggie adjourned the meeting around 10:45 and stated the Concept Team Meeting might be held in a couple of months after addressing emailed comments and meeting comments.

Concept Team Meeting Minutes

Project Number: CSBRG-0006-00(658)

P. I. Number: 0006658

Federal Route Number: None

State Route Number: None

County Route Number: 390

Bridge Replacement on CR 390/Three Notch Road over Peavine Creek

County: Catoosa

Date: September 15, 2011

Location: GDOT District 6

Total Minutes: 45 mins

Attendees:

Reggie Ward	GDOT	rward@dot.ga.gov
David Ray	GDOT	dray@dot.ga.gov
Devon Brooks	GDOT	dbrooks@dot.ga.gov
Shelia Martin	GDOT	smartin@dot.ga.gov
Galen Barrow	GDOT	gbarrow@dot.ga.gov
Wesley King	Moreland- Altobelli	wking@maai.net
Stan McCarley	GDOT	smccarley@dot.ga.gov
Terry Rogers	GDOT	trogers@dot.ga.gov
Jennifer Deems	GDOT	jdeems@dot.ga.gov
Christal Thomas	Catoosa County	christal.thomas@catoosa.com

The meeting was opened by Reggie Ward of Preconstruction at 10:00 AM. He read the Need and Purpose and Description of the Project. The following comments came up as the Concept Report was reviewed:

- o Discussion was made about the offsite detour. There was question about having one for a county road. Terry Rogers of Program Delivery mentioned that another project in Carroll County had an offsite detour for a county road bridge project. There was a question about the time duration for construction and Devon Brooks of Construction mentioned 18 months might allow for time restrictions with Endangered Species. It was determined that Catoosa County would be responsible for the detour.
- o Stan McCarley of Traffic Design stated that the typical section proposed shows 2 foot paved shoulders with 6 foot unpaved and that county roads do not typically have 2 foot paved shoulders, but the shoulders could be 8 feet unpaved.

- Reggie said that 1,000 ft approaches are proposed for the bridge.
- Galen Barrow of Environmental said that none of the residences or bridge appear to be eligible historic resources. Terry Rogers asked about ecology and there was no information available yet on that.
- The cost of the Right of way (RW) was recently updated by the County. Shelia Martin of RW said that the County showed a possible 7 parcels that are temporary easement. She said again that we do not pay for driveway easements and that the ICTM minutes were incorrect.
- Jennifer Deems of Utilities said that the cost estimate had just been received and there is only one reimbursable utility, North Georgia EMC. She also stated that the locals would be responsible for paying the Utilities.
- Terry Rogers stated that no Value Engineering (VE) study would be required since the total project cost is estimated below the \$10 M requirement. David Ray of Preconstruction mentioned that the Fuel Cost adjustment would need to be removed from the cost estimate since it is no longer required in project cost estimates.
- Discussion was made about Public Involvement and that a Categorical Exclusion (CE) Environmental document is expected. A Public Information Open House (PIOH) will need to be held for the offsite detour. Galen said it would probably need to be held in March or April 2012. Christal Thomas of Catoosa County said that she would find a location for the meeting and let us know.
- Christal asked about the LAP certification and could their consultant be certified instead of the County. Terry Rogers said she would find out.
- There was discussion about the property owner of the parcel with the gated entrance. At this time, the parcel is not expected to be affected.
- A Fire Station is located not far from the north end of the project.
- Discussion was made about whether signs will be required in the project plans for Endangered Species like they are on State Route projects.
- Terry Rogers asked if the County had any maintenance issues in the area of the project. Devon Brooks stated she would check with the County.

Reggie adjourned the meeting around 10:45. The following comments were received by email:

Concerning the report:

