GEORGIA DEPARTMENT OF TRANSPORTATION
DESIGN-BUILD AGREEMENT
FOR
THE SR 307/Dean Forest Road at I-16 DDI PROJECT
PI No. 0013727

Dated Advertisement: February 14, 2020

Amendment 1 Advertised: March 17, 2020

Amendment 2 Advertised: April 9, 2020

Amendment 3 Advertised: April 29, 2020

Letting Date: June 5, 2020

Between
Georgia Department of Transportation,
State of Georgia
and
Reeves Construction Company
# TABLE OF CONTENTS

**Article 1** DEFINITIONS; DB DOCUMENTS; ORDER OF PRECEDENCE; PRINCIPAL PROJECT DOCUMENTS ................................................................. 2  
1.1 Acronyms and Definitions ........................................................................................................ 2  
1.2 DB Documents; Order of Precedence ..................................................................................... 2  
1.3 Construction and Interpretation of the DB Documents .......................................................... 3  
1.4 Reserved .................................................................................................................................. 4  
1.5 Reference Information Documents .......................................................................................... 4  
1.6 Errata to the GDOT Standard Specifications ......................................................................... 4  

**Article 2** GRANT OF AUTHORITY AND RIGHT OF WAY ......................................................... 5  
2.1 Grant of Authority for Undertaking ......................................................................................... 5  
2.2 Right of Way; Construction Easement; Ownership ................................................................. 5  

**Article 3** CONTRACT TIME ......................................................................................................... 6  
3.1 Term of Agreement .................................................................................................................. 6  
3.2 Project Schedule ..................................................................................................................... 7  
3.3 Contract Time, Date of Commencement, and Notice to Proceed ......................................... 7  

**Article 4** CONTROL OF THE WORK .......................................................................................... 10  
4.1 DB Team Quality Management ............................................................................................... 10  
4.2 Reserved .................................................................................................................................. 10  
4.3 Reserved .................................................................................................................................. 10  
4.4 Limitations on DB Team’s Right to Rely ............................................................................... 10  
4.5 Reserved .................................................................................................................................. 12  
4.6 Oversight by GDOT for FHWA and Federal Compliance ..................................................... 12  
4.7 Rights of Cooperation and Access; Increased Oversight ....................................................... 13  
4.8 Limits of Responsibility for Oversight, Review, Recommendations, Inspection and Acts by GDOT ........................................................................ 13  

**Article 5** CONTRACT SUM, PAYMENTS, AND PUBLIC FUNDS ........................................... 14  
5.1 Payment of Contract Sum ......................................................................................................... 14  
5.2 Reserved .................................................................................................................................. 14  
5.3 Reserved .................................................................................................................................. 14  
5.4 GDOT Monetary Obligations and Overall Limitation of Liability ....................................... 14  

**Article 6** PROJECT PLANNING AND ACCEPTANCES; PROJECT ADMINISTRATION, REVIEW AND OVERSIGHT; PUBLIC INFORMATION ......................................................... 15  
6.1 Preliminary Planning and Engineering Activities; Site Conditions .................................... 15  
6.2 Governmental Approvals and Third-Party Agreements ..................................................... 16  
6.3 Review and Oversight ............................................................................................................. 18  

**Article 7** DEVELOPMENT OF THE PROJECT ......................................................................... 22  
7.1 General Obligations of DB Team ............................................................................................. 22  
7.2 Performance, Design and Construction Standards ............................................................... 22  
7.3 Design Implementation and Submittals ................................................................................... 24  
7.4 Reserved .................................................................................................................................. 24  
7.5 Utility Adjustments .................................................................................................................. 24  
7.6 Conditions to Commencement of Construction Work ......................................................... 26
7.7 Substantial Completion, Punch List, Final Acceptance; Early Opening of Portions of the Project .......................................................... 27
7.8 Hazardous Materials Management .................................................. 30
7.9 Environmental Compliance ............................................................... 30
7.10 Meetings ......................................................................................... 30
7.11 Contractor Warrants and Correction of Non-Conforming and Defective Work .. 31
7.12 Maintenance During Construction Work ........................................... 31
7.13 For Best Value Projects Only: Impact of ATCs on the Project ................. 32

Article 8 SECURITY AND INCIDENT RESPONSE ...................................... 32
8.1 Security and Incident Response .......................................................... 32

Article 9 MANAGEMENT SYSTEMS AND OVERSIGHT .......................... 33
9.1 Project Management ......................................................................... 33
9.2 Traffic Management .......................................................................... 34

Article 10 CONTRACTING AND LABOR PRACTICES .............................. 35
10.1 Reserved ......................................................................................... 35
10.2 Responsibility for Work, Contractors and Employees ......................... 35
10.3 Reserved ......................................................................................... 36
10.4 Key Personnel .................................................................................. 36
10.5 Reserved ......................................................................................... 36
10.6 Labor Standards ............................................................................. 36
10.7 Reserved ......................................................................................... 37
10.8 Non-Discrimination; Equal Employment Opportunity ....................... 37
10.9 Disadvantaged Business Enterprise ................................................ 37
10.10 Job Training Program .................................................................... 40
10.11 Prevailing Wages .......................................................................... 40
10.12 Prompt Payment to Contractors and Pay When Paid Provisions .......... 41
10.13 Suspension and Debarment ............................................................. 41
10.14 DB Team Identification .................................................................. 41

Article 11 RELATED AND OTHER FACILITIES .................................. 41
11.1 Integration with Related Transportation Facilities ............................... 41

Article 12 SAFETY COMPLIANCE ......................................................... 42
12.1 Safety Compliance .......................................................................... 42

Article 13 GDOT CHANGES; DB TEAM CHANGES; DIRECTIVE LETTERS ........................................................................ 44
13.1 Directive Letters .............................................................................. 44
13.2 GDOT Changes .............................................................................. 44
13.3 DB Team Changes ........................................................................... 46

Article 14 RELIEF EVENTS; COMPENSATION EVENTS ......................... 47
14.1 Notices ........................................................................................... 47
14.2 Relief Event and Compensation Event Determinations ...................... 50
14.3 Reserved ........................................................................................ 51
14.4 Relief Events; Compensation Event Process ...................................... 51
14.5 Compensation Events ....................................................................... 52
14.6 Lump Sum Compensation .................................................................. 55
14.7 Force Account Compensation ........................................................... 56
<table>
<thead>
<tr>
<th>Article</th>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Article 15</td>
<td>REPRESENTATIONS AND COVENANTS</td>
<td>58</td>
</tr>
<tr>
<td>15.1</td>
<td>DB Team Representations and Covenants</td>
<td>58</td>
</tr>
<tr>
<td>15.2</td>
<td>GDOT Representations and Covenants</td>
<td>61</td>
</tr>
<tr>
<td>15.3</td>
<td>Survival of Representations and Covenants</td>
<td>61</td>
</tr>
<tr>
<td>15.4</td>
<td>Special Remedies for Mutual Breach of Representations and Covenants</td>
<td>62</td>
</tr>
<tr>
<td>Article 16</td>
<td>INSURANCE; PERFORMANCE SECURITY; INDEMNITY</td>
<td>62</td>
</tr>
<tr>
<td>16.1</td>
<td>Insurance Policies and Coverage</td>
<td>62</td>
</tr>
<tr>
<td>16.2</td>
<td>Performance and Payment Security</td>
<td>66</td>
</tr>
<tr>
<td>16.3</td>
<td>Prosecution of Claims</td>
<td>67</td>
</tr>
<tr>
<td>16.4</td>
<td>Reserved</td>
<td>68</td>
</tr>
<tr>
<td>16.5</td>
<td>Indemnity by DB Team</td>
<td>68</td>
</tr>
<tr>
<td>16.6</td>
<td>Defense and Indemnification Procedures</td>
<td>70</td>
</tr>
<tr>
<td>Article 17</td>
<td>DEFAULT; REMEDIES; CLAIM FOR ADJUSTMENTS AND DISPUTES</td>
<td>73</td>
</tr>
<tr>
<td>17.1</td>
<td>Default by DB Team; Cure Periods</td>
<td>73</td>
</tr>
<tr>
<td>17.2</td>
<td>Warning Notices</td>
<td>77</td>
</tr>
<tr>
<td>17.3</td>
<td>Remedies for DB Team Default</td>
<td>78</td>
</tr>
<tr>
<td>17.4</td>
<td>Liquidated Damages and Nonrefundable Deductions</td>
<td>86</td>
</tr>
<tr>
<td>17.5</td>
<td>Default by GDOT; Cure Periods</td>
<td>89</td>
</tr>
<tr>
<td>17.6</td>
<td>DB Team Remedies for GDOT Default</td>
<td>90</td>
</tr>
<tr>
<td>17.7</td>
<td>Dispute Resolution Procedures</td>
<td>92</td>
</tr>
<tr>
<td>Article 18</td>
<td>RESERVED</td>
<td>93</td>
</tr>
<tr>
<td>Article 19</td>
<td>TERMINATION</td>
<td>93</td>
</tr>
<tr>
<td>19.1</td>
<td>Termination for Convenience</td>
<td>93</td>
</tr>
<tr>
<td>19.2</td>
<td>Reserved</td>
<td>93</td>
</tr>
<tr>
<td>19.3</td>
<td>Termination for DB Team Default</td>
<td>93</td>
</tr>
<tr>
<td>19.4</td>
<td>Termination for GDOT Default, Suspension of Work, Force Majeure Event, or Materially Delayed Notice to Proceed</td>
<td>94</td>
</tr>
<tr>
<td>19.5</td>
<td>Termination Procedures and Duties</td>
<td>95</td>
</tr>
<tr>
<td>19.6</td>
<td>Reserved</td>
<td>97</td>
</tr>
<tr>
<td>19.7</td>
<td>Contracts and Agreements</td>
<td>97</td>
</tr>
<tr>
<td>19.8</td>
<td>Liability After Termination; Final Release</td>
<td>97</td>
</tr>
<tr>
<td>19.9</td>
<td>Exclusive Termination Rights</td>
<td>98</td>
</tr>
<tr>
<td>19.10</td>
<td>Access to Information</td>
<td>98</td>
</tr>
<tr>
<td>19.11</td>
<td>Termination by Court Ruling</td>
<td>98</td>
</tr>
<tr>
<td>Article 20</td>
<td>RESERVED</td>
<td>99</td>
</tr>
<tr>
<td>Article 21</td>
<td>ASSIGNMENT AND TRANSFER</td>
<td>99</td>
</tr>
<tr>
<td>21.1</td>
<td>Restrictions on Assignment, Subletting and Other Transfers</td>
<td>99</td>
</tr>
<tr>
<td>21.2</td>
<td>Standards and Procedures for GDOT Acceptance</td>
<td>99</td>
</tr>
<tr>
<td>21.3</td>
<td>Assignment by GDOT</td>
<td>100</td>
</tr>
<tr>
<td>21.4</td>
<td>Notice and Assumption</td>
<td>101</td>
</tr>
<tr>
<td>21.5</td>
<td>Change of Organization or Name</td>
<td>101</td>
</tr>
<tr>
<td>Article 22</td>
<td>RECORDS AND AUDITS; INTELLECTUAL PROPERTY</td>
<td>101</td>
</tr>
<tr>
<td>22.1</td>
<td>Maintenance and Inspection of Records</td>
<td>101</td>
</tr>
<tr>
<td>22.2</td>
<td>Audits</td>
<td>102</td>
</tr>
<tr>
<td>Article 22</td>
<td>Section</td>
<td>Page</td>
</tr>
<tr>
<td>-----------</td>
<td>--------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>22.3</td>
<td>Open Government Laws and Freedom of Information Act</td>
<td>104</td>
</tr>
<tr>
<td>22.4</td>
<td>Intellectual Property</td>
<td>105</td>
</tr>
<tr>
<td>22.5</td>
<td>Reserved</td>
<td>107</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Article 23</th>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FEDERAL REQUIREMENTS</td>
<td>107</td>
</tr>
<tr>
<td>23.1</td>
<td>Compliance with Federal Requirements</td>
<td>107</td>
</tr>
<tr>
<td>23.2</td>
<td>Role of and Cooperation with FHWA</td>
<td>107</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Article 24</th>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>24.1</td>
<td>Taxes</td>
<td>107</td>
</tr>
<tr>
<td>24.2</td>
<td>Amendments</td>
<td>107</td>
</tr>
<tr>
<td>24.3</td>
<td>Waiver</td>
<td>107</td>
</tr>
<tr>
<td>24.4</td>
<td>Independent Contractor</td>
<td>108</td>
</tr>
<tr>
<td>24.5</td>
<td>Successors and Assigns</td>
<td>109</td>
</tr>
<tr>
<td>24.6</td>
<td>Designation of Representatives; Cooperation with Representatives</td>
<td>109</td>
</tr>
<tr>
<td>24.7</td>
<td>Survival</td>
<td>109</td>
</tr>
<tr>
<td>24.8</td>
<td>Limitation on Third-Party Beneficiaries</td>
<td>109</td>
</tr>
<tr>
<td>24.9</td>
<td>No Personal Liability of GDOT Employees; No Tort Liability</td>
<td>110</td>
</tr>
<tr>
<td>24.10</td>
<td>Governing Law</td>
<td>110</td>
</tr>
<tr>
<td>24.11</td>
<td>Notices and Communications</td>
<td>110</td>
</tr>
<tr>
<td>24.12</td>
<td>Integration of DB Documents</td>
<td>111</td>
</tr>
<tr>
<td>24.13</td>
<td>Severability</td>
<td>111</td>
</tr>
<tr>
<td>24.14</td>
<td>Usury Savings</td>
<td>112</td>
</tr>
<tr>
<td>24.15</td>
<td>Boycott of Israel</td>
<td>112</td>
</tr>
<tr>
<td>24.16</td>
<td>Entire Agreement</td>
<td>112</td>
</tr>
<tr>
<td>24.17</td>
<td>Counterparts</td>
<td>113</td>
</tr>
</tbody>
</table>
LIST OF EXHIBITS

