

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0012603 **OFFICE** Design Policy & Support  
Clayton County  
GDOT District 7 - Metro Atlanta **DATE** January 26, 2016  
CR 1344/Valley Hill Road @ Flint River

**FROM**  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:**

Hiral Patel, Director of Engineering  
Joe Carpenter, Director of P3/Program Delivery  
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery  
Albert Shelby, State Program Delivery Engineer  
Darryl VanMeter, State Innovative Delivery Engineer  
Bobby Hilliard, Program Control Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Eric Duff, State Environmental Administrator  
Bill DuVall, State Bridge Engineer  
Andrew Heath, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Lee Upkins, State Utilities Engineer  
Richard Cobb, Statewide Location Bureau Chief  
Kathy Zahul, District Engineer  
Scott Lee, District Preconstruction Engineer  
Nicholas Fields, District Utilities Engineer  
Xavier James, Project Manager  
BOARD MEMBER - 13th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type:	<u>Bridge Replacement</u>	P.I. Number:	<u>0012603</u>
GDOT District:	<u>7</u>	County:	<u>Clayton</u>
Federal Route Number:	<u>N/A</u>	State Route Number:	<u>N/A</u>
Project Number:	<u>N/A LAP Project</u>		

**Project Description:** Valley Hill Road Bridge over Flint River: Bridge Reconstruction to provide two lanes in each direction, and Roadway widening to match widened Bridge for approximately 2400 ft.

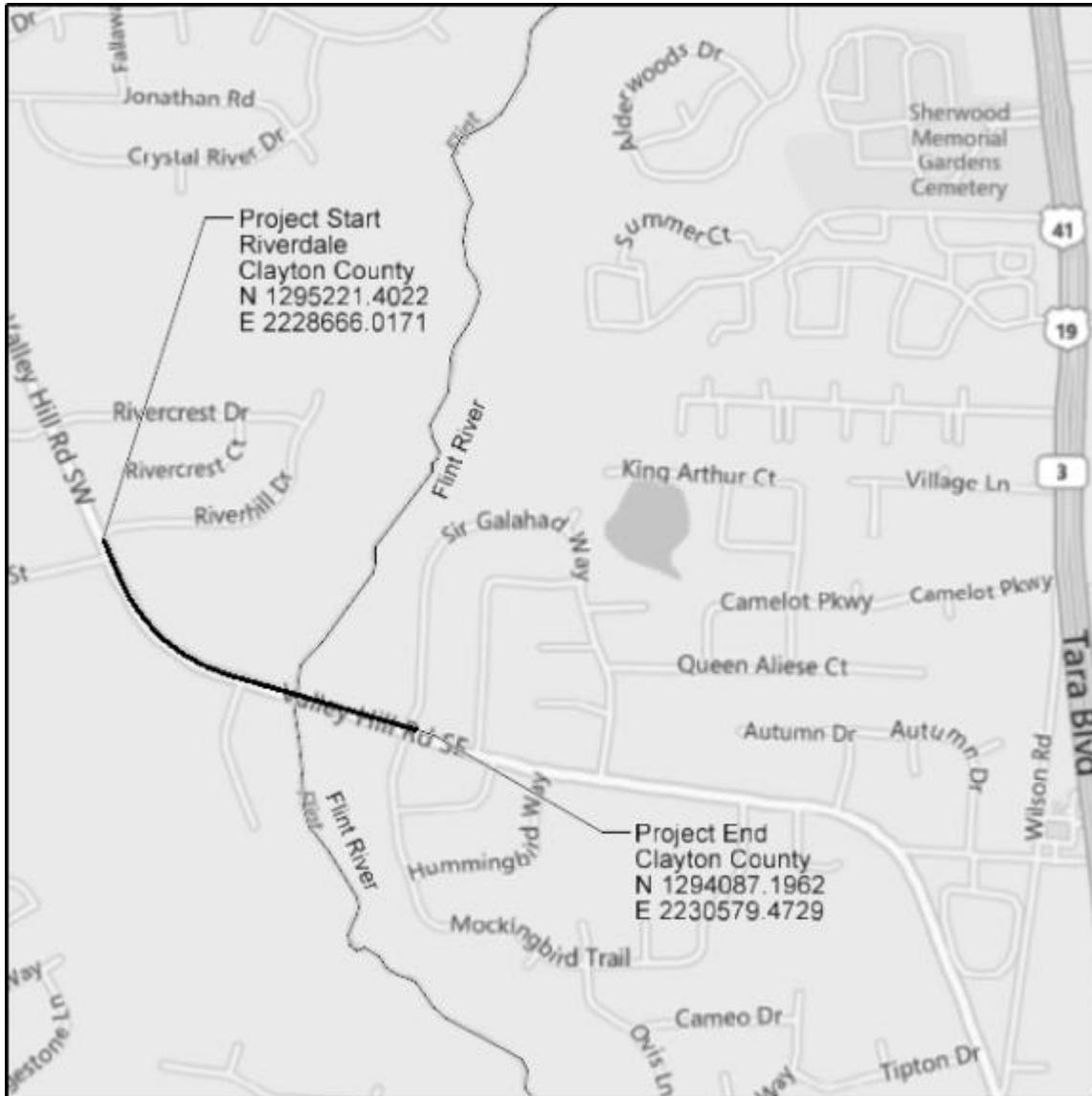
**Submitted for approval:**  
 Michael R. Holt, PE, Parsons Brinckerhoff Michael R. Holt 7/24/2015  
 Consultant Designer & Firm or GDOT Concept/Design Phase Office Head & Office Date  
 Jeff Metarko, Director, Clayton County DOTD Jeff Metarko 7/29/15  
 Local Government Sponsor Date  
 Albert V. Shelby III Albert Shelby 10-1-15  
 State Program Delivery Engineer Date  
 Darrell, DeJean Darrell DeJean 09/02/2015  
 GDOT Project Manager Date  
 Xavier James, Current Project Manager

**Recommendation for approval:**  
 \* Hiral Patel / KLP 11-15-15  
 State Environmental Administrator Date  
 \* Bill DuVall / KLP 11-30-15  
 State Bridge Engineer Date

\* Recommendations on file  
 MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).  
 Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).  
Christina L. Vaughn 11-3-15  
 State Transportation Planning Administrator Date

**Approval:**  
 Concur: Hiral Patel 01-20-16  
 GDOT Director of Engineering Date  
 Approve: Margaret B. Pickles 1-20-16  
 GDOT Chief Engineer Date

## PROJECT LOCATION



Scale: Not to Scale

**Figure 1 – Location Map**

**Project: PI No.: 0012603**

**Description: Replacement of bridge on CR 1344/Valley Hill Road at Flint River**

County: Clayton

## PLANNING & BACKGROUND DATA

### Project Justification Statement:

The road improvements and widening of CR 1344/Valley Hill Road, the bridge replacement on CR 1344/Valley Hill Road over the Flint River, the widening of Battle Creek Road (CR 1342), and Mt. Zion Boulevard (CR 28) in Clayton County, Georgia consist of five individual projects. Two of the five projects are to be funded by Special Purpose Local Option Sales Tax (SPLOST) monies. The remaining three projects (including the replacement of the bridge on Valley Hill Road over the Flint River) are to receive Federal Funding. It was requested by the Federal Highway Administration (FHWA) in November 2007 that in order to fulfill the requirements of the National Environmental Policy Act (NEPA), and to provide full disclosure for the project which would receive federal funding, the projects will be considered as one cohesive unit for Environmental Assessment and related special studies.

CR 1344/Valley Hill Road is classified as an urban minor arterial and the section from Upper Riverdale Road to the intersection of Battle Creek Road this includes the bridge over the Flint River (PI No. 0012603) which will be widened as a Clayton County SPLOST project at a later date. The CR 1344/Valley Hill Road Bridge over the Flint River is to be constructed to current design standards and its approaches will be constructed to tie-into the proposed widening for the section from Battlecreek Road to Upper Riverdale Road.

### Existing conditions:

The project is located in Clayton County on CR 1344/Valley Hill Road between Easy Street/Riverhill Drive on the west and Sir Galahad Way/Mockingbird Trail on the east. The existing is a two-lane (24ft wide) asphaltic concrete roadway with a bridge over the Flint River at approximately 700ft from Sir Galahad Way/Mockingbird Trail. The existing bridge has a sufficiency rating of 44.6 and posted loadings for two axial H-modified trucks of 16 tons, three axial trucks at 17 tons, and timber trucks at 24 tons. The Roadway has 5ft paved shoulders on both sides. There are eight driveways between the two intersections. Major utilities in the corridor are Georgia Power Transmission Lines on the north and south sides, Sanitary Sewer line on the north side; Telephone and gas lines on the south side.

### Other projects in the area:

The remainder of PI 0012603 for the proposed widening of CR 1344/Valley Hill Road from Upper Riverdale Road to the intersection of Easy Street and from the intersection of Sir Galahad Way to the intersection of Battle Creek Road. Also projects PI Nos 751775, 751770 the proposed widening of Battle Creek Road and Mt. Zion Boulevard.

### Description of the proposed project:

The proposed project will consist of the widening from two to four lanes on CR 1344/Valley Hill Road from Easy Street/Riverhill Drive to Sir Galahad Way/Mockingbird Trail (a distance of about 2400ft). This will include reconstruction of the existing bridge over the Flint River to current GDOT Standards (LRFD) and widening it from two to four lanes. The proposed project will have pedestrian access providing five-foot sidewalks on both sides of the roadway and a raised median which will allow pedestrians refuge during crossings. All pedestrian facilities will be designed to comply with the Americans with Disability Act.(ADA).The elevation of the bridge will also be increased in order to satisfy the current FEMA requirements for the no-rise condition

### Logical Termini:

The proposed project is part of the proposed construction for PI. 751775,751770 and 0012603 which extends from the intersection of Valley Hill Road and Upper Riverdale Road to along Battle Creek Road and Mt. Zion Boulevard to the intersection of Mt. Zion Boulevard and Rex Road. These limits create a total project length of 8.48 miles which is a sufficient length to create a logical termini and assess environmental matters. The current project is being constructed early due to the availability of funding at an earlier date. The remaining sections will be completed at a later date to complete the project.