- Cover Page – recommend more room for signatures in the Recommendation section.
- Need & Purpose (page 2): Has Bridge Design reviewed the Need & Purpose?
- Description (page 2): Proposed length?
- Non Attainment section (page 2): Remove text in italics (this is instructional info for the report preparer and not to be included in the report). Either include the info mentioned in italics or state in this area why the info is not needed (the project does not add capacity).
- Existing Design Features (page 2):
 - Typical Section: 2 12 foot lanes – is this correct? GDOT's Transportation Data Viewer says 11 foot lanes.
 - Minimum radius for curve: 587 – include the dimension(feet). Is there an existing curve on the project with a 587 foot radius?
 - Maximum Super-elevation rate for curve is missing (See appendix A of GDOT's current PDP for the CR template).
- Proposed Design Features (page 3):
 - Proposed Typical Section: Two (2) 12 ft lanes and 2' paved shoulders, 6' earth shoulders. Should you match the existing lane width? If the existing is 11 foot travel lanes, AASHTO says 11 foot lanes may be retained where the alignment accident records are satisfactory (Exhibit 6.5, page 425, 2004 AASHTO). GDOT's DPM says 12 foot lanes, 8 foot shoulder (2 feet which is paved) for Collector roads at 45 mph design speed, ADT 2000 vpd or greater (table 6.5). Lane width is a Controlling Criteria.
 - Maximum grades allowable: I recommend double checking these. The maximums I found in the DPM are different than what the report is showing.
 - Proposed Maximum grades: The report is showing the proposed maximums at the allowable max grades. What is the actual maximum grade you are planning to construct?
 - Proposed Minimum Radius for curve: Check this. What is the actual minimum radius you plan to construct?
 - Maximum Radius Allowable 6710. This should be MINIMUM radius allowable (see Appendix A of GDOT's current PDP).2004 AASHTO (Exhibit 3-26, page 168) says 643 feet is the minimum radius for 6% max SE (see GDOT's DPM), 45 mph design speed. Include the dimensions (feet).
 - Proposed Maximum super-elevation for curve: 8%. GDOT's DPM allows 6% max SE for all rural typical sections, except freeways.

- Proposed Maximum degree of curve 11deg and Maximum degree allowable 11 deg. These should be removed (covered by Proposed minimum radius and Minimum radius allowable). See Appendix A of the current PDP.
- Controlling Criteria – all 13 criteria are shown in the report as undetermined. I recommend not submitting the report to executive management with all 13 undetermined.
- Proposed Design Features (page 4):
 - Design Variances/Design Exceptions: Recommend rechecking these according to the design, especially if the lane width is revised.
 - VE Study Anticipated – left unchecked. Check the appropriate answer.
- Project Cost Estimate and Funding Responsibilities (page 4): The Preconstruction Status Report for this project states Catoosa County has agreed to pay for ROW and Utilities – is this correct? If so the table needs to reflect this.
- Project Activities Responsibilities (page 4): See Catoosa County to do ROW and Utilities comment above.
- Coordination (page 5):
 - Include ICTM and CTM dates.
 - If the NEPA doc is a CE, a PAR is not anticipated, correct?
 - Did any local officials attend the CTM?
- Scheduling – Responsible Parties' Estimate: Use the current format in Appendix A of the current PDP (include estimated begin/end dates).
- Comments: I recommend a discussion of how traffic will be handled while the bridge is being reconstructed. This issue is of particular interest to the Director of Preconstruction.

Concerning the attachments:

- Construction Cost Estimate: Mentions 4 foot shoulders – check with proposed info in the report for consistency and revise as needed.
- Fuel and Asphalt Calculations (see attached email)
- Typical Section – shows for the cut side: a 6:1 foreslope and 4 foot ditch. GDOT DPM Chapter 6 lists for rural collectors, 25 mph design speed: 2 foot ditches and 4:1 foreslope. Please check these.
- Recommend attaching the signed LGPA.

*Dewayne
10/24/06 HKT*



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

October 19 2006

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Ron Brown, County Manager
Catossa County
7694 Nashville Street
Ringgold, Georgia 30736

Dear Mr. Brown:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Catossa County for the following project:

PROJECT#: CSBRG-0006-00(658) Catossa County, P.I.#0006658

We look forward to working with you on the successful completion of the joint project.
Should you have any questions, please contact the Project Manager Dewayne Comer at (770)387-3619.

Sincerely,

James T. Simpson
James T. Simpson,
Financial Management Administrator

JTS:as

Enclosure

c: Bob Rogers
Kent Sager - District 6
Jeff Baker - Utilities

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
CATOOSA COUNTY
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This AGREEMENT is made and entered into this 16th day of October, 2006, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and CATOOSA COUNTY acting by and through it's Mayor/Chairman and Board of Commissioners, hereinafter called the "SPONSOR".