Exhibit 1  Acronyms and Definitions
Exhibit 2  Key Personnel and Other Proposal Commitments
Exhibit 3  Approved ATCs
Exhibit 4  Right of Way (Existing Right of Way and Required Right of Way)
Exhibit 5  Proposal SOV
Exhibit 6  Reserved
Exhibit 7  Reserved
Exhibit 8  Federal Requirements
Exhibit 9  Milestone Deadlines
Exhibit 10  Reserved
Exhibit 11  Hazardous Materials Risk Allocation Terms
Exhibit 12  Reserved
Exhibit 13  Reserved
Exhibit 14  Design-Build Team’s DBE Commitments List
Exhibit 15  Certification of Compliance with the State of Georgia’s Sexual Harassment Prevention Policy
Exhibit 16  Reserved
Exhibit 17  Reserved
Exhibit 18  Measures of Liquidated Damages and Nonrefundable Deductions
Exhibit 19  Georgia Security and Immigration Compliance Act Affidavit
Exhibit 20  Terms for Termination Compensation
Exhibit 21  Non-Collusion Affidavit
Exhibit 22  Initial Designation of Authorized Representatives
Exhibit 23  Drug Free Workplace
Exhibit 24  Escrow Bid Documentation
Exhibit 25  Opinion of Counsel
<table>
<thead>
<tr>
<th>Volume</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume 1</td>
<td>Design-Build Agreement</td>
</tr>
<tr>
<td>Volume 2</td>
<td>Technical Provisions for Design-Build Agreement</td>
</tr>
</tbody>
</table>
DESIGN-BUILD AGREEMENT
SR 307/DEAN FOREST ROAD AT I-16 DDI PROJECT

This Design-Build Agreement for the SR 307/Dean Forest Road at I-16 DDI Project (this “Agreement”, or “DB Agreement”, or the “DBA”) is entered into and effective as of 8/20/2020 by and between the Georgia Department of Transportation (“GDOT”), an agency of the State of Georgia, and Reeves Construction Company (“DB Team”).

RECIPIENTS

A. Pursuant to Section 32-2-81 (c) of the Official Code of Georgia Annotated (the “Code”), GDOT is authorized to “combine any or all of the environmental services, utility relocation services, right of way services, design services, and construction phases of a public road or other transportation purpose project into a single contract using a design-build procedure.”

B. Pursuant to Section 32-2-81 of the Code, “the term ‘design-build procedure’” means a method of contracting under which the Department contracts with another party for the party to both design and build the structures, facilities, systems, and other items specified in the contract.” GDOT “may use the design-build procedure for buildings, bridges and approaches, rail corridors, technology deployments, and limited or controlled access projects or projects that may be constructed within existing rights of way where the scope of work can be clearly defined or when a significant savings in project delivery time can be attained.”

C. Pursuant to the provisions of the Code and Chapter 672-18 of the Rules of the State Department of Transportation (the “Rules”), GDOT issued a Request for Qualifications (“RFQ”) on December 20, 2019, requesting submittals of a Statement of Qualifications (“SOQ”) from respondents desiring to develop the SR 307/Dean Forest Road at I-16 DDI Project (the “Project”) through a Design-Build Agreement.

D. GDOT received two responsive SOQs by January 23, 2020, and subsequently shortlisted or qualified two responsive Proposers.

E. On February 11, 2020, GDOT issued to the shortlisted or qualified Proposers an RFP with respect to the Project.

F. On May 14, 2020, GDOT received responses to the RFP, as amended, including the response of DB Team (the “Proposal”).

G. As part of the RFP, GDOT required that shortlisted or qualified Proposers commit to entering into an Agreement with GDOT for the design and construction of the Project.

H. GDOT evaluated and determined the DB Team was the Proposer which best met the selection criteria contained in the RFP.

NOW, THEREFORE, in consideration of the Work to be performed by DB Team, and DB Team’s obligations with respect thereto, the foregoing premises and the covenants and agreements set forth herein, the Parties hereby agree as follows:
Article 1 DEFINITIONS; DB DOCUMENTS; ORDER OF PRECEDENCE; PRINCIPAL PROJECT DOCUMENTS

1.1 Acronyms and Definitions

Acronyms and definitions for certain terms used in this Agreement and the other DB Documents are contained in Exhibit 1 (Acronyms and Definitions). Other definitions may be identified within the text of the DB Documents.

1.2 DB Documents; Order of Precedence

Each of the DB Documents is an essential part of the agreement between the Parties. The DB Documents are intended to be complementary and to be read together with this Agreement as a complete agreement. Each of the DB Documents (other than this Agreement) is hereby expressly incorporated herein by reference.

1.2.1 Subject to Article 1.2.2, in the event of any conflict, ambiguity or inconsistency among the DB Documents, the order of precedence, from highest to lowest, shall be as follows:

1.2.1.1 Supplemental Agreements, Agreement amendments, and all exhibits, riders, and attachments thereto;

1.2.1.2 The Agreement (also referred to as Volume 1) and all exhibits thereto other than Exhibit 2 (Key Personnel and Other Proposal Commitments), Exhibit 3 (Approved ATCs), and Exhibit 5 (Proposal SOV);

1.2.1.3 Exhibit 2 (Key Personnel and Other Proposal Commitments), Exhibit 3 (Approved ATCs), and Exhibit 5 (Proposal SOV);

1.2.1.4 Volume 2 “Technical Provisions for Design-Build Agreement” amendments, and all exhibits and attachments to such amendments;

1.2.1.5 Volume 2 “Technical Provisions for Design-Build Agreement”, and all exhibits and attachments to the Technical Provisions;

1.2.1.6 Volume 2, Attachment 3-1 “Manuals” (Technical Documents) amendments; provided that GDOT in its sole discretion may designate that such amendments or portions thereof take precedence over the Technical Provisions to the extent provided in Article 7.2.5;

1.2.1.7 Volume 2, Attachment 3-1 “Manuals” (Technical Documents);

1.2.1.8 The DB Team’s Proposal, including DB Team’s Schematic Plan of Project and related Early Portions of the Work; provided that certain provisions therein shall supersede the specified provisions of the other DB Documents.

1.2.2 If the Proposal, including DB Team’s Schematic Plan of Project, includes statements, offers, terms, concepts or designs that can reasonably be interpreted as offers to provide higher quality items than otherwise required by the other DB
Documents or to perform services or meet standards in addition to or better than those otherwise required, or otherwise contains terms or designs which are more advantageous to GDOT than the requirements of the other DB Documents, as reasonably determined in its sole discretion by GDOT, then DB Team’s obligations hereunder shall include compliance with all such statements, offers, terms, concepts and designs, which shall have the priority of Agreement amendments (Article 1.2.1.1) and Technical Provisions amendments (Article 1.2.1.4), as applicable.

1.2.3 If the DB Documents contain differing provisions on the same subject matter, the provisions that establish the higher quality manner or method of performing the Work or use more stringent standards will prevail. Additional details in a lower priority DB Document shall be given effect except to the extent they irreconcilably conflict, as determined at GDOT’s sole discretion, with requirements, provisions and practices contained in the higher priority DB Document.