**MPO:** Atlanta Regional Commission (ARC)

TIP # CL-267

**TIA Regional Commission:** *Regional Commission*      N/A      RC Project ID (if TIA project)

**MPO Name Congressional District(s):** 13

**Federal Oversight:**     Exempt     State Funded     Other

**Projected Traffic:** ADT 24 HR T: 8.3 %  
 Current Year: 9,546 (2015) Open Year: 10,100 (2017) Design Year: 14,100 (2037)  
 Traffic Projections Performed by: KHA/ Parsons Brinckerhoff  
 \*traffic numbers have been submitted to GDOT planning on 11/06/2015 for approval

**Functional Classification (Mainline):** Urban Minor Arterial Street

**Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:**

Warrants met: None Bicycle Pedestrian Transit

**Pavement Evaluation and Recommendations**

Preliminary Pavement Evaluation Summary Report Required? No Yes  
 Preliminary Pavement Type Selection Report Required? No Yes  
 Feasible Pavement Alternatives: HMA PCC HMA & PCC

**DESIGN AND STRUCTURAL**

**Description of Proposed Project:**

**Major Structures:**

Structure ID	Existing	Proposed
063-0076-0	Five Span Two lane 152' length	Stage construct a new Three Span Four lane 219' length bridge to the south side of the existing bridge.
Retaining walls	None	A MSE wall will join the new bridge abutment and run along northeast fill slope to minimize stream floodplain & wetland impacts.
Retaining walls	None	Temporary sheet pile walls to stage construct new bridge.

**Mainline Design Features: Valley Hill Road**

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2	4	4
- Lane Width(s)	11'	11-12'	12'
- Median Width & Type	N/A	20' Raised Median	20' Raised Median, the median will be reduced to a 4' raised median across the bridge
- Outside Shoulder or Border Area Width	N/A	10-16'	12' The environmental document was approved with a 12' shoulder, the 16' shoulder would increase impacts to wetlands and increase ROW cost in an urbanized area
- Outside Shoulder Slope	N/A	2%	2%
- Sidewalks	none	5'	5'
Posted Speed	40 mph	45 mph	45 mph
Design Speed	45 mph	45 mph	45 mph
Min Horizontal Curve Radius	926'	711'	711'
Maximum Superelevation Rate	4%	4%	4%
Maximum Grade		6%	6%

<b>Access Control</b>	<b>By Permit</b>	<b>By Permit</b>	<b>By Permit</b>
<b>Design Vehicle</b>	<b>WB-40</b>	<b>WB-40</b>	<b>WB-40**</b>
<b>Pavement Type</b>	<b>Flexible</b>	<b>Flexible</b>	<b>Flexible</b>

\*According to current GDOT design policy if applicable

\*\* Due to high % of trucks, design can accommodate WB-50

**Major Interchanges/Intersections:** N/A

**Lighting required:**  No\*  Yes  
 (\*Lighting in this section of PI 0012603 will be built in future project)

**Transportation Management Plan [TMP] Required:** No  Yes  
 If Yes: Project classified as:  Non-Significant  Significant  
 TMP Components Anticipated:  TTC  TO  PI

**Will Context Sensitive Solutions procedures be utilized?**  No  Yes

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:** No

**Design Variances to GDOT Standard Criteria anticipated:** No

## UTILITY AND PROPERTY

**Temporary State Route Needed:**  No  Yes  Undetermined

**Railroad Involvement:** N/A

**Utility Involvements:** Atlanta Gas Light, Georgia Power Company, AT&T, Clayton County Water Authority, Comcast

**SUE Required:**  No  Yes

**Public Interest Determination Policy and Procedure recommended?**  No  Yes

**Right-of-Way:** Existing width: 100ft. Proposed width: Varies (250 ft max)ft.  
 Required Right-of-Way anticipated:  No  Yes  Undetermined

Easements anticipated:  None  Temporary  Permanent  Utility  Other

Anticipated total number of impacted parcels: 16  
 Displacements anticipated: Businesses: 0  
 Residences: 0  
 Other: 0  
 Total Displacements: 0

**Impacts to USACE property anticipated:**  No  Yes  Undetermined

## ENVIRONMENTAL AND PERMITS

**Anticipated Environmental Document:**

**GEPA:**  **NEPA:**  CE  EA/FONSI Approved Draft 7/29/14  PCE

**MS4 Compliance – Is the project located in an MS4 area?**  No  Yes

County: Clayton

**Environmental Permits, Variances, Commitments, and Coordination anticipated:**

1. Protection of Birds (SP 107.23.G)
2. USACE Section 404 Regional Permit
3. Notify GRTA of construction schedules
4. Notify Clayton County Schools of construction schedule
5. Inform local residents of closures at PHOH
6. A total of 5.5 wetland credits have already been purchased from a USACE approved commercial mitigation bank in HUC 0313005. Additional credits might be required to address additional impacts associated with necessary storage requirements within the flood plain.
7. A Stream Buffer Variance is anticipated.

**Air Quality:**

Is the project located in a PM<sub>2.5</sub> Non-attainment area?    No                     Yes

Per the approved Draft EA, the project has been evaluated by an interagency group consisting of FHWA, EPA, Georgia Department of Natural Resources Environmental Protection Division (EPD) and the ARC. The interagency group agreed on November 17, 2011 that this project does not appear to be a “Project of Concern” per the Transportation Conformity Rule and thus meets the statutory and regulatory requirements for PM<sub>2.5</sub> hot spots without a qualitative analysis.

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

Carbon Monoxide hotspot analysis:             Required             Not Required             TBD

**NEPA/GEPA Comments & Information:** The widening of the CR 1344Valley Hill Road Bridge over the Flint River is part of the widening of the CR 1344/Valley Hill Road from Upper Riverdale Road to Tara Blvd. This project will have the effect of increasing commercial and residential development thus revitalizing the corridor. The widened corridor could become an important East-West corridor to help reduce the traffic congestion on Tara Boulevard. This portion of the development will affect seventeen parcels; however, there will be no displacements. The anticipated effects of the project have already been included in the approved Draft EA; however, a re-evaluation of the effects will be done six months prior to construction to ensure that the conditions do not warrant additional mitigations.

**COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS**

**Project Meetings:**

<b>Project Activity</b>	<b>Party Responsible for Performing Task(s)</b>
Concept Development	Parsons Brinckerhoff
Design	Parsons Brinckerhoff on behalf of Clayton County
Right-of-Way Acquisition	Clayton County
Utility Relocation and Utility Coordination	Clayton County and Utility Companies
Letting to Contract	Clayton County
Construction Supervision	Clayton County
Providing Material Pits	Clayton County
Providing Detours	N/A
Environmental Studies, Documents, & Permits	Clayton County
Environmental Mitigation	Clayton County
Construction Inspection & Materials Testing	Clayton County

**Other coordination to date:** None

**Project Cost Estimate and Funding Responsibilities:**

	<b>Breakdown of PE</b>	<b>ROW</b>	<b>Reimbursable Utility</b>	<b>CST*</b>	<b>Environmental Mitigation</b>	<b>Total Cost</b>
Funded By	GDOT/ Clayton County	Feds/Clayton County	Clayton County	GDOT/ Clayton County	Clayton County	
\$ Amount	\$663,018	\$700,000	\$203,250.00**	\$4,626,298.25	\$2,720.00	\$6,195,286.25
Date of Estimate	11/17/2014	10/07/2015	09/15/2015	10/15/2015		

\*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

\*\* Pending prior rights determination.

Note: The original right of way cost of \$90,000 was based on 8 parcels and included only the land cost. The number of parcels has increased to 16. The previous construction cost of \$3,061,285 was a preliminary estimate created at the start of the design. The construction cost has increased due to a better estimate of the quantities as design progressed.

**ALTERNATIVES DISCUSSION**

<b>Preferred Alternative:</b> Widen existing CR 1344/Valley Hill Road to four 12-ft lanes in each direction separated by a 20ft raised median with curb and gutter and a 45mph design speed. Proposed urban shoulders will be 12ft wide with a 2.5ft curb and gutter, a 2ft grassed strip and 5ft sidewalks. Replacement of existing two-lane Bridge over Flint River with a four-lane Bridge. New bridge will be replaced using staged construction providing one lane each direction open to traffic.			
<b>Estimated Property Impacts:</b>	Additional Right of Way	<b>Estimated Total Cost:</b>	\$6,195,286.25
<b>Estimated ROW Cost:</b>	\$700,000	<b>Estimated CST Time:</b>	18 months
<b>Rationale:</b> It was selected because it meets the new requirement for FEMA and revised LRFD Bridge Design Standards. It also provides the required roadway width for the recent as well future growth in the corridor, and would satisfy the need and purpose of the project.			

<b>No-Build Alternative:</b> Clayton County and GDOT will not construct widening of CR 1344/Valley Hill Road and reconstruction of Bridge over the Flint River to current GDOT standards and FEMA requirements			
<b>Estimated Property Impacts:</b>	None	<b>Estimated Total Cost:</b>	
<b>Estimated ROW Cost:</b>	None	<b>Estimated CST Time:</b>	
<b>Rationale:</b> The no-build Alternative would not improve the LOS in the corridor or replace the low rated bridge.			

<b>Alternatives No Longer Considered</b> <i>As discussed in the approved draft Environmental assessment document for the corridor there were four initial alternatives under study that were removed from further consideration due to cost, unacceptable/lower LOS, and unavoidable impacts to wetlands, community resources, and local businesses. Additionally, one alternative did not meet FHWA logical termini requirements</i>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	
<b>Estimated ROW Cost:</b>		<b>Estimated CST Time:</b>	
<b>Rationale:</b>			

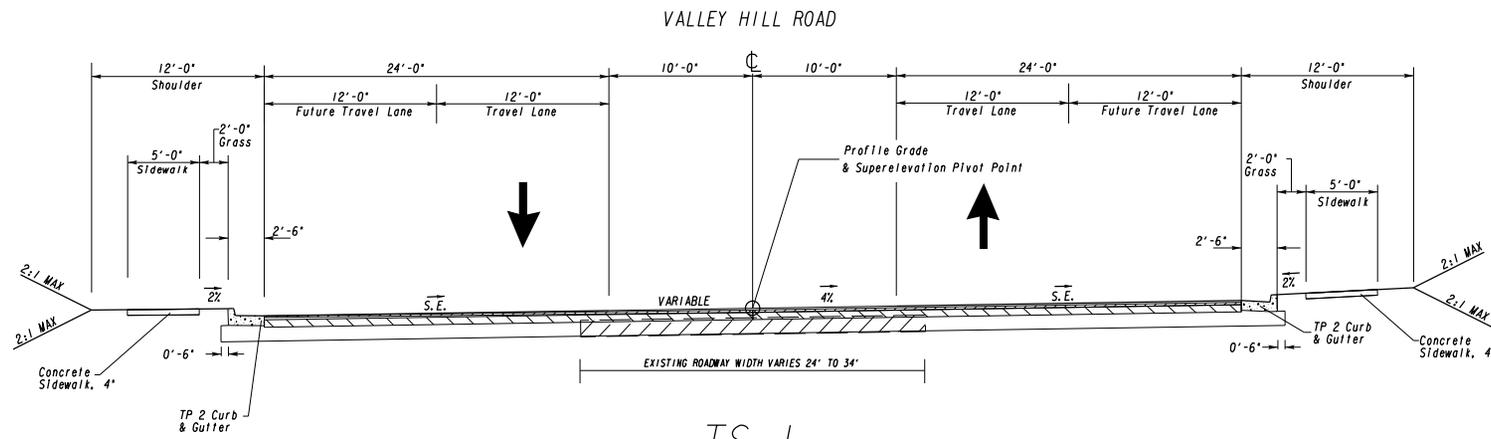
**Comments/Additional Information: None**