WHEREAS, the SPONSOR has represented to the DEPARTMENT a desire to improve the transportation facility described in Exhibit A attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the SPONSOR has represented to the DEPARTMENT a desire to participate in certain activities of the PROJECT as set forth in this AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the department has expressed a willingness to participate in certain activities of the PROJECT as set forth in this AGREEMENT.

NOW THEREFORE, in consideration of the mutual promises made of the benefits to flow from one to the other, the DEPARTMENT and the SPONSOR hereby agree each with the other as follows:

1. The SPONSOR shall contribute to the PROJECT by funding all of certain portions of the PROJECT costs for utility relocations and right of way acquisitions as specified in **Exhibit A** and further defined in this agreement.
2. The DEPARTMENT shall contribute to the PROJECT by funding all of certain portions of the PROJECT costs for Preliminary Engineering and Construction as specified in **Exhibit A**.
3. The SPONSOR shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.
4. Upon the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the SPONSOR. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT. Failure of the SPONSOR to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the SPONSOR to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. Should the SPONSOR request that the right of way plans be modified, the DEPARTMENT shall evaluate the resulting change to the overall cost of the PROJECT and determine if the change should be made. If such change is approved by the DEPARTMENT, the

SPONSOR shall fund any resulting increase in the overall PROJECT COST.

5. The SPONSOR shall contribute to the PROJECT by funding all of the PROJECT costs for utility relocations, which are deemed eligible by the DEPARTMENT for reimbursement. Eligible relocations would be those utilities holding a property interest in their present location. When deemed eligible, the relocation costs shall include any preliminary engineering, easement acquisition and construction activities that are necessary for the utility to accommodate the PROJECT. The SPONSOR shall also fund the relocations for any facility which it owns and for any other local government that is not relocating at its own expense. Upon determination of eligibility, the DEPARTMENT shall prepare a written agreement which specifies the terms and amounts of any contribution or repayments that will be made to the Utility of the DEPARTMENT by the SPONSOR. The Agreement shall be supported by plans, specifications and itemized cost estimates of the work agreed upon and shall be executed prior to advertising the PROJECT for letting.

6. The DEPARTMENT shall be responsible for all railroad relocation costs necessary for the construction of the PROJECT.

7. Upon completion and approval of the PROJECT plans, the SPONSOR shall certify to the DEPARTMENT that all needed rights of way have been obtained and cleared of obstructions, and certify that all needed permits for the PROJECT have been obtained. The DEPARTMENT shall certify that all utilities located within the projects limits have been sufficiently detailed to provide a clear understanding of the work to be done to adequately accommodate the PROJECT. The DEPARTMENT shall also certify that all approvals have been completed for work to be done at the sole expense of the utility (i.e. Permits) or for work to be reimbursed (i.e. Agreements). After certification the PROJECT shall be let for construction. The DEPARTMENT shall be solely

responsible for securing and awarding the construction contract for the PROJECT.

8. Both the SPONSOR and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the SPONSOR does not complete the activities defined in this agreement on schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction.

9. This AGREEMENT is made and entered into in FULTON COUNTY, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the SPONSOR have caused these presents to be executed under seal by their duty authorized representatives.

RECOMMENDED:

[Signature]
District

[Signature]
Director of Preconstruction

[Signature]
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: [Signature]
Deputy Commissioner ELM

ATTEST:
[Signature]
Treasurer

REVIEWED AS TO LEGAL FORM:
[Signature]
Office of Legal Services

SPONSOR:

BY: William H. H. CLARK
Name
Title CHAIRMAN

Signed, sealed and delivered this 5th
day of September, 2006, in the
presence of:

[Signature]
Witness

[Signature]
Notary Public

MY COMMISSION EXPIRES JULY 2, 2010

This Agreement approved by CATOOSA
COUNTY at a meeting held at
Ringoes, Ga.
this 5th day of September, 2006.

[Signature]
City/County Clerk (as appropriate)
[Signature], Clerk

FEIN: 58-6000-795

Exhibit A

Project	Description	Project Type	Responsible Party			
			Preliminary Engineering	RAW Acquisition	Utilities Relocation	Construction
CSBRG-0006-00(658), P.I. No. 0006658	CR 390/THREE NOTCH ROAD @ PEAVINE CREEK	Replacement	100% GDOT	100% SPONSOR	100% SPONSOR	100% GDOT