1.2.4 Where there is an irreconcilable conflict among any standards, criteria, requirements, conditions, procedures, specifications or other provisions applicable to the Project set forth in one or more manual(s) or publication(s) referenced within a DB Document or set of DB Documents with the same order of priority (including within documents referenced therein), the standard, criterion, requirement, condition, procedure, specification or other provision offering higher quality or better performance will apply, unless GDOT in its sole discretion approves otherwise in writing. If there is an irreconcilable conflict between manuals or publications referenced in DB Document of differing priorities, the order of precedence set forth in Article 1.2.1 will apply. If either Party becomes aware of any such conflict, it shall promptly notify the other party of the conflict in writing. If the DB Team notifies GDOT of a potential conflict, GDOT shall determine if a conflict does exist and if the order of precedence does not determine which takes precedence, GDOT shall promptly issue a written determination respecting which of the conflicting provisions is to be applied.

1.3 Construction and Interpretation of the DB Documents

1.3.1 The headers or captions of the Articles of this Agreement and Sections in the other DB Documents are for convenience only and shall not be deemed part of this Agreement or the DB Documents or considered in construing this Agreement or the DB Documents.

1.3.2 The language in all parts of the DB Documents shall in all cases be construed simply, as a whole and in accordance with its fair meaning and not strictly for or against any Party. The Parties hereto acknowledge and agree that the DB Documents are the product of an extensive and thorough, arm’s length exchange of ideas, questions, answers, information and drafts during the Proposal preparation process, that each Party has been given the opportunity to independently review the DB Documents with legal counsel, and that each Party has the requisite experience and sophistication to negotiate, understand, interpret and agree to the particular language of the provisions of the DB Documents. Accordingly, in the event of an ambiguity in or Dispute regarding the interpretation of the DB Documents, the DB Documents shall not be interpreted or construed against the Party preparing it, and instead other rules of interpretation and construction shall be utilized. GDOT’s final answers to the questions posed during the Proposal preparation process for this Agreement shall in no event be
deemed part of the DB Documents and shall not be relevant in interpreting the DB Documents except as they may clarify provisions otherwise considered ambiguous.

1.3.3 Reserved

1.3.4 All terms defined in the DB Documents shall be deemed to have the same meanings in all riders, exhibits, addenda, attachments or other documents affixed to or expressly incorporated by reference in this Agreement unless the context thereof clearly requires the contrary.

1.3.5 Unless otherwise stated in this Agreement or the other DB Documents, words that have well-known technical or construction industry meanings are used in this Agreement or the other DB Documents in accordance with such recognized meaning.

1.3.6 Wherever the word “including,” “includes” or “include” is used in the DB Documents, it shall be deemed to be followed by the words “without limitation”.

1.3.7 Wherever reference is made in the DB Documents to a particular Governmental Entity, it includes any public agency succeeding to the powers and authority of such Governmental Entity.

1.3.8 As used in this Agreement and the other DB Documents and as the context may require, the singular includes the plural and vice versa, and the masculine gender includes the feminine and vice versa.

1.4 Reserved

1.5 Reference Information Documents

1.5.1 DB Team acknowledges that GDOT has provided and disclosed to DB Team the Reference Information Documents (“RIDs”). The RIDs are not mandatory or binding on DB Team. DB Team is not entitled to rely on the RIDs as presenting design, engineering, operating or maintenance solutions or other direction, means or methods for complying with the requirements of the DB Documents, Governmental Approvals or Law.

1.5.2 Except as expressly set forth herein, DB Team acknowledges that GDOT neither represents nor warrants that the information contained in the RIDs is complete or accurate or that such information is in conformity with the requirements of the DB Documents, Governmental Approvals or Laws, and GDOT is neither responsible or liable in any respect for any causes of action, claims or Losses whatsoever suffered by DB Team or any DB Team-Related Entity by reason of any use of information contained in, or any action or forbearance in reliance on, the RIDs.

1.6 Errata to the GDOT Standard Specifications

In interpreting standards, policies and specifications referenced in the latest edition of the GDOT Standard Specifications, Construction of Transportation Systems, as well as the Manuals listed in Volume 2 (Technical Provisions for Design-Build Agreement), Attachment 3-1 (Manuals), the following apply:
(a) References to the “Department” shall mean GDOT.

(b) References to the “Contractor” shall mean the DB Team.

(c) References to “Resident Engineer” or “Engineer” in the context of the provider of compliance judgment may mean the Design Quality Assurance Manager or Engineer of Record, as applicable, or it may mean a GDOT representative, or any combination thereof, depending on the context, and as determined by GDOT in its sole discretion and without recourse for the DB Team.

(d) References to the “Contract” shall mean the DB Documents.

(e) References to “plan(s)” shall mean the DB Documents.

(f) References to “The Work” shall mean the Work.

(g) Cross-references to measurement and payment provisions contained in the referenced standards, policies and specifications shall be deemed to refer to the measurement and payment provisions contained in the DB Documents.

(h) Any conflicts, ambiguities, or lack of clarity in regard to items included in the provisions, terms, or definitions used will be interpreted and defined by GDOT in its sole discretion. The DB Team shall not take advantage of any apparent conflict, omission, ambiguity, inconsistency, inaccuracy, deficiency, or inadequacy related to the application of a requirement, action to be taken, or the definition of roles and responsibilities in the execution of the Work. Should it appear that any definition of roles and responsibilities is contrary to the philosophy of those established by the Agreement, it is the responsibility of the DB Team to request a determination by GDOT related to the respective roles and responsibilities of the DB Team and GDOT.

Article 2  GRANT OF AUTHORITY AND RIGHT OF WAY

2.1 Grant of Authority for Undertaking

2.1.1 GDOT hereby grants to DB Team the revocable right, and DB Team accepts the obligation, to design and construct (including any maintenance obligations during such period as required pursuant to the DB Documents) the Project in accordance with the requirements of this Agreement and the other DB Documents.

2.2 Right of Way; Construction Easement; Ownership

2.2.1 The Project shall be constructed on and within the property as identified in the NEPA Approval and any amendment thereto (the “Property”). GDOT shall provide DB Team with access rights to the Property, together with the Existing Right of Way as set forth in this Article 2.2 (Right of Way; Construction Easement; Ownership).

2.2.1.1 Reserved

2.2.1.2 GDOT reserves the right to enter upon, possess, control and utilize the Property with or without payment of compensation to DB Team in accordance with this Agreement.
2.2.1.3 GDOT has granted, and has further reserved the right to grant, to other parties, utility and other permits and easements and modifications thereto and rights of use to the Property subject to the limitations of the DB Documents.

2.2.2 Existing Right of Way, State Proposed/State Acquired Right of Way

2.2.2.1 Upon the terms and conditions of this Agreement, including as set forth in this Article 2.2, and subject to the terms and conditions of the DB Documents, as of the Effective Date, GDOT shall and does, subject to and upon issuance of NTP 1:

(a) grant to DB Team a non-exclusive right of access, ingress and egress (and the right to grant to DB Team-Related Entities a non-exclusive right of access, ingress and egress) to all real property comprising the Existing Right of Way as more particularly described and designated in Exhibit 4 (Right of Way (Existing Right of Way and Required Right of Way)), subject to the exclusions and reservations set forth in this Agreement, in accordance with the terms described in the DB Documents, and

(b) as and to the extent that GDOT, has acquired a right of access or interest in State Proposed/State Acquired Right of Way as described and designated in Exhibit 4 (Right of Way (Existing Right of Way and Required Right of Way)), grant to DB Team a non-exclusive right of access, ingress and egress (and the right to grant other DB Team-Related Entities a non-exclusive right of access, ingress and egress) to such State Proposed/State Acquired Right of Way.

2.2.2.2 DB Team represents that it has reviewed the Existing Right of Way and confirmed that the access rights to the property and timing for the grant of such rights as identified therein are sufficient and complete so as to allow DB Team access to all areas of the Property as required for the performance and completion of the Work.

2.2.3 Reserved

2.2.4 Reserved

Article 3 CONTRACT TIME

3.1 Term of Agreement

This Agreement shall remain in effect until Final Acceptance, subject to the survival of all such obligations as expressly provided herein, including without limitation, any warranty periods (the “Term”); provided that this Agreement shall be subject to earlier termination in accordance with the terms of this Agreement and the DB Documents.
3.2 Project Schedule

3.2.1 As a material consideration for entering into this Agreement, DB Team hereby commits, and GDOT is relying upon DB Team’s commitment, to develop, design and fully construct the Project in accordance with the milestones and time periods set forth in this Agreement and the other DB Documents, including without limitation, in the Technical Provisions, the Project Schedule and Completion Deadlines, including Interim Completion Deadlines, subject only to delays caused by Relief Events specifically provided hereunder.

3.2.2 The time limitations set forth for DB Team’s performance of its covenants and obligations as required pursuant to the DB Documents, including without limitation performance of the Work as required pursuant to the Completion Deadlines, including Interim Completion Deadlines, and Project Schedule, are of the essence, and except where this Agreement expressly provides for extension of time due to a Relief Event or Compensation Event, DB Team waives any right at law or in equity to tender or complete performance beyond the applicable time period, or to require GDOT to accept such performance. All references to days shall mean Calendar Days unless otherwise specified.

3.2.3 DB Team shall achieve the Interim Completion Date of each Early Portion of the Work on or before each of the applicable Interim Completion Deadlines, Substantial Completion on or before the Substantial Completion Deadline and Final Acceptance on or before the Final Acceptance Deadline, time being of the essence.

3.2.4 DB Team hereby represents and warrants that the Project Schedule is in the form described in the Technical Provisions, has been developed in accordance with Volume 2, Section 2.5 (Project Schedule Requirements), and is consistent with the Milestone Deadlines set forth in Exhibit 9 (Milestone Deadlines) to this Agreement. DB Team shall use the Proposal Schedule as a foundation to prepare the Baseline Project Schedule for GDOT’s review and approval, as set forth in Volume 2, Section 2.5 of the Technical Provisions. The Parties shall use the Proposal Schedule for planning and monitoring the progress of the Work until such time that the Baseline Project Schedule is approved by GDOT. The proposed Baseline Project Schedule shall be consistent with the Proposal Schedule and Milestone Deadlines except to the extent adjustments are allowed as provided in the DB Documents and as approved by GDOT.

3.2.5 All Float contained in the Project Schedule shall be considered a shared resource among GDOT and the DB Team, available to any or all such parties as needed to absorb delay caused to the Critical Path components as set forth in the Project Schedule or Milestone Deadlines, whether on account of Relief Events or other events of delay not constituting Relief Events. All Float shall be shown as such in the Project Schedule on each affected schedule path. GDOT shall have the right to examine the identification of (or failure to identify) Float on the Project Schedule in determining whether to approve or accept the Project Schedule. Once identified, DB Team shall monitor and account for Float in accordance with Critical Path methodology.