## **LIST OF ATTACHMENTS/SUPPORTING DATA**

1. Location Map (Figure 1)
2. Concept Layout (Figure 2)
3. Typical sections (Figure 3A)
4. Preliminary Bridge Typical and Staging
5. Crash Data Analysis and Summary
6. Traffic projections/ Diagrams
7. Job Estimate Report for construction cost
8. Signed Agreements

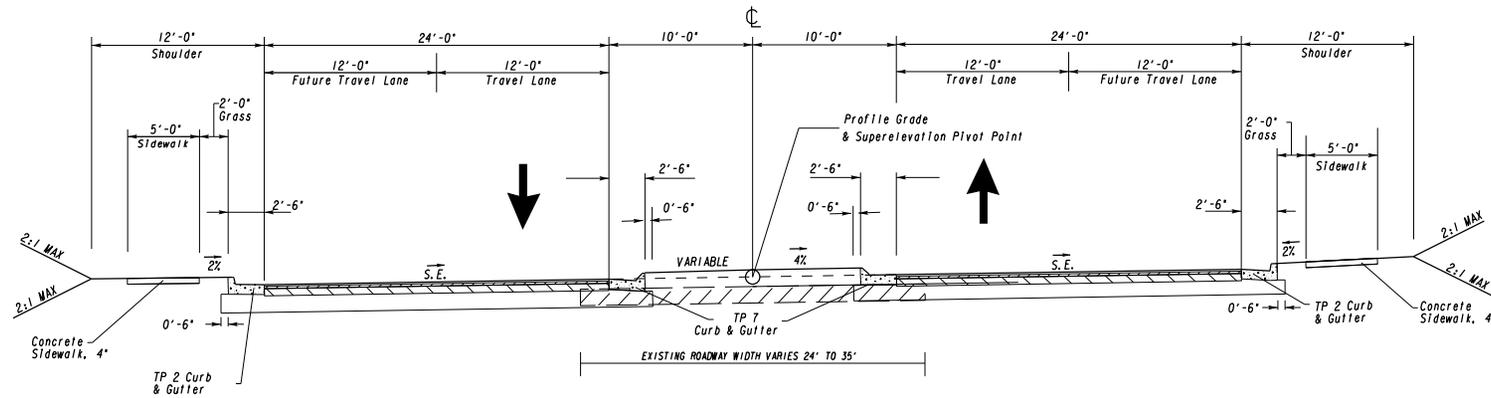
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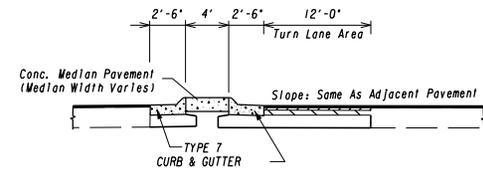
TS-1

SUPERELEVATED ASSYMMETRICAL WIDENING SECTION



TS-2

SUPERELEVATED ASSYMMETRICAL WIDENING SECTION



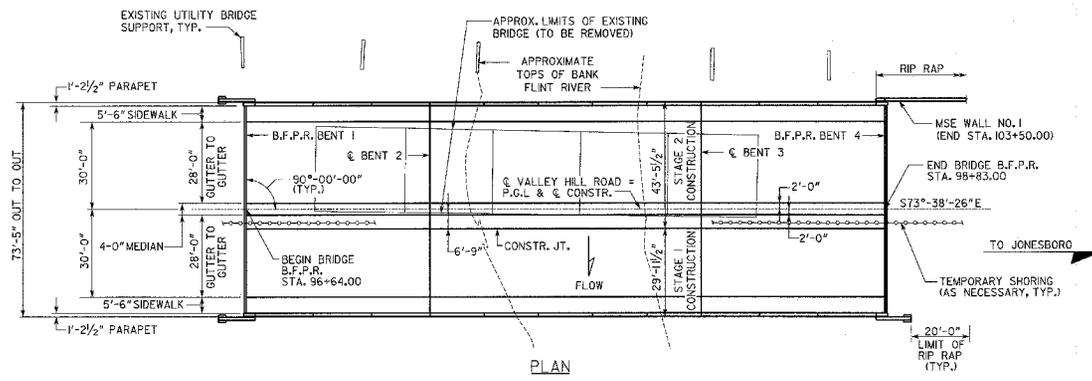
DETAIL FOR MEDIAN TURN LANE  
SEE PLANS FOR LOCATIONS

Figure 3A - Typical Sections

P.I. 0012603  
Clayton County, Georgia

The Proposed Widening of CR 1344 Valley Hill Road and  
the Bridge Replacement Over the Flint River

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	002603		



**BRIDGE CONSISTS OF**

- 2 - 63'-0" TYPE II PSC BEAM SPANS ----- SPECIAL DESIGN
- 1 - 93'-0" BULB TEE, 54 IN, PSC BEAM SPAN ----- SPECIAL DESIGN
- 2 - PILE END BENTS ----- SPECIAL DESIGN
- 2 - CONCRETE INTERMEDIATE BENTS ----- SPECIAL DESIGN
- 24 IN. TYPE I RIPRAP

**DESIGN DATA**

- SPECIFICATIONS ----- AASHTO LRFD 7TH EDITION, 2014
- DESIGN VEHICLE LIVE LOAD ----- HL-93
- FUTURE PAVING ALLOWANCE ----- 30 LBS PER SQ FT

**TRAFFIC DATA**

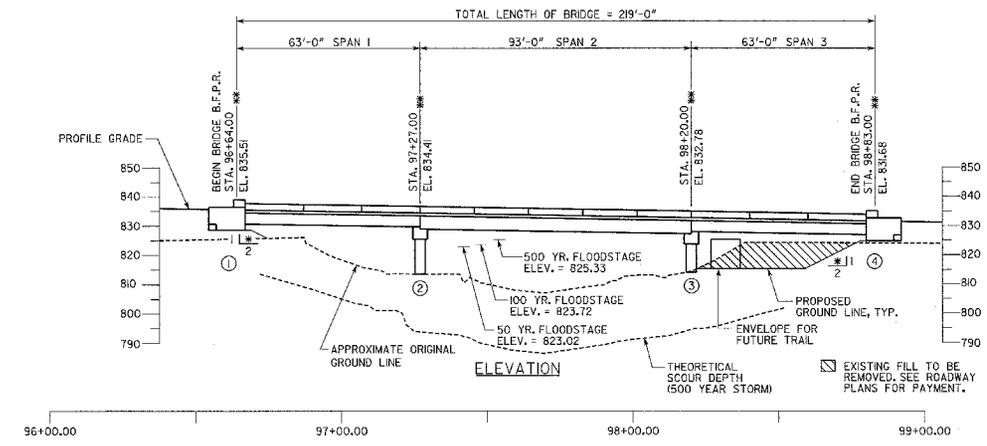
- TRAFFIC ----- ADT = 10,100 (2017)
- ADT = 14,100 (2037)
- DESIGN SPEED ----- 45 MPH
- TRUCKS ----- 8.3%
- 24 HR TRUCKS ----- 6.3%
- DIRECTIONAL ----- 51%

**EXISTING UTILITIES**

- TRANSMISSION LINE ----- LOCATED 28 FT. UPSTREAM FROM EXISTING BRIDGE
- SEWER MAIN ----- LOCATED 26 FT. UPSTREAM FROM EXISTING BRIDGE
- WATER MAIN ----- LOCATED 21 FT. UPSTREAM FROM EXISTING BRIDGE
- 12 TELEPHONE CONDUITS ATTACHED TO DOWNSTREAM FACE OF EXISTING BRIDGE
- GAS MAIN ----- LOCATED 14 FT. DOWNSTREAM FROM EXISTING BRIDGE
- POWER LINE ----- LOCATED 30 FT. DOWNSTREAM FROM EXISTING BRIDGE

**NOTES**

1. ALL BENTS PARALLEL TO BENT 1 AT 90°-00'-00".
  2. END BENT PILES NOT SHOWN.
  3. BRIDGE TO BE BUILT ON NORMAL CROWN.
  4. BRIDGE DECK DRAINAGE TO BE CAPTURED IN A CLOSED SYSTEM AND PIPED TO THE END OF THE BRIDGE.
  5. THE LOWEST ALLOWABLE BOTTOM OF BEAM ELEVATION FOR THE PROPOSED BRIDGE SHALL BE 825.02 FT. THE LOWEST PROPOSED BOTTOM OF BEAM ELEVATION IS 826.24 FT.
  6. CLAYTON COUNTY IS REQUESTING ALL EXISTING UTILITIES BE RELOCATED OUTSIDE OF THE PROPOSED PAVEMENT AREA PRIOR TO BEGINNING CONSTRUCTION OF BRIDGE.
- \* END ROLL SLOPE NORMAL TO END BENT.
- \*\* STATIONS AND ELEVATIONS ARE AT INTERSECTION OF PROFILE GRADE LINE AND B.F.P.R. OR € BENTS. EXISTING BRIDGE SERIAL NO. 063-0076-0
- EXISTING BRIDGE I.D. NO. 063-0909TM-002.92N
- PROJECT P.I. NO. 002603
- BRIDGE NO. 1



**PROPOSED GRADE DATA**

**BERM ELEVATIONS**

END BENT	ELEVATIONS
1 LT	827.83
1 RT	827.83
4 LT	824.00
4 RT	824.00

FOR END ROLL STAKING PURPOSES ONLY

**DRAINAGE DATA**

DRAINAGE AREA ----- 23.7 SQ MILES

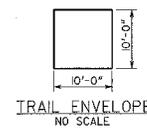
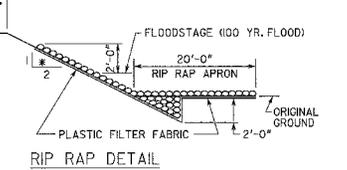
FLOOD FREQUENCY	TOTAL DISCHARGE	MEAN VELOCITY	AREA OF OPENING UNDER FLOODSTAGE	BACKWATER
50 YEAR	12,023 CFS	7.49 FPS	1,605 SQ FT	0.77 FT
100 YEAR	13,566 CFS	7.91 FPS	1,716 SQ FT	0.67 FT
500 YEAR	17,372 CFS	8.84 FPS	1,964 SQ FT	1.09 FT

**THEORETICAL SCOUR DEPTHS (FT)**

BENT LOCATION	100 YEAR STORM			500 YEAR STORM		
	GENERAL	LOCAL	TOTAL	GENERAL	LOCAL	TOTAL
BENT 2	10.3	7.5	17.8	12.9	8.1	21.0
BENT 3	12.3	7.5	19.8	12.6	8.2	20.8

NOTE: THE SCOUR DEPTH IN THE CHANNEL IS 20.7 FT FOR 500 YEAR STORM EVENT.

PLACE RIP RAP AND FILTER FABRIC FROM 2 FT. BELOW ORIGINAL GROUND TO 2 FT. ABOVE FLOODSTAGE. EXTEND RIP RAP AND FILTER FABRIC 20 FT. BEYOND END OF RINGWALLS UNLESS OTHERWISE NOTED. WHERE BERM ELEVATION IS LOWER THAN 2 FT. ABOVE FLOODSTAGE, EXTEND RIP RAP AND FILTER FABRIC ACROSS BERM.



**BENCHMARK**

VALLEY HILL ROAD REBAR AND CAP SET FLUSH WITH GROUND

STA. 89+73.55

36.08' LT.

N 1294619.27

E 2228986.88

ELEV. 859.99

**PARSONS BRINCKERHOFF**

3340 Peachtree Rd, NE, Suite 2400, Tower Place 100 Atlanta, GA 30326-1087 Office: (404) 237-2115

CLAYTON COUNTY

DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

PRELIMINARY LAYOUT

CR 1344 (VALLEY HILL ROAD) OVER FLINT RIVER

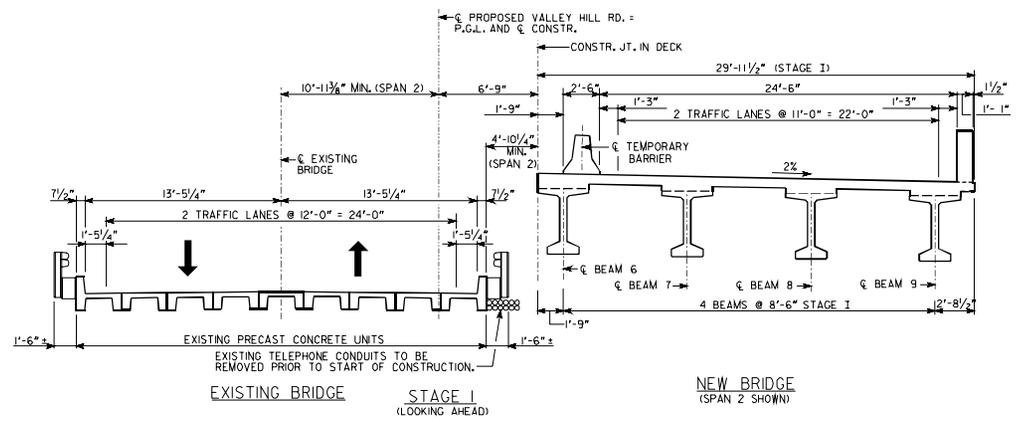
CLAYTON COUNTY 002603

DRAWING NO. 35-001	DESIGNED: PAA	CHECKED: MUF	REVIEWED: D/C/RMD
BRIDGE SHEET 1 OF 2	DATE: 11-3-15	DESIGN GROUP: STB	APPROVED: SFR

SCALE: 1" = 20'-0"

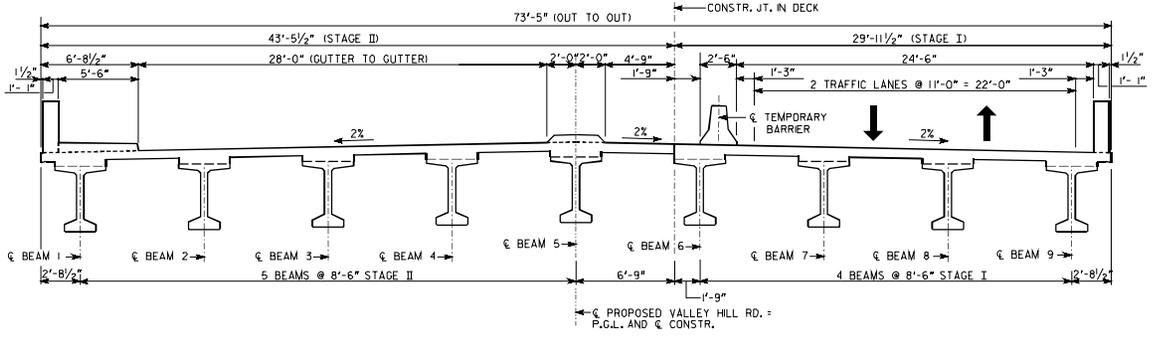
NOVEMBER 2015

1" = 1" WHEN PRINTED FULL SIZE



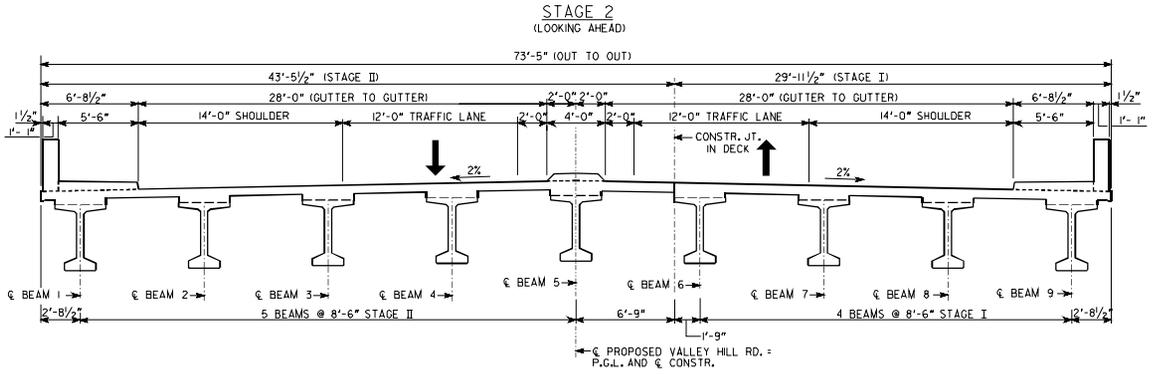
**STAGING NOTES:**

- STAGE I**
1. MAINTAIN TRAFFIC ON EXISTING BRIDGE.
  2. CONSTRUCT STAGE I ACCORDING TO PLANS (EXCEPT FOR RIGHT SIDEWALK).
  3. PLACE TEMPORARY BARRIER, METHOD 2 AS SHOWN.



**STAGE 2**

1. SHIFT TRAFFIC TO STAGE I WHILE MAINTAINING TWO 11'-0\"/>
- 2. REMOVE EXISTING BRIDGE.
- 3. BUILD STAGE II ACCORDING TO PLANS (INCLUDING LEFT SIDEWALK AND RAISED MEDIAN).



**STAGE 3**

1. SHIFT TRAFFIC TO FINAL LANES.
2. BUILD RIGHT SIDEWALK ACCORDING TO PLANS.
3. REMOVE TEMPORARY BARRIER AND OPEN COMPLETED BRIDGE TO TRAFFIC.

**NOTES**

1. SPAN 2 SHOWN, SPAN 1 AND 3 SIMILAR.
2. CLAYTON COUNTY IS REQUESTING ALL EXISTING UTILITIES BE RELOCATED OUTSIDE OF THE PROPOSED PAVEMENT AREA PRIOR TO BEGINNING CONSTRUCTION OF BRIDGE.
3. THE AFOREMENTIONED SEQUENCE SHALL BE COORDINATED WITH ROADWAY OPERATIONS, SEE ROADWAY PLANS.
4. IN LIEU OF THE ABOVE SEQUENCE OF OPERATIONS, THE CONTRACTOR MAY SUBMIT A PROPOSED SEQUENCE OF OPERATIONS FOR APPROVAL.

BRIDGE NO. 1	
<b>PARSONS BRINCKERHOFF</b>	
3340 Peachtree Rd, NE Suite 2400, Tower Place 100 Atlanta, GA 30326-1087 Office: (404) 237-2115	
CLAYTON COUNTY DEPARTMENT OF TRANSPORTATION & DEVELOPMENT	
CONSTRUCTION SEQUENCE	
CR 1344 (VALLEY HILL ROAD) OVER FLINT RIVER	
CLAYTON COUNTY 0012603	
SCALE: 1/4" = 1'-0" UNLESS NOTED	NOVEMBER 2015
DESIGNED: PAA	CHECKED: MJP
DRAWN: PAR/MS	DESIGN GROUP: STB
REVISIONS	DATE

DRAWING NO. 35-002  
BRIDGE SHEET 2 OF 2

1" = 1" WHEN PRINTED FULL SIZE

## VALLEY HILL ROAD BRIDGE REHABILITATION PROJECT PI NO. 0012603 CRASH DATA ANALYSIS AND SUMMARY

As part of the Georgia Department of Transportation (GDOT) project providing Design Engineering Services for the replacement of bridge on CR 1344 / Valley Hill Road at Flint River (PI No. 0012603) in Clayton County, Georgia, a traffic safety assessment was conducted by analyzing the traffic crashes in the study area. Crash data for this 0.7 mile segment of Valley Hill Road was provided by the GDOT's Office of Traffic Safety and Design. The data included details of reported crashes from January 1, 2011, through November 30, 2014, (47 months). The raw crash data is included in Table 3.

Table 1 summarizes the crashes by type, severity, and year for this segment between 2011 and November 30, 2014.

Table 1: Study Area Crashes by Type & Severity (CR 1344 from Rivercrest Rd to Lady Heidi Ct)

Crash Type	2011		2012		2013		2014*		2011-2014	
	No of Crashes	% of Total								
Not A Collision with Motor Vehicle	7	64%	5	56%	3	25%	2	33%	17	45%
Rear End	1	9%	1	11%	6	50%	0	0%	8	21%
Angle	0	0%	2	22%	1	8%	2	33%	5	13%
Sideswipe - Same Direction	3	27%	0	0%	0	0%	2	33%	5	13%
Sideswipe - Opposite Direction	0	0%	1	11%	1	8%	0	0%	2	5%
Head On	0	0%	0	0%	1	8%	0	0%	1	3%
Totals	11	100%	9	100%	12	100%	6	100%	38	100%

Crash Severity	2011	2012	2013	2014	2011-2014
Injury Crashes	3	2	2	1	8
Injuries	3	3	6	1	13
Fatal Crashes	0	0	0	0	0
Fatalities	0	0	0	0	0
Total Crashes	11	9	12	6	38

\*Partial year crash data from January 1 – November 30 of 2014

Source: GDOT Office of Traffic Safety and Design

The following is a summary of the findings of the study area crashes:

- 38 crashes were reported during this period; 11 occurred in 2011, 9 in 2012, 12 in 2013 and 6 in 2014 (11 months of data available), indicating that the number of crashes was relatively constant in the years analyzed
- 8 injury crashes occurred during this period, with the number of crashes either remaining constant or declining from year to year. These injury crashes resulted in a varying number of injuries each year, totaling 13 injuries in the 47 months analyzed.
- No fatalities were reported on the study segment in the years analyzed

- Collisions not with a motor vehicle represented the highest percentage of crashes at 45% of all crashes, and also represented the highest percentage of crashes in 3 of the 4 years analyzed.
- Rear End crashes represented the second highest crash by manner at 21% of all crashes.