3.3 Contract Time, Date of Commencement, and Notice to Proceed

3.3.1 DB Team’s time period for completion of the Work is the period from the day after issuance of NTP 1 through the Final Acceptance Date, as may be adjusted for
any Relief Event as expressly provided in the Agreement (the “Contract Time”). All Work shall be performed in accordance with the Milestone Deadlines attached as Exhibit 9 (Milestone Deadlines).

3.3.1.1 GDOT anticipates issuing NTP 1 promptly following the Effective Date, and shall in any case provide for issuance of NTP 1 within 30 days from DB Team’s satisfaction of the conditions for execution of the Agreement. Issuance of NTP 1 authorizes DB Team to commence preliminary design activities in accordance with 23 CFR § 636.103. Prior to completion of the Environmental Documents review process, any such preliminary engineering and other activities and analyses are at the DB Team’s sole risk and shall not materially affect the objective consideration of alternatives in the Environmental Documents review process. Preliminary design activities shall be completed in accordance with the Management Plans, the Technical Provisions, and other activities anticipated to be performed after NTP 1, including satisfying the conditions to issuance of NTP 3 under Article 3.3.1.3.

3.3.1.2 Issuance of NTP 2 authorizes the DB Team to perform all NTP 1 activities, Final Design activities, and any other activities required for start of the Construction Work in accordance with 23 CFR § 636.103. NTP 2 will be issued once the Environmental Documents are approved, or with NTP 1 if the Environmental Documents have been approved by the Agreement execution date.

3.3.1.3 Issuance of NTP 3, also referred to as Released for Construction (“RFC”), authorizes DB Team to perform all other Work and activities pertaining to the Project, subject to conforming RFC Plans as may be related to commencement of any Element of the Construction Work. DB Team may not proceed to commence any construction activity with respect to the Project except as authorized pursuant to an RFC. An RFC may be issued for the entire Project or any Construction Phase of the project. GDOT anticipates issuing NTP 3 after GDOT’s issuance of Right of Way certification and within five Business Days from DB Team’s satisfaction of the following conditions:

(a) Submittal by DB Team to GDOT and acceptance by GDOT of the Quality Management Plan in accordance with Article 9 (Management Systems and Oversight) of this Agreement and Volume 2, Section 2.3 (Quality Management Requirements);

(b) Submittal by DB Team to GDOT and acceptance by GDOT of DB Team’s Safety Plan under Volume 2, Section 2.4 (Safety and Security);

(c) Submittal by DB Team to GDOT and acceptance by GDOT of DB Team’s Released for Construction Plans for the phases of the Project under Volume 2, Section 3 (Design and Submittals);

(d) Submittal by DB Team to GDOT and acceptance by GDOT of DB Team’s proposed Schedule of Values under Volume 2, Section 2.6 (Payments Requests and Payment);
(e) Submittal by DB Team to GDOT and acceptance by GDOT of the DB Team’s proposed Baseline Project Schedule under Volume 2, Section 2.5 (Project Schedule Requirements);

(f) Submittal by DB Team to GDOT and acceptance by GDOT of DB Team’s Traffic Control Plan under Volume 2, Section 18.3 (Design Requirements) for the approved Project Phase;

(g) Submittal by DB Team to GDOT and acceptance by GDOT of DB Team’s Transportation Management Plan under Volume 2, Section 18 (Administrative Requirements);

(h) Submittal by DB Team to GDOT and acceptance by GDOT of DB Team’s Construction Phasing and Staging Plan of Project, as applicable, under Volume 2, Section 2.2.4 (Construction Phasing and Staging Plan);

(i) Reserved;

(j) Submittal by DB Team to GDOT and acceptance by GDOT of DB Team’s Comprehensive Environmental Protection Plan (CEPP) under Volume 2, Section 4.3 (Environmental Approvals);

(k) Submittal by DB Team to GDOT and acceptance by GDOT of DB Team’s Right of Way Acquisition Plan, as applicable, under Volume 2, Section 7.3.5 (ROW Acquisition Plan);

(l) Submittal by DB Team to GDOT and acceptance by GDOT of DB Team’s Demolition and Abandonment Plan, as applicable, under Volume 2, Section 10.3 (Design Requirements);

(m) Submittal by DB Team to GDOT and acceptance by GDOT of DB Teams Bridge Demolition Plan under Volume 2, Section 13.5 (Deliverables);

(n) Submittal by DB Team to GDOT and acceptance by GDOT of DB Team’s Maintenance Management Plan under Volume 2, Section 19.3 (Design Requirements);

(o) Evidence by DB Team of all required Government Approvals as required under Article 6.2 (Governmental Approvals and Third-Party Agreements) for the approved Project Phase;

(p) Reserved;

(q) Submittal by DB Team to GDOT and acceptance by GDOT of all Standard Utility Agreements, Utility Encroachment Permits, Emergency Utility Response Plan, Utility Relocation Plans, and/or Certification of “No-Conflict” for the approved Project Phase, if required, under Article 7.5 (Utility Adjustments) of the Agreement and Volume 2, Section 6 (Utility Adjustments);
(r) Submittal by DB Team to GDOT of qualified Worksite Utility Control Supervisor (WUCS), Worksite Erosion Control Supervisor (WECS), and Worksite Traffic Control Supervisor (WTCS); and

(s) Submittal by DB Team to GDOT and acceptance by GDOT of all other Management Plans and other submittals required by the DB Documents to be submitted and/or accepted or approved prior to NTP 3 or start of the Construction Work for that Element of the Project.

3.3.1.4 Notwithstanding any provision to the contrary in this Article 3.3 (Contract Time, Date of Commencement, and Notice to Proceed), DB Team shall not perform, nor be obligated to perform, any portion of the Work prior to issuance of approval of the Environmental Documents, except for Work authorized under 23 C.F.R. 636.103, Preliminary Work.

3.3.2 DB Team shall satisfy all conditions prior to issuance of NTP 3. DB Team shall satisfy all conditions to commencement of the Construction Work and commence such Construction Work with diligence and continuity, by the deadlines therefor set forth in Milestone Deadlines attached as Exhibit 9 (Milestone Deadlines), and any adjustments set forth therein, all as the same may be extended pursuant to this Agreement.

3.3.3 Prior to the start of any Construction Work, the DB Team shall satisfy conditions set forth in Volume 2, Section 2 (Project Management) and Volume 2, Section 3 (Design and Submittals).

Article 4 Control of the Work

4.1 DB Team Quality Management

The DB Team shall perform the quality control, that is all operation techniques and activities performed or conducted to fulfill the contract requirements, and quality management necessary to meet its obligations under the DB Documents and in accordance with GDOT Standard Specification 105.

4.2 Reserved

4.3 Reserved

4.4 Limitations on DB Team’s Right to Rely

4.4.1 No review, comment, objection, rejection, acceptance, disapproval, certification (including certificates of Substantial Completion and Final Acceptance), concurrence, monitoring, testing, verification sampling, inspection, spot checking, auditing or other oversight by or on behalf of GDOT or their representatives or agents, or lack thereof by GDOT, or their representatives or agents, shall constitute acceptance of materials or Work or waiver of any legal or equitable right under the DB Documents, at Law, or in equity. GDOT shall be entitled to remedies for Nonconforming Work and to identify additional Work which must be done to bring the Work and Project into
compliance with requirements of the DB Documents, regardless of whether previous review, comment, objection, rejection, acceptance, disapproval, certification, concurrence, monitoring, testing, inspection, spot checking, auditing or other oversight were conducted or given by GDOT, or their representatives or agents. Regardless of any such activity or failure to conduct any such activity by GDOT, or its representatives or agents, DB Team at all times shall have an independent duty and obligation to fulfill the requirements of the DB Documents. DB Team agrees and acknowledges that any such activity or failure to conduct any such activity by GDOT, or their representatives or agents:

(a) is solely for the benefit and protection of GDOT;
(b) does not relieve DB Team of its responsibility for the selection and the competent performance of all DB Team-Related Entities;
(c) does not create or impose upon GDOT any duty or obligation toward DB Team to cause it to fulfill the requirements of the DB Documents;
(d) shall not be deemed or construed as any kind of warranty, express or implied, by GDOT;
(e) may not be relied upon by DB Team or used as evidence in determining whether DB Team has fulfilled the requirements of the DB Documents;
(f) may not be asserted by DB Team against GDOT as a defense, legal or equitable, to, or as a waiver of or relief from, DB Team’s obligation to fulfill the requirements of the DB Documents; and
(g) shall not be deemed or construed as any assumption of risk by GDOT as to the quality of Work or materials.

4.4.2 DB Team shall not be relieved or entitled to reduction of its obligations to perform the Work in accordance with the DB Documents, or any of its other liabilities and obligations, including its indemnity obligations, as the result of any activity identified in Article 4.4.1 or failure to conduct any such activity by GDOT. Such activity by GDOT shall not relieve DB Team from liability for, and responsibility to cure and correct Nonconforming Work or DB Team Defaults.

4.4.3 To the maximum extent permitted by Law, DB Team hereby releases and discharges GDOT from any and all duty and obligation to cause DB Team’s Work or the Project to satisfy the standards and requirements of the DB Documents. GDOT is an intended third-party beneficiary of this Article 4.4 (Limitations on DB Team’s Right to Rely).

4.4.4 Notwithstanding the provisions of Articles 4.4.1, 4.4.2 and 4.4.3:

(a) DB Team shall be entitled to rely on written approvals, acceptances, lack of responses from GDOT (i) for the limited purpose of establishing that the approval, acceptance or lack of
response occurred or (ii) that are within its sole discretion, but only to the extent that DB Team is prejudiced by a subsequent decision of such party to rescind such approval or acceptance;

(b) DB Team shall be entitled to rely on the certificates of Substantial Completion and Final Acceptance from GDOT for the limited purpose of establishing that Substantial Completion and Final Acceptance, as applicable, have occurred, and the respective dates thereof;

(c) GDOT is not relieved from any liability arising out of a knowing and intentional material misrepresentation under any written statement GDOT delivers to DB Team; and

(d) GDOT is not relieved from performance of its express responsibilities under the DB Documents in accordance with all standards applicable thereto.