Crash rates per 100 million vehicle miles traveled (VMT) were calculated from the data in order to compare the Valley Hill Road segment to other similarly classified segments around the state. The computation of crash rates requires Annual Average Daily Traffic (AADT) for the segment, which was obtained from the GDOT’s Geocounts traffic count database<sup>1</sup>. Historic count data from Count Station 0631312, located on Valley Hill Road just east of Hummingbird Way, was used in calculating the segment crash rates.

According to the Atlanta Regional Commission<sup>2</sup>, this segment of Valley Hill Road is classified as an Urban Minor Arterial. Statewide values for crash, injury, and fatality rates on Urban Minor Arterial were gleaned from GDOT Statewide Mileage, Travel, and Accident Data for the years 2011 – 2013. Table 2 summarizes the study segment and statewide crash rate by year and severity and Figure 1 compares the study segment and crash data by year.

Table 2: Valley Hill Road, Rivercrest Road to Lady Heidi Ct, Segment Crash Rates compared to Statewide Crash Rates

Year	AADT	Crash Rates (per 100 million VMT)					
		Location	All Crashes	Injuries	Injury Crashes	Fatalities	Fatal Crashes
2011	6,640	Study Segment	648	177	177	0	0
		Statewide	482	166	110	1.2	1.16
2012	6,610	Study Segment	533	178	118	0	0
		Statewide	476	178	118	1.13	1.11
2013	6,650	Study Segment	706	353	118	0	0
		Statewide	610	190	128	1.2	1.15

Bold values indicate instances where the segment crash rate equaled or exceeded the statewide average crash rate for Minor Urban Arterials for the given year

The following is a summary of the study area crashes compared to statewide crashes on similar streets:

- The study segment crash rate for all crashes exceeded the statewide average in 2011, 2012, and 2013. The excess ranged from 35% in 2011 to 12% in 2012.
- The study segment injury crashes rate equaled or exceeded the statewide average in 2011 and 2012, and the study segment injuries rate equaled or exceeded the statewide average in each of the years analyzed.
- There were no fatalities or fatal crashes on this segment in the years analyzed.
- Crash rates from 2014 were not included in this summary because the 2014 data is not for the complete year and statewide data for comparison is not yet available.

<sup>1</sup> <http://geocounts.com/gdot/>

<sup>2</sup> <http://www.atlantaregional.com/about-us/board--committees/transportation-coordinating/functional-classification-review>

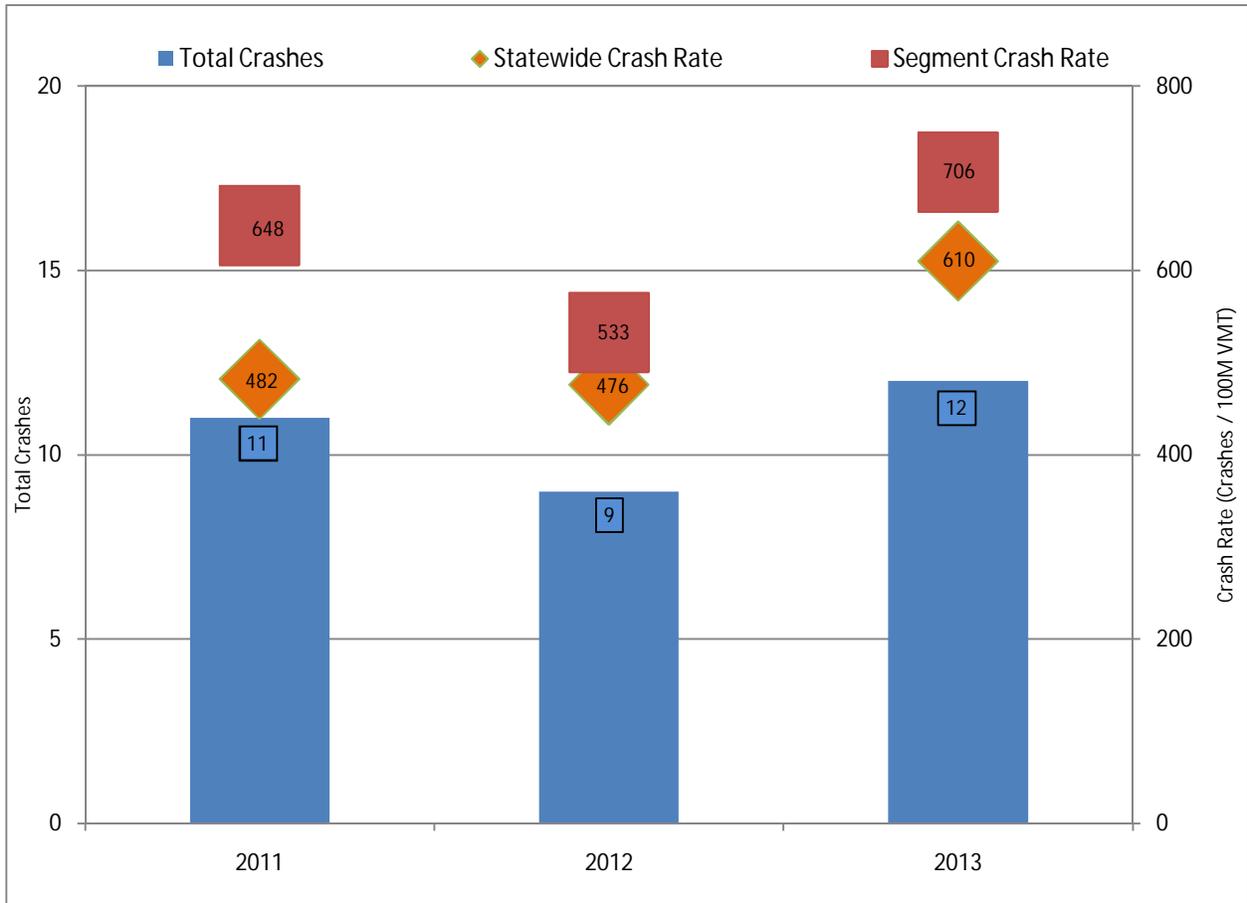


Figure 1: Study Segment Total Crashes, and Crash Rate Comparison against Statewide Rates for Similar Roadways

Figure 1 illustrates the relatively constant number of total crashes from year to year in the study area and indicates that the study segment crash rate remained above the statewide average for each of the years analyzed, with a higher exceedance in 2011.

Table 3 : Raw Crash Data

AccidentNo	AccidentNumber	Date	Time	County	Route	Milelog	IntersectingRoute	RampSection	DistanceFrom	DirectionFrom	Injuries	Fatalities	MannerOfCollision
3600261	3600261	1/25/2011	17:18:00	CLAYTON	VALLEY HILL RD		0 SIR GALAHAD VW	0	-1		0	0	0 Not A Collision with Motor Vehicle
3609422	3609422	1/13/2011	6:35:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	0		0	0	0 Not A Collision with Motor Vehicle
3693407	3693407	4/15/2011	17:10:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	-1		0	0	0 Not A Collision with Motor Vehicle
3731841	3731841	4/30/2011	10:00:00	CLAYTON	VALLEY HILL RD		0 91 VALLEY HILL RD	0	-1		1	0	0 Sideswipe-Same Direction
3782596	3782596	5/26/2011	2:13:00	CLAYTON	VALLEY HILL RD		0 SIR GALAHAD WAY	0	230	East	0	0	0 Not A Collision with Motor Vehicle
3803744	3803744	6/22/2011	22:58:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	2640	North	0	0	0 Not A Collision with Motor Vehicle
3828826	3828826	8/1/2011	12:20:00	CLAYTON	VALLEY HILL RD		0 SIR GALAHAD WAY	0	800	West	0	0	0 Sideswipe-Same Direction
3871784	3871784	9/23/2011	20:55:00	CLAYTON	VALLEY HILL RD		0 EASY ST	0	-1		0	0	0 Not A Collision with Motor Vehicle
3877126	3877126	10/2/2011	12:58:00	CLAYTON	91 VALLEY HILL RD		0	0	0		0	0	0 Sideswipe-Same Direction
3895045	3895045	9/24/2011	3:14:00	CLAYTON	VALLEY HILL RD		0 SIR GALAHAD WAY	0	-1		1	0	0 Not A Collision with Motor Vehicle
3953389	3953389	12/24/2011	12:02:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	200	North	1	0	0 Rear End
3997109	3997109	2/6/2012	9:26:00	CLAYTON	VALLEY HILL RD		0 SIR GALAHAD WAY	0	-1		2	0	0 Angle
4025929	4025929	3/13/2012	4:05:00	CLAYTON	VALLEY HILL RD		0 EASY ST	0	300	East	0	0	0 Not A Collision with Motor Vehicle
4118705	4118705	6/18/2012	10:22:00	CLAYTON	91 VALLEY HILL RD		0	0	0		0	0	0 Angle
4125689	4125689	6/25/2012	10:34:00	CLAYTON	VALLEY HILL RD		0 SIR GALAHAD WAY	0	50	West	0	0	0 Rear End
4149643	4149643	7/17/2012	4:41:00	CLAYTON	VALLEY HILL RD		0 EASY ST	0	150	South	1	0	0 Not A Collision with Motor Vehicle
4194705	4194705	9/4/2012	14:47:00	CLAYTON	SIR GALAHAD WAY		0 VALLEY HILL RD	0	0		0	0	0 Not A Collision with Motor Vehicle
4266121	4266121	11/18/2012	15:10:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	300	West	0	0	0 Not A Collision with Motor Vehicle
4293646	4293646	12/13/2012	7:00:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	1000	West	0	0	0 Not A Collision with Motor Vehicle
4295474	4295474	12/13/2012	18:02:00	CLAYTON	VALLEY HILL RD		0 RIVERCREST DR	0	-1		0	0	0 Sideswipe-Opposite Direction
4316852	4316852	1/6/2013	5:30:00	CLAYTON	RIVERHILL DR		0 VALLEY HILL RD	0	80	East	0	0	0 Sideswipe-Opposite Direction
4331790	4331790	1/18/2013	21:39:00	CLAYTON	SE VALLEY HILL RD		0 MOCKINGBIRD TRL	0	-1		0	0	0 Rear End
4397932	4397932	3/28/2013	16:23:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	-1		0	0	0 Not A Collision with Motor Vehicle
4471431	4471431	6/9/2013	8:22:00	CLAYTON	VALLEY HILL RD		0 EASY ST	0	10	West	0	0	0 Rear End
4494891	4494891	7/5/2013	15:30:00	CLAYTON	RIVERCREST DR		0 VALLEY HILL RD	0	-1		0	0	0 Angle
4561205	4561205	9/4/2013	15:03:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	-1		0	0	0 Rear End
4590144	4590144	10/3/2013	16:20:00	CLAYTON	VALLEY HILL RD		0 LADY HEIDI CT	0	-1		0	0	0 Rear End
4601460	4601460	10/8/2013	11:30:00	CLAYTON	VALLEY HILL RD		0 RIVERHILL DR	0	-1		5	0	0 Head On
4638772	4638772	11/12/2013	16:11:00	CLAYTON	VALLEY HILL RD		0 RIVERCREST DR	0	500	North	0	0	0 Rear End
4639432	4639432	11/4/2013	10:50:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	-1		1	0	0 Not A Collision with Motor Vehicle
4652202	4652202	11/22/2013	21:11:00	CLAYTON	VALLEY HILL RD		0 EASY ST	0	200	South	0	0	0 Not A Collision with Motor Vehicle
4661946	4661946	12/3/2013	16:20:00	CLAYTON	VALLEY HILL RD		0 HUMMINGBIRD WAY	0	-1		0	0	0 Rear End
4744109	4744109	2/25/2014	19:13:00	CLAYTON	RIVERCREST DR		0 VALLEY HILL RD	0	-1		0	0	0 Angle
4771668	4771668	3/25/2014	7:05:00	CLAYTON	VALLEY HILL RD		0 LADY HEIDI CT	0	-1		0	0	0 Sideswipe-Same Direction
4782272	4782272	4/4/2014	15:50:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	-1		0	0	0 Sideswipe-Same Direction
4785673	4785673	4/9/2014	1:45:00	CLAYTON	VALLEY HILL RD		0 EASY ST	0	300	East	0	0	0 Not A Collision with Motor Vehicle
4907567	4907567	7/15/2014	11:50:00	CLAYTON	VALLEY HILL RD		0 RIVERCREST DR	0	-1		0	0	0 Angle
5062517	5062517	11/24/2014	9:37:00	CLAYTON	VALLEY HILL RD		0 MOCKINGBIRD TRL	0	400	West	1	0	0 Not A Collision with Motor Vehicle