4.5 Reserved

4.6 Oversight by GDOT for FHWA and Federal Compliance

4.6.1 GDOT shall independently have the right at all times to monitor, inspect, sample, measure, attend, observe or conduct tests and investigations, and conduct any other oversight respecting any part or aspect of the Project or the Work, to the extent necessary or advisable (a) to comply with FHWA, U.S. Army Corps of Engineers or other applicable federal agency requirements, and (b) to verify on an audit basis DB Team’s compliance with the DB Documents and Management Plans as provided in Article 22.2 (Audits).

4.6.2 DB Team acknowledges and agrees that GDOT will have the right to audit, monitor and inspect DB Team and its Contractors compliance with Good Industry Practice and its responsibilities and obligations under the DB Documents.

4.6.3 GDOT will not conduct formal prior reviews of Design Documents except to the extent necessary or advisable to comply with FHWA, U.S. Army Corps of Engineers or other applicable federal agency requirements, provided that the aforementioned shall not limit GDOT’s rights pursuant to this Agreement. FHWA and GDOT reserve the right to conduct “over-the-shoulder” reviews of Design Documents or other Submittals as they may deem necessary or appropriate, including pursuant to Article 17.3.8 (Increased Oversight, Testing, and Inspection), provided that they shall not have any obligation to conduct such reviews nor assume any responsibility for DB Team’s Work, regardless of whether or not electing to perform or performing any such “over-the-shoulder” reviews.

4.6.4 Nothing in the DB Documents shall preclude, and DB Team shall not interfere with, any review, audit or oversight of Submittals, Work or books and records that the GDOT or FHWA may desire to conduct.
### 4.7 Rights of Cooperation and Access; Increased Oversight

**4.7.1** DB Team shall coordinate and cooperate, and require its Contractors to coordinate and cooperate, with GDOT and any such parties as provided in Article 4.6 (Oversight by GDOT for FHWA and Federal Compliance) to facilitate the full, efficient, effective and timely performance of all such monitoring, inspection, sampling, measuring, testing, reporting, auditing, and other oversight functions. DB Team shall cause its representatives to be available at all reasonable times for consultation with GDOT and such other parties as required.

**4.7.2** Without limiting the foregoing and subject to GDOT complying with DB Team’s reasonable safety requirements, DB Team shall afford GDOT:

(a) safe and unrestricted access to the Project at all times,

(b) safe access during normal business hours to DB Team’s Project offices and operations buildings,

(c) safe access during normal business hours to the Project Specific Locations and

(d) unrestricted access to data respecting the Project design, construction, operations and maintenance, and the Utility Adjustment Work.

**4.7.3** Without limiting the foregoing, DB Team shall deliver to GDOT upon request accurate and complete books, records, data and information regarding Work, the Project and the Utility Adjustment Work, in the format required by the Technical Provisions.

**4.7.4** GDOT shall have the right to increase the type and level of their oversight as provided in Article 4.6 (Oversight by GDOT for FHWA and Federal Compliance) and Article 17.3.8 (Increased Oversight, Testing, and Inspection).

### 4.8 Limits of Responsibility for Oversight, Review, Recommendations, Inspection and Acts by GDOT

**4.8.1** Although GDOT, and its representatives and agents, may consult with DB Team during the course of the Work, no such party shall have control over, charge of, or responsibility for any of the Work, including without limitation, any design or engineering thereof, or means, methods, techniques, sequences or procedures in connection therewith, nor shall any such party be responsible for DB Team’s failure to perform the Work in accordance with the requirements of the DB Documents. Any such review is not for the purpose of determining the accuracy and completeness of information or work product, all of which are DB Team’s responsibility. Any review, recommendation, acceptance, inspection, response, act or omission with respect to any Submittals, or with respect to the Project, the Work (whether Construction Work or Design Work), or the Construction Documents shall be pursuant to, and solely in furtherance of the inspection powers as set forth in O.C.G.A. § 50-21-24(8).
4.8.2 DB Team shall, at all times and notwithstanding any such acts or omissions by GDOT as provided in this Article 4 (Control of the Work) or elsewhere in this Agreement, be fully responsible for all architectural design and engineering required for the Project. DB Team expressly waives and releases (a) all claims for right of contribution against either GDOT, or its respective representatives and agents, other than for such parties’ sole negligence, arising from or related to any third-party claims, including without limitation for personal injury, death, or property damage, and (b) all claims and defenses by DB Team against either GDOT, or its respective representatives and agents in derogation of the limitations of this Article 4, including this Article 4.8 (Limits of Responsibility for Oversight, Review, Recommendations, Inspections and Acts by GDOT), and/or that any or all of such parties otherwise have, or by their acts or omissions, assumed any responsibility for, or related to, the design or construction of the Project, or any means, methods, or techniques in respect thereof. DB Team hereby further expressly waives any claim or defense the basis of which is to assert that GDOT may not delegate the responsibility for any Element of the design and construction of the Project involving public roadways, signs, or traffic controls to DB Team as provided in this Agreement.

Article 5 CONTRACT SUM, PAYMENTS, AND PUBLIC FUNDS

5.1 Payment of Contract Sum

5.1.1 GDOT shall pay DB Team the Contract Sum for Work properly performed in accordance with the DB Documents. DB Team, in consideration for all Work performed in accordance with the DB Documents, shall be entitled to receive the Contract Sum, which amount is inclusive of all fees, overhead, profit, insurance and bond premiums, labor and material costs, installations, delivery, warehouse and handling charges, duties, taxes and other assessments.

5.2 Reserved

5.3 Reserved

5.4 GDOT Monetary Obligations and Overall Limitation of Liability

5.4.1 Notwithstanding anything to the contrary in the DB Documents, in no event shall GDOT’s outstanding liability to DB Team under the DB Documents, including liability related to Compensation Events and Compensation Amounts, exceed the amount of compensation that would be payable to DB Team pursuant to a Termination for Convenience under Article 19.1 (Termination for Convenience).

5.4.2 The payment of any moneys owed by GDOT under the DB Documents, including without limitation amounts payable in connection with a termination, upon the occurrence of a GDOT Event of Default, or in any suit for monetary damages alleging breach of this Agreement by GDOT, shall be limited to funds available to GDOT for such payments.

5.4.3 Reserved

5.4.4 Reserved
Article 6 PROJECT PLANNING AND ACCEPTANCES; PROJECT ADMINISTRATION, REVIEW AND OVERSIGHT; PUBLIC INFORMATION

6.1 Preliminary Planning and Engineering Activities; Site Conditions

6.1.1 DB Team shall perform or cause to be performed all architectural and engineering activities appropriate for design and construction of the Project in accordance with Good Industry Practice and the DB Documents, which may include, subject to the scope of Work set forth in the DB Documents or as required by GDOT by Supplemental Agreement or Directive Letter:

(a) Utility Adjustments;
(b) technical studies and analyses;
(c) geotechnical investigations;
(d) right of way mapping, surveying and appraisals;
(e) Subsurface Utility Engineering (SUE) investigations and mapping;
(f) Hazardous Materials investigations; and
(g) design and construction surveys.

6.1.2 Except to the extent that DB Team is entitled to a Relief Event and/or a Compensation Event under this Agreement, DB Team shall bear the risk of any incorrect or incomplete review, examination and investigation by it of the Site or the Existing Improvements and surrounding locations, and of any incorrect or incomplete information resulting from preliminary architectural and engineering activities conducted by DB Team, GDOT, or any other Person. DB Team acknowledges and agrees that GDOT makes no warranties or representations as to any surveys, data, reports or other information provided by GDOT or other Persons concerning surface conditions and subsurface conditions, including the presence of Utilities, Hazardous Materials, contaminated groundwater, archeological, paleontological and cultural resources, and Threatened or Endangered Species, affecting the Site, the Existing Improvements, or surrounding locations. DB Team acknowledges that such information is for DB Team’s reference only and has not been verified.

6.1.3 Except to the extent that DB Team is entitled to a Relief Event and/or a Compensation Event under this Agreement, DB Team shall bear the risk of all conditions occurring on, under or at the Site and the Existing Improvements, including (a) physical conditions of an unusual nature, differing materially from those ordinarily encountered in the area, (b) changes in surface topography, (c) variations in subsurface moisture content, (d) Utility facilities, (e) the discovery at, near or on the Property of any archeological, paleontological or cultural resources, and (f) the discovery at, near or on the Property of any Threatened or Endangered Species.
6.2 Governmental Approvals and Third-Party Agreements

6.2.1 GDOT retains responsibility for obtaining all Provided Approvals based on the design schematic contained in the NEPA Approvals. GDOT shall deliver to DB Team true and complete copies of all Provided Approvals. DB Team shall obtain all other Governmental Approvals and, except to the extent the DB Documents expressly provide GDOT is responsible therefor, all third-party approvals and agreements required in connection with the Project or the Work, including any modifications, renewals and extensions of the Provided Approvals (including those required in connection with a Compensation Event). DB Team shall deliver to GDOT true and complete copies of all new or amended Governmental Approvals and third-party approvals and agreements. In no event shall GDOT be responsible or liable for any delays in obtaining Provided Approvals to the extent such delays are caused by differences between the schematic contained in the NEPA Approvals and DB Team’s Final Design, unless such differences are due to a GDOT Change.

6.2.2 Prior to submitting to a Governmental Entity any application for a Governmental Approval (or any proposed modification, renewal, extension or waiver of a Governmental Approval or provision thereof), DB Team shall submit the same, together with any supporting environmental studies and analyses, to GDOT (a) for acceptance or (b) for review and comment, as specified in Table 4-2 (GDOT-Led Environmental Preparation and Approval).

6.2.3 Except as expressly set forth in this Agreement to the contrary, in the event DB Team’s design differs from the schematic contained in the approved Environmental Documents upon which the Provided Approvals were based, as among GDOT and DB Team, DB Team shall support necessary actions, and shall bear all risk of delay, resulting from or arising out of any associated change in the Project location and design, including (a) conducting all necessary environmental studies and preparing all necessary Environmental Documents in compliance with applicable Environmental Laws, and (b) obtaining and complying with all necessary new Governmental Approvals (including any modifications, renewals and extensions of the Provided Approvals, and other existing Governmental Approvals). GDOT and FHWA will independently evaluate all environmental studies and documents and fulfill the other responsibilities assigned to them by 23 CFR Part 771.

6.2.4 Subject to clauses of Article 14.2 (Compensation Events) for Compensation Events and clauses of Article 14.1 (Relief Events) for Relief Events and except to the extent required under the Technical Provisions, in the event DB Team is unable to obtain necessary Governmental Approvals for any design that differs from the schematics contained in the approved Environmental Documents upon which Provided Approvals were based, DB Team shall be obligated to design and construct the Project according to a design in compliance with the requirements of the Provided Approvals, and no such circumstance shall constitute a Relief Event or Compensation Event.