KHA\_CC\_GROWTH COMPUTATION

Simple (linear) Growth

$$F = P * (1 + R * N)$$

$$R = ((F-P)/P)/N$$

- P Present Year volume
- F Future Year volume
- N No. of Years bet. Present & Future
- R Rate of Change

Time Period	Location	Existing Year	Base Year - NB	Design Year - NB	Annual Growth Rate	
		2010	2020	2040	E to B	B to D
DHV - AM Peak Hour	1	515	615	865	1.9%	2.0%
	2	295	340	490	1.5%	2.2%
	3	370	440	620	1.9%	2.0%
	4	440	520	740	1.8%	2.1%
DHV - PM Peak Hour	5	600	715	1005	1.9%	2.0%
	6	710	840	1190	1.8%	2.1%
	7	510	605	855	1.9%	2.1%
	8	425	505	715	1.9%	2.1%
ADT	9	6740	9115	11280	3.5%	1.2%
	10	6740	9115	11280	3.5%	1.2%
	11	6020	7145	10070	1.9%	2.0%
	12	6020	7145	10070	1.9%	2.0%

Time Period	Location	Existing Year	Base Year - Build	Design Year - Build	Annual Growth Rate	
		2010	2020	2040	E to B	B to D
DHV - AM Peak Hour	1	515	615	865	1.9%	2.0%
	2	295	340	490	1.5%	2.2%
	3	370	440	615	1.9%	2.0%
	4	440	520	735	1.8%	2.1%
DHV - PM Peak Hour	5	600	715	1005	1.9%	2.0%
	6	710	840	1190	1.8%	2.1%
	7	510	610	850	2.0%	2.0%
	8	425	510	710	2.0%	2.0%
ADT	9	6740	9115	11280	3.5%	1.2%
	10	6740	9115	11280	3.5%	1.2%
	11	6020	7095	10020	1.8%	2.1%
	12	6020	7095	10020	1.8%	2.1%

E=Existing, B= Base (2020), D= Design (2040)



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

-----  
**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 12603

**OFFICE** Program Delivery

**PROJECT DESCRIPTION**

CR 1344/Valley Hill Road @ Flint River

**DATE** October 16, 2015

**From:** Albert V. Shelby, III, State Program Delivery Engineer

**To:** Lisa L. Myers, State Project Review Engineer

**Subject: REVISIONS TO PROGRAMMED COSTS**

**PROJECT MANAGER** Xavier James

**MGMT LET DATE** ---

**MGMT ROW DATE** ---

**PROGRAMMED COSTS (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$ 3,061,285.00

DATE 3/6/2015

RIGHT OF WAY \$ 90,000.00

DATE 1/16/2015

UTILITIES \$ 60,000.00

DATE 1/16/2015

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$ 4,658,189.41

RIGHT OF WAY \$ 700,000.00

UTILITIES \$ 0.00

\*Cost Contains 15 % Contingency

**REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:**

The project type is Bridge New/Replacement. The 15% contingency was chosen because this project is currently in the concept phase.

# CONTINGENCY SUMMARY

<b>A. CONSTRUCTION COST ESTIMATE:</b>	\$	3,748,384.97	Base Estimate From CES
<b>B. ENGINEERING AND INSPECTION (E &amp; I):</b>	\$	187,419.25	Base Estimate (A) x <span style="border: 1px solid black; padding: 2px 5px;">5</span> %
<b>C. CONTINGENCY:</b>	\$	590,370.63	Base Estimate (A) + E & I (B) x <span style="border: 1px solid black; padding: 2px 5px;">15</span> % <a href="#">See % Table in "Risk Based Cost Estimation" Memo</a>
<b>D. TOTAL LIQUID AC ADJUSTMENT:</b>	\$	132,014.56	Total From Liquid AC Spreadsheet
<b>E. CONSTRUCTION TOTAL:</b>	\$	4,658,189.41	(A + B + C + D = E)

## REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
TOTAL	\$ -

**ATTACHMENTS:**

PSR CST Cost Est PFR
----------------------------

PROJ. NO. [REDACTED]  
P.I. NO. 0012603  
DATE 12/7/2015

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Dec-15	\$ 1.976
DIESEL		\$ 2.403
LIQUID AC		\$ 405.00

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

**LIQUID AC ADJUSTMENTS**

$PA = \left( \frac{APM - APL}{APL} \right) \times TMT \times APL$

**Asphalt**

Price Adjustment (PA)				<b>98961.75</b>	\$	<b>98,961.75</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	648.00		
Monthly Asphalt Cement Price month project let (APL)			\$	405.00		
Total Monthly Tonnage of asphalt cement (TMT)				407.25		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	1286	5.0%	64.3
9.5 mm SP		5.0%	0
25 mm SP	5144	5.0%	257.2
19 mm SP	1715	5.0%	85.75
	<b>8145</b>		<b>407.25</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				\$	<b>1,161.65</b>	\$	<b>1,161.65</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	648.00			
Monthly Asphalt Cement Price month project let (APL)			\$	405.00			
Total Monthly Tonnage of asphalt cement (TMT)				4.780447326			

Bitum Tack

Gals	gals/ton	tons
1113	232.8234	4.78044733

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)					<b>0</b>	\$	<b>-</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	648.00			
Monthly Asphalt Cement Price month project let (APL)			\$	405.00			
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** \$ **100,123.40**

## STATE HIGHWAY AGENCY

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## JOB ESTIMATE REPORT

JOB NUMBER : 0012603                      SPEC YEAR: 13  
 DESCRIPTION: VALLEY HILL ROAD BRIDGE REPLACEMENT AND ROAD WIDENING

\*\*\*\*\* This job contains obsolete items \*\*\*\*\*

## ITEMS FOR JOB 0012603

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0003	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	130.000	34.50	4485.30
0004	150-1000		LS	TRAFFIC CONTROL - TRAFFIC CONTROL	1.000	300000.00	300000.00
0009	310-1101		TN	GR AGGR BASE CRS, INCL MATL AGGREGATE BASE	10921.000	19.61	214236.38
0014	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL 12.MM	1286.000	91.02	117053.17
0019	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL 19MM	1715.000	75.87	130123.70
0024	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL 25MM	5144.000	66.57	342469.21
0029	413-1000		GL	BITUM TACK COAT BIT TACK COAT	1113.000	3.73	4155.76
0034	500-0100		SY	GROOVED CONCRETE CONCRETE	1265.000	5.04	6376.98
0039	500-1011		LS	SUPERSTR CONCRETE, CL D, BR NO - SUPERSTRUCTURE	1.000	481831.00	481831.00
0044	500-3002		CY	CL AA CONCRETE CLASS AA	192.000	736.41	141391.96
0049	507-9003		LF	PSC BEAMS,AASHTO TP III,BR NO- PSC BEAMS	1113.000	142.97	159133.27
0054	507-9030		LF	PSC BEAMS,AASHTO,BULB TEE, 54 PSC BEAMS	831.000	159.96	132932.16
0059	511-1000		LB	BAR REINF STEEL REINF STEEL	50803.000	0.74	38047.89
0064	511-3000		LS	SUPERSTR REINF STEEL, BR NO - SUPER STRUCTURE STEELL	1.000	159289.00	159289.00
0069	516-1100		LF	ALUM HANDRAIL, STD 3626 AL RAIL	438.000	65.48	28682.08
0074	520-0573		EA	H-PILE POINTS, HP 14 X 73 H PILE	21.000	139.79	2935.74
0084	520-1147		LF	PIL-IN-PL,STEEL H,HP 14 X 73 PLAIN STEEL	420.000	63.56	26698.16
0089	520-1151		LF	PIL-IN-PL,STEEL H,HP 14 X 89 PIL STEEL	623.000	70.42	43877.24
0091	603-1024		SY	STN PLAIN RIP RAP, 24 IN RIP RAP FOR WET SWALE	96.000	70.00	6720.00
0092	668-4300		EA	STORM SEW MANHOLE, TP 1 STRUCTURE FOR WET SWALE	4.000	1854.66	7418.68
0093	711-0100		SY	TURF REINFORCING MATTING, TP 1 PROTECTION FOR SIDE SLOPES WET SWALE	1334.000	3.50	4669.00
0094	520-4147		EA	LOAD TEST, STEEL H, HP 14 X 73 LOAD TEST	2.000	0.77	1.54
0104	524-0010		LF	DRILLED CAISSON - DR CAISSON	200.000	1461.93	292387.81
0109	500-3115		LF	CLASS A CONCRETE, TYPE P2, RETAINING WAL RE WALL	231.000	505.32	116729.23
0114	540-1101		LS	REM OF EX BR, STA NO - EX BRIDGE	1.000	120000.00	120000.00
0119	603-2024		SY	STN DUMPED RIP RAP, TP 1, 24 RIP RAP	945.000	42.66	40315.68
0124	603-7000		SY	PLASTIC FILTER FABRIC PLASTIC FILTER	1200.000	3.11	3740.09
0129	441-0104		SY	CONC SIDEWALK, 4 IN SIDEWALK	2117.000	29.29	62019.99
0134	441-6022		LF	CONC CURB & GUTTER, 6X30TP2 C& G	3912.000	10.41	40726.58
0139	441-6720		LF	CONC CURB & GUTTER/ 6X30TP7 C & G 7	1392.000	15.00	20880.00