6.2.5 At DB Team’s request, GDOT shall reasonably assist and cooperate with DB Team in obtaining from Governmental Entities the Governmental Approvals (including any modifications, renewals and extensions of existing Governmental Approvals from Governmental Entities) required to be obtained by DB Team under the DB Documents.
6.2.5.1 GDOT and DB Team shall work jointly to establish a scope of work and budget for GDOT Recoverable Costs related to the assistance and cooperation GDOT will provide as contemplated herein, subject to any rights of DB Team in the case of a Compensation Event.

6.2.5.2 Such costs and expenses shall be subject to the limitations for GDOT Recoverable Costs provided however that, notwithstanding the limitations of subpart (a) in the definition of GDOT Recoverable Costs, such reimbursable amounts shall expressly include costs and expenses incurred to conduct further or supplemental environmental studies as a result of (i) any DB Team Proposed Right of Way, or (ii) DB Team Release(s) of Hazardous Material.

6.2.6 DB Team shall comply with all conditions imposed by and undertake all actions required by and all actions necessary to maintain in full force and effect all Governmental Approvals, including performance of all environmental mitigation measures required by the DB Documents or Governmental Approvals and including payment of mitigation credits and any other fees required for Governmental Approvals, except to the extent that responsibility for performance of such measures and payment is expressly assigned to GDOT in the DB Documents.

6.2.7 In the event that any Governmental Approvals required to be obtained by DB Team must formally be issued in GDOT’s name, DB Team shall undertake necessary efforts to obtain such approvals subject to GDOT’s reasonable cooperation with DB Team, as the case may be, at DB Team’s expense (except in connection with a Compensation Event), in accordance with Article 6.2.5, including execution and delivery of appropriate applications and other documentation in form accepted by GDOT. Refer to Volume 2, Section 4.2 (Administrative Requirements) for more specific provisions on applications in GDOT’s name for Environmental Approvals.

6.2.8 In the event that GDOT or FHWA must act as the lead agency and directly coordinate with a Governmental Entity in connection with obtaining Governmental Approvals which are the responsibility of DB Team, DB Team shall provide all necessary support to facilitate the approval, mitigation or compliance process. Such support may include conducting necessary field investigations, surveys, and preparation of any required reports, documents and applications.

6.2.9 DB Team shall be responsible for compliance with all applicable Laws in relation to Project Specific Locations and Additional Properties for obtaining any Environmental Approval or other Governmental Approval required in connection with Project Specific Locations.

6.2.10 DB Team shall not enter into any agreement with any Governmental Entity, Utility Owner, railroad, property owner or other third party having regulatory jurisdiction over any aspect of the Project or Work or having any property interest affected by the Project or the Work that in any way purports to obligate GDOT, or the State or an agency or department thereof, or states or implies that GDOT has an obligation, to the third party to carry out any installation, design, construction, maintenance, repair, operation, control, supervision, regulation or other activity after the end of the Term, unless GDOT otherwise accepts in writing in its sole discretion. DB Team has no power or authority to enter into any such agreement with a third party in the name or on behalf of GDOT.
6.3 Review and Oversight

6.3.1 Submittal, Review and Acceptance Terms and Procedures

6.3.1.1 This Article 6.3 (Review and Oversight) sets forth uniform terms and procedures that shall govern all Submittals pursuant to the DB Documents and component plans thereunder. In the event of any irreconcilable conflict between the provisions of this Article 6.3 and any other provisions of the DB Documents and component plans thereunder concerning submission, review and acceptance, rejection, or approval procedures, this Article 6.3 shall exclusively govern and control, except to the extent that the conflicting provision expressly states that it supersedes this Article 6.3.

6.3.2 Time Periods

6.3.2.1 Except as expressly set forth elsewhere in the DB Documents or as provided below, whenever GDOT is entitled to review and comment, or accept a Submittal, GDOT shall promptly respond within 30 days from the date it receives an accurate and complete Submittal, accuracy and completeness shall be at GDOT’s sole discretion, together with a completed transmittal form, in form to be mutually agreed upon, and all necessary information and documentation concerning the subject matter included. Any period of review by GDOT more than 30 days, or as specifically set forth elsewhere in the DB Documents providing for a different time period, may be deemed a GDOT Caused-Delay and give rise to Relief Event, subject to the provisions and satisfying all DB Document requirements for Relief Events. The time periods set forth in the DB Documents for GDOT’s review and acceptance or approval of Submittals, as and to the extent required shall apply to and restart with all re-submittals or if additional information or documentation is required to complete a Submittal which DB Team may be required to provide.

6.3.2.2 The time periods set forth herein with respect to GDOT’s review and acceptance, rejection, or approval, or comment on Submittals shall be subject to adjustment as provided in Volume 2, Section 3 (Design and Submittals) for multiple concurrent Submittals.

6.3.2.3 All time periods for GDOT to act upon Submittals shall be extended by the period of any delay caused by any Relief Event impacting same, including as set forth in clauses of Article 14.1 (Relief Event) for Relief Event or otherwise as and to the extent of any delay of DB Team or any DB Team-Related Entity.

6.3.2.4 During any time that GDOT is entitled under Article 17.3.8 (Increased Oversight, Testing, and Inspection) to increase the level of its auditing, monitoring, inspection, sampling, measuring, testing and oversight of the Project, the Utility Adjustments and DB Team’s compliance with its obligations under the DB Documents, the applicable period for GDOT to act on any Submittals received during such time and not related to curing the DB Team Default(s) that instigated the Article 17.3.8 action shall automatically be extended by 14 days.
6.3.2.5 GDOT shall endeavor to reasonably accommodate a written request from DB Team for expedited action on a specific Submittal, within the practical limitations on availability of personnel appropriate for acting on the types of Submittal in question; provided DB Team sets forth in its request specific, abnormal circumstances demonstrating the need for expedited action. This provision shall not apply, however, during any time described in Articles 6.3.2.3 and Article 6.3.2.4.

6.3.3 GDOT Discretionary Acceptances

If the Submittal is one where the DB Documents indicate approval or acceptance is required from GDOT in its sole discretion or good faith discretion, then GDOT’s lack of approval, acceptance, determination, decision, or other action within the applicable time period under Article 6.3.2 (Time Periods) shall be deemed non-acceptance. If the approval is subject to good faith discretion of GDOT, then its decision shall be binding unless it is finally determined by clear and convincing evidence that such decision is determined to be arbitrary and capricious and causes delay; when so determined, it will then constitute and be treated as a GDOT-Caused Delay.

6.3.4 Other GDOT Acceptances

6.3.4.1 Whenever the DB Documents indicate that a Submittal or other matter is subject to GDOT’s approval or acceptance, and no particular standard therefor is stated, then the standard shall be reasonableness.

6.3.4.2 If the reasonableness standard applies to GDOT’s right of approval or acceptance of a Submittal, and GDOT delivers no approval or acceptance within the applicable time period under Article 6.3.2 (Time Periods), then DB Team may deliver to GDOT a written notice stating the date within which GDOT was to have decided or acted. If GDOT does not respond or act within seven days after receipt of the notice, then a delay may constitute GDOT-Caused Delay under Article 14 (Relief Events; Compensation Events), subject to the provisions and satisfying all DB Document requirements for Relief Events and Compensation Events. Regardless of the actual days of delay, the start of any GDOT-Caused Delay shall be measured from 14 days from the end of the last review period for that Submittal. DB Team hereby agrees to plan for and account for such notice periods within the Project Schedule.

6.3.5 GDOT Review and Comment

6.3.5.1 Whenever the DB Documents indicate that a Submittal or other matter is subject to GDOT’s review, comment, review and comment, disapproval or similar action not entailing a prior approval or acceptance and GDOT delivers no comments, exceptions, objections, rejections or disapprovals
within the applicable time period under Article 6.3.2 (Time Periods), then DB Team may proceed thereafter at its election and risk, without prejudice to GDOT’s rights to later object, reject, or disapprove.

6.3.5.2 No such failure or delay by GDOT in delivering comments, exceptions, objections, rejections or disapprovals within the applicable time period under Article 6.3.2 (Time Periods) shall constitute a GDOT-Caused Delay, GDOT Change, Relief Event or Compensation Event.

6.3.5.3 When used in the DB Documents, the phrase “completion of the review and comment process” or similar terminology means either (a) GDOT has reviewed, provided comments, exceptions, objections, rejections or disapprovals, and all the same have been resolved, or (b) the applicable time period has passed without GDOT providing any comments, exceptions, objections, rejections or disapprovals.

6.3.6 Submittals Not Subject to Prior Review, Comment or Acceptance

Whenever the DB Documents indicate that DB Team is to deliver a Submittal to GDOT but express no requirement for GDOT review, comment, disapproval, prior acceptance or other GDOT action, then DB Team is under no obligation to provide GDOT any period of time to review the Submittal or obtain acceptance of it before proceeding with further Work, and GDOT shall have the right, but is not obligated, to at any time review, comment on, take exception to, object to, reject or disapprove the Submittal. No failure or delay by GDOT in delivering comments, exceptions, objections, rejections or disapprovals with respect to any Submittal as set forth in this Article 6.3 (Review and Oversight) shall constitute a Relief Event or Compensation Event.

6.3.7 Resolution of GDOT Comments and Objections

6.3.7.1 If the Submittal is one not governed by Article 6.3.3 (GDOT Discretionary Acceptances) or Article 6.3.6 (Submittals Not Subject to Prior Review, Comment or Acceptance), GDOT’s exception, objection, rejection or disapproval shall be deemed reasonable, valid and binding if based on any of the following grounds:

(a) The Submittal or subject provision thereof fails to comply with any applicable covenant, condition, requirement, commitment, term, or provision of the DB Documents or Management Plans thereunder;

(b) The Submittal or subject provision thereof is not to a standard equal to or better than the requirements of Good Industry Practice;

(c) DB Team has not provided all content or information required in respect of the Submittal or subject provisions thereof, provided that GDOT assumes no duty, obligation or liability regarding completeness or correctness of any Submittal, including a Submittal that is to be delivered to a Governmental Entity as a proposed Governmental Approval, or in order to obtain, modify, amend, supplement, renew, extend, waive or carry out a Governmental Approval;
(d) Adoption of the Submittal or subject provision thereof, or of any proposed course of action thereunder, would result in a conflict with or violation of any Law or Governmental Approval; or

(e) In the case of a Submittal that is to be delivered to a Governmental Entity as a proposed Governmental Approval, or in order to obtain, modify, amend, supplement, renew, extend, waive or carry out a Governmental Approval, it proposes commitments, requirements, actions, terms or conditions that are not arrangements that GDOT offers or accepts for addressing similar circumstances affecting its own projects.

6.3.7.2 DB Team shall timely and promptly respond to all of GDOT’s comments and objections to a Submittal and, except as provided below, make modifications to the Submittal as necessary to fully reflect and resolve all such comments and objections, in accordance with the review processes set forth in this Article 6.3 (Review and Oversight). DB Team acknowledges that GDOT may provide comments and objections which reflect concerns regarding interpretation or preferences of the commenter or which otherwise do not directly relate to grounds set forth in Article 6.3.7.1. DB Team agrees to undertake reasonable efforts to accommodate or otherwise resolve any such comments or objections through the review processes described in this Article 6.3.

6.3.7.3 If DB Team fails to notify GDOT within such time period, GDOT may deliver to DB Team a written notice stating the date by which DB Team was to have responded to GDOT’s comments and that if DB Team does not respond to those comments within five Business Days after receipt of this notice, then that failure shall constitute DB Team’s agreement to make all changes necessary to accommodate and resolve the comment or objection and full acceptance of all responsibility for such changes without right to a Relief Event or Compensation Event.

6.3.7.4 The foregoing shall in no way be deemed to obligate DB Team to incorporate any comments or resolve objections that would render the Submittal erroneous, defective or less than Good Industry Practice, except pursuant to a GDOT Change.

6.3.7.5 After GDOT receives DB Team’s explanation as to why the modifications are not required as provided in Article 6.3.7.2, Article 6.3.7.3 and Article 6.3.7.4, the Parties shall attempt in good faith to resolve the Dispute. If they are unable to resolve the Dispute, it shall be resolved according to Article 17.7 (Dispute Resolution Procedures) except (a) as provided otherwise in Article 6.3.3 (GDOT Discretionary Acceptances), and (b) if GDOT elects to issue a Directive Letter pursuant to Article 13.1 (Directive Letters) with respect to the disputed matter, the DB Team shall proceed in accordance with GDOT’s directive while retaining any claim as to the disputed matter.
Article 7 DEVELOPMENT OF THE PROJECT

7.1 General Obligations of DB Team

DB Team, in addition to performing all other requirements of the DB Documents, shall:

7.1.1 Furnish all design, engineering and other services, provide construction management and all work, including all materials, equipment, labor, and installations, and undertake all efforts necessary or appropriate (excluding only those materials, services and efforts which the DB Documents expressly specify will be undertaken by GDOT or other Persons) to construct the Project and maintain it during construction, so as to achieve Substantial Completion and Final Acceptance by the applicable Milestone Deadlines;

7.1.2 At all times provide a Project Manager approved by GDOT who:

(a) will have full responsibility for the prosecution of the Work, including Design Work and Construction Work,

(b) will act as agent and be a single point of contact in all matters on behalf of DB Team,

(c) will be present (or his/her designee approved by GDOT will be present) at the Site at all times that Design Work or Construction Work is performed, and

(d) will be available to respond to GDOT;

7.1.3 Comply with, and require that all Contractors comply with, all requirements of all applicable Laws;

7.1.4 Cooperate with GDOT and Governmental Entities with jurisdiction in all matters relating to the applicable portions of the Work, including Design Work and Construction Work for the Project, including their review, inspection and oversight of the design and construction; and

7.1.5 Use commercially reasonable efforts to mitigate delay to design and construction of the Project and mitigate damages due to delay in all circumstances, to the extent possible, including by re-sequencing, reallocating, or redeploying DB Team’s and its Contractors’ forces to other work.

7.2 Performance, Design and Construction Standards

7.2.1 DB Team shall furnish all aspects of the Design Work and all Design Documents, and shall construct the Project and perform the Construction Work as designed, free from Defects, and in accordance with (a) Good Industry Practice, (b) the requirements, terms and conditions set forth in the DB Documents, (c) the Project Schedule, (d) all Laws, (e) the requirements, terms and conditions set forth in all Governmental Approvals, and (f) the requirements of the accepted Quality Management Plan (QMP) or to be prepared thereunder, in each case taking into account the Existing
Right of Way, Required Right of Way, and any Additional Property limits and other constraints affecting the Project and the Property.

7.2.2 Reserved

7.2.3 DB Team acknowledges that prior to the Effective Date it had the opportunity to identify any provisions of the Technical Provisions or Technical Documents that are erroneous or create a potentially unsafe condition, and the opportunity and duty to notify GDOT in writing of such fact and of the changes to the provision that DB Team believed were the minimum necessary to render it correct and safe. If it is reasonable or necessary to adopt changes to the Technical Provisions or Technical Documents after the Effective Date to make the provisions correct and safe, such changes shall not be grounds for a Relief Event or Compensation Event unless (a) DB Team neither knew nor had reason to know prior to the Effective Date that the provision was erroneous or created a potentially unsafe condition or (b) DB Team knew of and reported to GDOT the erroneous or potentially unsafe provision prior to the Effective Date and GDOT did not adopt reasonable and necessary changes. Except for a circumstance as set forth under (b) herein, if DB Team commences or continues any Design Work or Construction Work affected by such a change after the need for the change was discovered or suspected, or should have been discovered or suspected through the exercise of reasonable care, DB Team shall bear any additional costs associated with redoing the Work already performed. Inconsistent or conflicting provisions of the DB Documents shall not be treated as erroneous provisions under this Article 7.2.3, but instead shall be governed by Article 1.2 (DB Documents; Order of Precedence).

7.2.4 References in the Technical Provisions or Technical Documents to manuals or other publications governing the Design Work or Construction Work prior to the Substantial Completion Date shall mean the most recent editions in effect at the date of the RFP advertisement, unless expressly provided otherwise. Any changes to the Technical Provisions and Technical Documents, including Safety Standards, respecting Design Work or Construction Work prior to the Substantial Completion Date shall be subject to the Supplemental Agreement process for a GDOT Change in accordance with Article 13 (GDOT Changes; DB Team Changes; Directive Letters). Safety Compliance changes shall be in accordance with Article 12.1 (Safety Compliance).

7.2.5 The Parties anticipate that from time to time after the Effective Date, GDOT will adopt, through revisions to existing manuals and publications or new manuals and publications, changed, added or replacement standards, criteria, requirements, conditions, procedures, specifications and other provisions, including Safety Standards, relating to Design Work and Construction Work. GDOT shall have the right to add such changed, added or replacement standards, criteria, requirements, conditions, procedures, specifications and other provisions, including Safety Standards, to Volume 2 by notice to DB Team, whereupon they shall constitute amendments, and become part, of the Technical Documents. If such changed, added or replacement Technical Documents or Safety Standards encompass matters that are addressed in the Technical Provisions or Technical Documents as of the Effective Date, they may, upon inclusion in Volume 2, replace and supersede inconsistent provisions of the Technical Provisions and Technical Documents to the extent designated by GDOT in its sole discretion. GDOT will identify the superseded provisions in its notice to DB Team. Notwithstanding the foregoing, in the absence of a GDOT Change and except as provided otherwise in
Article 7.5.3 (Requirements) with respect to Adjustment Standards, if GDOT adopts the changed, added or replacement standards, criteria, requirements, conditions, procedures, specifications and other provisions, including changed, added or replacement Safety Standards, prior to the Final Acceptance Date, DB Team shall not be obligated to (but may) incorporate the same into its design and construction of the Project prior to the Final Acceptance Date.

7.3 Design Implementation and Submittals

7.3.1 DB Team, through the appropriately qualified and licensed design professionals identified in DB Team’s Key Personnel as identified in Exhibit 2 and in accordance with Volume 2, Section 2 (Project Management), shall prepare designs, Plans and specifications in accordance with the DB Documents. DB Team shall cause the Engineer of Record for the Project to sign and seal all Released for Construction Documents, any revisions to the Released for Construction Documents, all design changes; and for conformance, the Record Drawings (As-Builts).

7.3.2 DB Team shall deliver to GDOT accurate and complete duplicates of all Interim Design, and Preliminary and Final Plans and Construction Documents within the time and in the form required by the Technical Provisions.

7.3.3 The Engineer of Record shall initiate or sign-off on all requests for information prior to the requests being submitted to GDOT.

7.4 Reserved

7.5 Utility Adjustments

7.5.1 DB Team’s Responsibility

7.5.1.1 DB Team is responsible for causing, in accordance with the Project Schedule, all Utility Adjustments necessary to accommodate construction, operation, maintenance and/or use of the Project. DB Team shall coordinate, monitor, and otherwise undertake the necessary efforts to cause Utility Owners performing Utility Adjustment Work to perform such work timely, in coordination with the Work, and in compliance with the standards of design and construction and other applicable requirements specified in the DB Documents.

7.5.1.2 In addition to GDOT’s Project administration, GDOT shall independently have the right at all times to approve Utility Adjustments as provided herein. DB Team shall coordinate and be required to procure GDOT approval as required.

7.5.1.3 Regardless of the arrangements made with the Utility Owners, the DB Team shall continue to be the responsible party to GDOT for timely performance of all Utility Adjustment Work so that upon completion of the Work, all Utilities that might impact the Project or be impacted by it (whether located within or outside the Construction Maintenance Limits) are compatible with the Project. GDOT will provide to DB Team the benefit of any provisions in recorded utility or other easements affecting the Project.
7.5.2 Standard Utility Agreements

The DB Team will be responsible for completion of all required Standard Utility Agreements. The DB Team working with the Utility Owner will provide the cost estimate and supporting documents to the District Utilities Manager for review and acceptance. Upon the acceptance by the District, the approved cost estimate and supporting documents shall be forwarded to the State Utilities Preconstruction Manager for processing, final acceptance, and preparation of the Standard Utility Agreement. As described in the GDOT Utility Accommodation Policy and Standards Manual (“UAM”), Chapter 4.2.F Agreements cover all requirements for Standard Utility Agreements.

7.5.3 Requirements

Each Utility Adjustment (whether performed by DB Team, Subcontractor or by the Utility Owner) shall comply with the Adjustment Standards in effect at the date of the RFP advertisement, unless expressly provided otherwise, together with any subsequent amendments and additions to those standards that (a) are necessary to conform to applicable Law, or (b) are adopted by the Utility Owner and affect the Utility Adjustment pursuant to the applicable Standard Utility Agreement(s). In addition, all Utility Adjustment Work shall comply with all applicable Laws, the applicable Standard Utility Agreement(s), and all other requirements specified in Volume 2, Section 6 (Utility Adjustments).