## STATE HIGHWAY AGENCY

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## JOB ESTIMATE REPORT

0144	641-1100	LF	GUARDRAIL, TP T GUARDRAIL TYPE T	85.000	58.93	5009.36
0149	641-1200	LF	GUARDRAIL, TP W GUARDRAIL TYPE W	837.000	18.23	15262.75
0154	550-1180	LF	STM DR PIPE 18,H 1-10 STM PIPE 18"	1420.000	37.70	53538.57
0159	550-1300	LF	STM DR PIPE 30,H 1-10 STM PIPE 30"	265.000	55.93	14823.70
0164	550-4218	EA	FLARED END SECT 18 IN, ST DR FLARED END SECT	5.000	511.69	2558.47
0169	550-4230	EA	FLARED END SECT 30 IN, ST DR FLAREE END SECT 30"	1.000	753.81	753.81
0174	603-2018	SY	STN DUMPED RIP RAP, TP 1, 18 RIP RAP 18	59.000	46.97	2771.49
0179	576-1018	LF	SLOPE DRAIN PIPE, 18 IN SL PIPE	30.000	44.73	1341.93
0184	641-5012	EA	GUARDRAIL ANCHORAGE, TP 12 GUARDRAIL ANCHORAGE	2.000	1979.11	3958.24
0189	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1 GUARDRAIL ANCHORAGE TYPE 1	2.000	754.00	1508.01
0194	210-0100	LS	GRADING COMPLETE - GR COMPLETE	1.000	350000.00	350000.00
0199	432-0206	SY	MILL ASPH CONC PVMT/ 1.50 DEP MILL ASP	100.000	8.21	821.96
0204	635-1000	LF	BARRICADES BARRICADES	35.000	86.76	3036.63
0209	634-1200	EA	RIGHT OF WAY MARKERS ROW MARKERS	18.000	114.36	2058.62
0214	668-1100	EA	CATCH BASIN, GP 1 CATCH BASIN TP 1	27.000	2227.28	60136.60
0219	611-4001	EA	RECONSTR MINOR DRAINAGE STR REC DR STR	1.000	1363.87	1363.88
0224	163-0232	AC	TEMPORARY GRASSING TEMP GRASSING	4.000	262.57	1050.30
0229	163-0240	TN	MULCH MULCH	29.000	259.95	7538.57
0234	163-0300	EA	CONSTRUCTION EXIT CO	4.000	1353.51	5414.07
0239	668-4300	EA	STORM SEW MANHOLE, TP 1 SS MANHOLE	1.000	1902.62	1902.62
0244	163-0550	EA	CONS & REM INLET SEDIMENT TRAP CONS & REM ST	27.000	129.50	3496.69
0249	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3 REFL HWY SIGN	58.000	14.27	828.21
0254	171-0030	LF	TEMPORARY SILT FENCE, TYPE C TEMP SILT FENCE	3914.000	2.93	11468.61
0259	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C MAINT OF TEMP SILT FENCE	1960.000	0.67	1327.25
0264	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING WQ MONITORING	2.000	214.50	429.00
0269	167-1500	MO	WATER QUALITY INSPECTIONS WQ INSPECTIONS	24.000	517.23	12413.60
0274	700-7000	TN	AGRICULTURAL LIME AG LIME	1.000	132.27	132.27
0279	716-2000	SY	EROSION CONTROL MATS, SLOPES EC MATS SLOPES	736.000	1.17	862.51
0284	700-8000	TN	FERTILIZER MIXED GRADE FERTILIZER MIXED GRADE	1.000	589.09	589.10
0289	710-9000	SY	PERM SOIL REINFORCING MAT PERM SOIL REINF	736.000	4.59	3378.25
0294	636-2070	LF	GALV STEEL POSTS, TP 7 GALV STEEL POSTS	140.000	7.32	1025.84
0299	654-1001	EA	RAISED PVMT MARKERS TP 1 RPM TYPE 1	100.000	4.36	436.83
0304	654-1003	EA	RAISED PVMT MARKERS TP 3 RPM TYPE 3	5.000	5.02	25.14
0309	441-0740	SY	CONC MEDIAN, 4 IN CONCRETE MEDIAN	604.000	26.25	15857.80
0314	653-2501	LM	THERMO SOLID TRAF ST, 5 IN, WH PAVT MARKING WHITE	1.500	1614.40	2421.61
0319	653-4501	GLM	THERMO SKIP TRAF ST, 5 IN, WHI SKIP WHITE	0.500	1069.26	534.63
0324	433-1300	SY	REF CONC APPR SL/INCL BARRIER APPROACH	533.000	200.00	106600.00

## STATE HIGHWAY AGENCY

DATE : 11/18/2015

PAGE : 3

## JOB ESTIMATE REPORT

LINE	ITEM	AC	SLAB	QUANTITY	UNIT PRICE	TOTAL
0329	700-6910		PERMANENT GRASSING PERM GRASSING	3.000	793.48	2380.45

ITEM TOTAL						3748384.95
INFLATED ITEM TOTAL						3748384.97

TOTALS FOR JOB 0012603

ESTIMATED COST:						3748384.97
CONTINGENCY PERCENT ( 15.0 ):						562257.75
ESTIMATED TOTAL:						4310642.72

OBSOLETE ITEMS FOR JOB 0012603

LINE	ITEM
0029	413-1000



# Clayton County Transportation & Development

7960 North McDonough Street  
Jonesboro, Georgia 30236  
Telephone: (770) 477-3674  
Fax: (770) 473-3990

DIVISIONS  
Administration  
County Fleet  
Engineering Services  
Landfill  
Public Works  
Traffic Engineering

Jeff Metarko, Director  
Keith Rohling, Asst. Director

**FILE:** Valley Hill Road Bridge over Flint River: Clayton County.  
P.I. No. 0003626

**DATE:** September 15, 2015

**FROM:** Geoffrey Donald  
Consultant Design Engineer

**TO:** Sharon Annette Witherspoon  
Asst. District Utilities Engineer

**SUBJECT:** PRELIMINARY UTILITY COST (ESTIMATE)  
As required by PDP process, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON - REIMBURSABLE	REIMBURSABLE
Atlanta Gas Light	\$79,170.00	\$0.00
ATT/D Telecom	\$20,162.00	\$0.00
Central Ga. EMC	\$0.00	\$0.00
Comcast Comm CATV	\$11,895.00	\$0.00
Georgia Power Co. (Dist.)	\$203,250.00 *	\$0.00
Clayton Co. Water Authority (Water)	\$189,308.00	\$0.00
Clayton Co. Water Authority (Sewer)	\$60,100.00	\$0.00

Totals \$563,885.00 \$0.00

Total Non-Reimbursement Cost: \$563,885.00

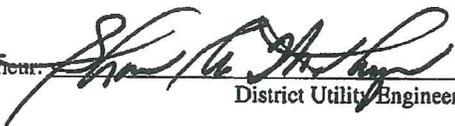
\* PENDING APPROVAL AS REIMBURSABLE KLP  
Total Preliminary Utility Cost Estimate \$563,885.00

Total reimbursable cost for the above project is \$0.00

Total non-reimbursable cost for the above project is \$0.00

If you have any questions, please contact Geoffrey Donald at (404)364-2656.

**Approvals,**

Concur:   
District Utility Engineer

**C:** Steve Daniel, Clayton County Project Manager;  
Darrell DeJean, GDOT PM  
Mike Holt PB, PM

File

**GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 10/7/2015 Project:  
 Revised: County: Clayton  
 PI: 12603

Description: CR 1344/Valley Hill Road bridge replacement at Flint River  
 Project Termini:

Existing ROW: 100 feet  
 Required ROW: 100 to 250 feet  
 Parcels: 18

Land and Improvements \$244,050.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$19,500.00

Valuation Services \$33,750.00

Legal Services \$124,650.00

Relocation \$36,000.00

Demolition \$45,000.00

Administrative \$216,000.00

TOTAL ESTIMATED COSTS \$699,450.00

**TOTAL ESTIMATED COSTS (ROUNDED) \$700,000.00**

Preparation Credits	Hours	Signature

Prepared By: Kenn M. McKee CG#: 07 OCT 2015 (DATE)  
 Approved By: Shoshone Alexander CG#: 286999 10/29/2015 (DATE)

**NOTE: No Market Appreciation is included in this Preliminary Cost Estimate**

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

This Framework Agreement is made and entered into this 10<sup>th</sup> day of February, 2014, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and CLAYTON COUNTY acting by and through its Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

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

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities, including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

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WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement, and

WHEREAS, the DEPARTMENT has provided an estimated cost to the LOCAL GOVERNMENT for its participation in certain activities of the PROJECT, and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶(a).

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

1. The LOCAL GOVERNMENT has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Local Administered Project (LAP) Certification Committee has reviewed, confirmed and approved the certification for the LOCAL GOVERNMENT to develop federal project(s) within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities.

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hereinafter referred to as "PE", all reimbursable utility relocations, all non-reimbursable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment "A", affixed hereto and incorporated herein by reference. In addition, the September 17, 2010 Planning Office memorandum titled "Preliminary Engineering Oversight for Project Managers/Project Delivery Staff", outlines the five (5) conditions when the LOCAL GOVERNMENT will be requested to fund the PE oversight activities at 100%, and is enclosed as Attachment "C" and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, or construction (specified in Attachment "A") affixed hereto and incorporated herein by reference, and none of the five (5) conditions apply from the Planning Office memorandum dated September 17, 2010 (specified in Attachment "C").

3. The DEPARTMENT shall provide a PE Oversight Estimate to the LOCAL GOVERNMENT, if appropriate, appended as Attachment "D" and incorporated by reference as if fully set out herein. The LOCAL GOVERNMENT will be responsible for

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providing payment, which represents 100% of the DEPARTMENT's PE Oversight Estimate at the time of the Project Framework Agreement execution.

If at any time the PE Oversight funds are depleted within \$5,000 of the remaining PE Oversight balance and project activities and tasks are still outstanding, the LOCAL GOVERNMENT shall, upon request, make additional payment to the DEPARTMENT. The payment shall be determined by prorating the percentage complete and using the same estimate methodology as provided in Attachment "D". If there is an unused balance after completion of all tasks and phases of the project, then pending a final audit, the remainder will be refunded to the sponsor.

4. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to other activities when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or

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cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

5. In accordance with Georgia Code 32-2-2, the LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and sidewalk within the PROJECT limits. The LOCAL GOVERNMENT shall also be responsible for the continual maintenance and operation of all lighting systems installed to illuminate any roundabouts constructed as part of this PROJECT. Furthermore, the LOCAL GOVERNMENT shall also be responsible for the maintaining of all landscaping installed as part of any roundabout constructed as part of this PROJECT.

6. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment "B" and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

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If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT's implementation until funds can be re-identified for right of way or construction phases, as applicable.

7. The LOCAL GOVERNMENT shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, and FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

8. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

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a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 8b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation reports and complete Environmental Document for the PROJECT along with all environmental re-

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evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

Revised 12/2011

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydrology Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with

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the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation V8i and InRoads software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates shall also be updated annually if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

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k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

i. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the Department's PDP Training Course. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

9 The Primary Consultant firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

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10. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

11. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

12. The LOCAL GOVERNMENT unless otherwise noted in Attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad costs. The utility costs shall include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners existing and proposed facilities are shown on the plans with no conflicts 3 months prior

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to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise during construction.

13. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

14. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$50 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing

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shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

15. The LOCAL GOVERNMENT, unless shown otherwise on Attachment "A", shall acquire the Right of way 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. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT

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shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

16. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

- a. Submittal of acceptable PROJECT PE activity deliverables noted in this Agreement.
- b. Certification that all needed rights of way have been obtained and cleared of obstructions.
- c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.
- d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapters 10, 11, 12 and 13 of the DEPARTMENT's Local Administered Project Manual. The LOCAL GOVERNMENT

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shall be responsible for providing qualified construction oversight with their personnel or by employing a Consultant firm prequalified in Area Class 8.01 to perform construction oversight. The LOCAL GOVERNMENT shall be responsible for employing a GDOT prequalified consultant in area classes 6.04a and 6.04b for all materials testing on the PROJECT, with the exception of field concrete testing. All materials testing, including field concrete testing shall be performed by GDOT certified technicians who are certified for the specific testing they are performing on the PROJECT. The testing firm(s) and the individual technicians must be submitted for approval prior to Construction.

17. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

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19. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors, omissions or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays and supplemental agreements caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

20. The DEPARTMENT shall be furnished with a copy of all contracts and agreements between the LOCAL GOVERNMENT and any other agency or contractor associated with construction activities. The DEPARTMENT's Project Manager shall be the primary point of contact unless otherwise specified.

21. The LOCAL GOVERNMENT shall provide the DEPARTMENT with a detailed project schedule that reflects milestones, deliverables with durations for all pertinent

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activities to develop critical path elements. An electronic project schedule shall be submitted to the Project Manager after execution of this agreement.

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.

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

DEPARTMENT OF  
TRANSPORTATION

CLAYTON COUNTY

BY: [Signature]  
Commissioner

BY: [Signature]  
Jeffrey E. Turner  
Chairman

ATTEST: [Signature]  
Treasurer

Signed, sealed and delivered this 19<sup>th</sup>  
day of December, 2013, in the  
presence of:

[Signature]  
Witness

[Signature]  
Notary Public 6-3-2017



This Agreement approved by Local  
Government, the \_\_\_\_\_ day of  
\_\_\_\_\_, 20\_\_\_\_

Attest

[Signature]  
Shelby D. Haywood, County Clerk

FEIN: 58-6000802

Revised 12/2011

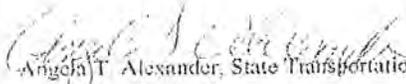
ATTACHMENT "C"

Project #0012603 Clayton County

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE	OFFICE	Planning
	DATE	September 17, 2010
FROM	 Angela T. Alexander, State Transportation Planning Administrator	
TO	Todd I. Long, PE, PTOE, Director of Planning Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner	
SUBJECT	Preliminary Engineering Oversight for Project Managers/Project Delivery Staff	

*Note: This memo supersedes the previous PE Oversight Memo, dated August 17, 2010. PE Oversight funding for Safe Route to School (SRTS) projects are eligible for PE Oversight funds, paid for with funding from the SRTS program. No other changes were made to the memo.*

As you are aware, the Department is unable to continue funding PE oversight with 100% motor fuel funds due to the decline in motor fuel revenues. As a result, the Department needs an established procedure detailing the circumstances under which the Department will fund PE oversight with federal-aid funds (matched with state motor fuel funds) and when the Department will request that the local government/project sponsor fund the Department's expenses associated with PE oversight. The PE Oversight funds will be used to fund staff man-hours and any other associated expenses incurred by any GDOT employee working on the project. Please note that the process detailed below applies equally to routes both on and off the state highway system.

**GDOT Funds PE Oversight with Federal-Aid:**

The Department will fund PE oversight with federal-aid funds (and matching motor fuel funds), only if a subsequent project phase (ROW, UTL, CST) is programmed within the first 4 active years of the currently approved TIP/STIP. The source of federal-aid funds to be used for the PE oversight activities is as follows:

- 1) Projects on the National Highway System will use NHS funds (L050) to finance GDOT's PE oversight expenses
- 2) Projects *not* on the National Highway System but eligible for Surface Transportation Program (STP) funds, will follow one of the scenarios below:
  - a) Projects in urban areas between 5,000 and 199,999 in population will use L200 funds (with MPO approval, if applicable)
  - b) Projects in urban areas with a population greater than 200,000 will use L230 funds (with MPO approval)
  - c) Projects in rural areas with a population less than 5,000 will use L250 funds
  - d) The Department may, at the joint discretion of the Chief Engineer and Director of Planning, apply L240 funds to any federal-aid eligible project

- 3) Projects which have received an earmark in federal legislation, will use a portion of the earmark funding for GDOT's PE oversight expenses, pending MPO approval if applicable. (Note: earmark funded projects could receive PE oversight funding regardless of the funding being programmed within the first 4 active years of a currently approved TIP/STIP).
- 4) Projects funded with Safe Route to School (SRTS) funds will use SRTS funds to finance GDOT's PE oversight expenses, regardless of whether or not a subsequent phase of the project appears in the STIP/TIP.

**GDOT Requests Local Government/Project Sponsor to Fund PE Oversight:**

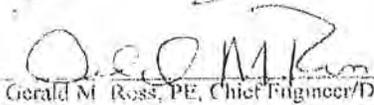
The Department will request that the local government fund PE oversight with 100% local funds under the following conditions:

- 1) A subsequent phase of the project is not programmed within the first 4 active years of the Currently approved TIP/STIP
- 2) The MPO has elected to not approve the use of L200 or L230 funds for GDOT's PE oversight expenses
- 3) The project is funded with CMAQ funds
- 4) The project is funded with an earmark identified in federal legislation and the local government/entity which secured the earmark (or MPO, if applicable) declines to allow GDOT to use a portion of the earmark for PE oversight expenses
- 5) The project is currently funded entirely with local funds; however, the local government intends to secure federal funding at a future date

Once the PE oversight process is implemented, it will be the responsibility of the GDOT Project Manager to work with the GDOT Office of Financial Management to establish an appropriate amount of federal-aid funded PE oversight funding, or work with the local government to secure locally sourced PE oversight funds.

If you approve of this process, please sign below. Once an acceptable process is developed and approved by both the Chief Engineer and Director of Planning, we will provide the finalized process to the Office of Program Control for distribution to the GDOT Project Managers and incorporation into future Project Framework Agreements. If you have any questions, please contact Matthew Fowler at 404-631-1777

Approved:  \_\_\_\_\_ 9/27/10  
 Todd I. Long, PE, PTOE, Director of Planning Date

Approved:  \_\_\_\_\_ 10/1/20  
 Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner Date

Revised: 12/2011

**ATTACHMENT "D"**  
**GDOT Oversight Estimate for Locally Administered Project**

Thursday, June 20, 2013 1:37 PM

PI Number	<input type="text" value="0012603"/>	Project Number	<input type="text"/>
County	<input type="text" value="Clayton"/>	Project Length	<input type="text" value="0.4"/> Miles
Project Manager	<input type="text" value="DeJean, Darrell"/>	Project Cost	<input type="text" value="\$2,000,000"/>
Project Type	<input type="text" value="Bridge Replacement"/>		
Project Description	<input type="text" value="CR 1344 Valley Hill Road @ Flint River"/>		
Expected Life of Project	<input type="text" value="2.00"/> Years		

Project Phase	Oversight Hours	Oversight Cost
1. Project Initiation	0	\$ 0.00
2. Concept Development	0	\$ 0.00
3. Database Preparation*	0	\$ 0.00
4. Preliminary Design	0	\$ 0.00
5. Environmental	0	\$ 0.00
6. Final Design	0	\$ 0.00
Travel Expenses		\$ -
<b>Total Oversight Estimate</b>	<b>0</b>	<b>\$ 0.00</b>
Percentage of Project Cost	.00%	

C:\Documents and Settings\vgavalas\My Documents\Oversight Estimate 0012603.doc

ATTACHMENT "E"  
GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT  
AFFIDAVIT

Name of Contracting Entity: Clayton County  
Contract No. and Name: Valley Hill Road Bridge Replacement  
@ Flint River No 0012603

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or entity which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation within five (5) business days after any subcontractor is retained to perform such service.

48684  
E-Verify Company Identification Number

[Signature]  
Signature of Authorized Officer or Agent

August 2, 2007  
Date of Authorization

Jeffrey E Turner  
Printed Name of Authorized Officer or Agent

Contractor  
Title of Authorized Officer or Agent

12/19/15  
Date

SUBSCRIBED AND SWORN  
BEFORE ME ON THIS THE  
19<sup>th</sup> DAY OF December, 2013  
Beverly M McMicken  
Notary Public  
My Commission Expires: 6-3-2017



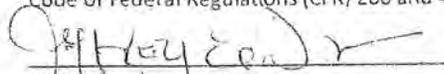
Revised: 12/2011

ATTACHMENT "F"

TITLE VI ACKNOWLEDGEMENT FORM

The County of Clayton assures that no person shall on the grounds or race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any City or County sponsored program or activity. The County of Clayton assures that every effort will be made to ensure non discrimination in all of its programs or activities, whether those programs are federally funded or not.

Assurance of compliance therefore falls under the proper authority of the City Council or the County Board of Commissioners. The Title VI Coordinator or Liaison is authorized to ensure compliance with provisions of this policy and with the Law, including the requirements of 23 Code of Federal Regulations (CFR) 200 and 49 CFR 21.

  
\_\_\_\_\_  
Official Name and Title

12/18/13  
\_\_\_\_\_  
Date

Citations:

Title VI of the Civil Rights Act of 1964; 42 USC 2000d to 2000d-4; 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; EO 12898; 28CFR 50.3

**Other Nondiscrimination Authorities Expanded the range and scope of Title VI coverage and applicability**

- The 1970 Uniform Act (42 USC 4601)
- Section 504 of the 1973 Rehabilitation Act (29 USC 790)
- The 1973 Federal-aid Highway Act (23 USC 324)
- The 1975 Age Discrimination Act (42 USC 6101)
- Implementing Regulations (49 CFR 21 & 23 CFR 200)
- Executive Order 12898 on Environmental Justice (EJ)
- Executive Order 13166 on Limited English Proficiency (LEP)

Revised 12/2011