7.5.4 Failure of Utility Owners to Cooperate/Escalation

DB Team shall use diligent efforts to obtain the cooperation of each Utility Owner as necessary for Utility Adjustments. It shall be the DB Team’s responsibility to coordinate and track each Utility Owner’s progress in relation to the Utility Work Plan or Revised Utility Work Plan previously accepted by GDOT. Once the DB Team has determined that the Utilities work progress is at least 20% behind the accepted Utility Work Plan; the DB Team will notify the Utility Owner, and GDOT of such apparent delay through written correspondence. Such written correspondence shall detail the delay in question and request the Utility to submit a proposal on how the Utility Owner plans to rectify such delay and maintain the project’s schedule prescribed by the previously accepted Utility Work Plan. The Utility will respond to this letter within 10 Business Days. The response shall include a proposal to cure the delay identified by the DB Team. In some cases, the complexity of the project may require that a utility coordination meeting be held to address the issues identified by the DB Team. If the Utility determines that this is the case, then the Utilities response letter shall include a request to hold a utility coordination meeting with the DB Team, the Office of Innovative Delivery Utility Liaison, the District Utility Manager and the Construction Manager for utility delay resolution. If the utility delay cannot be resolved through the coordination efforts described above after 20 Business Days from the date provided in the DB Team’s original written correspondence; the said Dispute shall escalate to the State Construction Engineer for further consideration. If additional escalation is required, DB Team shall follow escalation procedures as outlined in the UAM, Chapter 672-19 of the Rules, and O.C.G.A. § 32-6-171.
7.5.5 Utility Permits (GU PS)

7.5.5.1 It is anticipated that during the design and construction phases of the Work, from time to time Utility Owners will apply for utility permits to install new Utilities that would cross or longitudinally occupy the Property, or to modify, upgrade, repair, relocate or expand existing Utilities within the Property for reasons other than accommodation of the Project.

7.5.5.2 As specified in Article 7.5.5.1, for all such utility permit applications pending as of or submitted after the Effective Date, DB Team shall furnish the most recent Project design information and/or as-built Plans, as applicable, to the applicants, and shall assist each applicant with information regarding the location of other proposed and existing Utilities.

7.5.6 Unexpected Utility Adjustments

Within 120 days after the NTP 1, DB Team shall conduct an investigation for any unidentified Utility. If DB Team finds an unidentified Utility during the 120 day time frame, DB Team may be entitled to a Compensation Event or a Relief Event. If DB Team finds an unidentified Utility after the 120 day time frame, DB Team shall not be entitled to a Compensation Event or a Relief Event. If a Utility is shown on the SUE Plans and not to be impacted by DB Team’s Final Design, but is later identified by DB Team as needing to be relocated, DB Team shall not be entitled to a Compensation Event or a Relief Event. Notwithstanding the foregoing, DB Team shall not be entitled to a Compensation Event or a Relief Event for any Utility whose location, size and dimensions were reasonably accurate and shown on the SUE Plans.

7.5.7 Early Adjustments

If any Adjustments are designated as Early Adjustments in Volume 2, Section 6 (Utility Adjustments), such Adjustments are anticipated to be completed by the Utility Owner prior to the deadline therefore set forth in the Technical Provisions. DB Team’s obligation to provide Protection in Place for Utilities includes any Early Adjustments, whether or not timely completed. DB Team shall coordinate with GDOT and the Utility Owner as may be necessary for orderly completion of any Early Adjustments, and DB Team shall conduct its Work without interfering with or hindering the progress or completion of any Early Adjustments.

7.6 Conditions to Commencement of Construction Work

7.6.1 Construction Work Generally

Except to the extent expressly permitted in writing by GDOT, DB Team shall not commence or permit or suffer commencement of construction of the Project, or applicable portion thereof, until GDOT issues NTP 3 and all of the conditions of Article 3.3.1.3 have been met.

7.6.2 Utility Adjustments
DB Team shall not commence or permit or suffer commencement of construction of a Utility Adjustment included in the Construction Work until GDOT issues NTP 3, and the requirements of Article 7.5 (Utility Adjustments) have been met.

### 7.7 Substantial Completion, Punch List, Final Acceptance; Early Opening of Portions of the Project

#### 7.7.1 Substantial Completion

**7.7.1.1** GDOT will issue a written certificate of Substantial Completion at such time as Substantial Completion occurs which shall be subject to the terms and conditions of this Article 7.7.1 (Substantial Completion).

**7.7.1.2** Substantial Completion shall occur upon satisfactory completion of the requirements of GDOT Standard Specification 108.07.G.

**7.7.1.3** All comments from EPD on the Post-Construction Stormwater Report have been addressed by the DB Team, and the EPD’s 90-day Post-Construction Stormwater Report disapproval period has expired.

**7.7.1.4** DB Team shall provide GDOT with not less than 20 days prior written notification of the date DB Team determines it will achieve Substantial Completion. A written request for Substantial Completion will not be taken into consideration unless the requirements of the DB Documents have been met, and the request has been approved in writing by GDOT confirming Substantial Completion requirements of Article 7.7 (Substantial Completion, Punch List, Final Acceptance; Early Opening of Portions of the Project) are met. During such notice period, DB Team and GDOT shall meet and confer and exchange information on a regular cooperative basis with the goal being GDOT’s orderly, timely inspection and review of the Project per the applicable Final Plans and Construction Documents, and GDOT’s issuance of a written certificate of Substantial Completion.

**7.7.1.5** During the period specified in Article 7.7.1.4, GDOT shall conduct an inspection of the Project and its components, a review of the applicable Final Plans and Construction Documents and such other investigation as may be necessary to evaluate whether Substantial Completion is achieved. GDOT shall deliver a Punch List to the DB Team following such inspection, review and investigation within five Business Days. GDOT shall then either (a) issue the written certificate of Substantial Completion or (b) notify DB Team in writing setting forth, as applicable, why the Project has not reached Substantial Completion. If GDOT and DB Team cannot agree that the Substantial Completion has been completed by the Substantial Completion Date defined in Exhibit 9 (Milestone Deadlines), such Dispute shall be resolved according to Article 17 (Default; Remedies; Claim for Adjustments and Disputes).

#### 7.7.2 Punch List

**7.7.2.1** GDOT will prepare and maintain the final Punch List. Each participant shall have the right to add items to the Punch List and none shall remove any item added by any other without such other’s express permission. If
DB Team objects to the addition of an item by GDOT, the item shall be noted as included under protest, and if the Parties thereafter are unable to reconcile the protest, the Dispute shall be resolved according to Article 17 (Default; Remedies; Claim for Adjustments and Disputes).

7.7.2.2 DB Team shall immediately commence work on the Punch List items and diligently prosecute such work to completion, consistent with the DB Documents, prior to issuance of Final Acceptance.

7.7.3 Final Acceptance

7.7.3.1 Promptly after achieving Substantial Completion, DB Team shall perform all remaining Work for the Project, including completion of all Punch List items, all landscaping other than vegetative ground cover, and aesthetic features. DB Team shall prepare and adhere to a timetable for planting and establishing the vegetative ground cover landscaping, taking into account weather conditions necessary for successful planting and growth, which timetable shall in any event provide for vegetative ground cover landscaping to be planted and established by 12 months after Substantial Completion.

7.7.3.2 GDOT will issue a written certificate of Final Acceptance at such time as all of the following have occurred for the Project:

(a) All requirements for Substantial Completion have been satisfied;

(b) All Punch List items have been completed and delivered to the reasonable satisfaction of GDOT;

(c) GDOT has received a complete set of the Record Drawings in form and content required by Volume 2, Section 2.7.1.2 (Record Drawings);

(d) All Utility Adjustment Work and other work that DB Team is obligated to perform for or on behalf of third parties has been accepted by such third parties, and DB Team has paid for all work by third parties that DB Team is obligated to pay for, other than disputed amounts;

(e) DB Team has paid in full all Liquidated Damages that are due to GDOT pursuant to this Agreement and are not in Dispute, and has provided to GDOT reasonable security for the full amount of Liquidated Damages that may then be the subject of an unresolved Dispute;

(f) There exist no uncured DB Team Defaults that are the subject of a Warning Notice, or with the giving of notice or passage of time, or both, could become the subject of a Warning Notice (except any DB Team Default for which Final Acceptance will affect its cure);

(g) DB Team has received, and paid all associated fees for, all applicable Governmental Approvals and other applicable third-
party approvals required pursuant to the DB Documents, and there exists no uncured material violation of the terms and conditions of any such Governmental Approval or other third-party approvals;

(h) DB Team has delivered to GDOT all warranties, manuals and other Deliverables as required pursuant to the Technical Provisions; and

(i) DB Team has delivered to GDOT verification of all required post construction period, including completed operations, Insurance Policies required under the DB Documents.

7.7.3.3 DB Team shall provide GDOT with written notification when DB Team determines it has achieved Final Acceptance. During the 15 Business Day period following receipt of such notification, DB Team and GDOT shall meet and confer and exchange information on a regular cooperative basis with the goal being GDOT’s orderly, timely inspection and review of the Project and the Record Drawings, and GDOT’s issuance of a written certificate of Final Acceptance.

7.7.3.4 During such 15 Business Day period, GDOT shall conduct an inspection of the Punch List items, a review of the Record Drawings and such other investigation as may be necessary to evaluate whether the conditions to Final Acceptance are satisfied. GDOT shall deliver a written report of findings and recommendations to DB Team following such inspection, review and investigation and in any case by the end of such 15 Business Day period.

7.7.3.5 Within five Business Days after expiration of such 15 Business Day period GDOT shall either (a) issue a certificate of Final Acceptance or (b) notify DB Team in writing setting forth, as applicable, why Final Acceptance has not been achieved. If GDOT and DB Team cannot agree as to the date of Final Acceptance, such Dispute shall be resolved according to Article 17 (Default; Remedies; Claim for Adjustments and Disputes).

7.7.4 Early Opening of Portions of the Project

If the DB Team determines that a portion of the Work including any Interim Completion Deadline, is safe to open to traffic, that portion must include the following prior to being considered safe to open: all lanes in that direction paved to final pavement surface layer, permanent striping (temporary tape may be used in lane drop tapers), temporary signing, and temporary barrier wall installed. When it determines that that portion of Work is safe to open, the DB Team may notify GDOT thereof through written notice identifying the portion of the Work and asserting that the DB Team, including the EOR, believes that it is safe to open.

The DB Team and GDOT together will inspect that portion of the Work asserted to be safe to open. GDOT will respond within five Business Days after the agreed-upon date of the inspection. If GDOT concurs, GDOT will provide written notice to the DB Team that such portion of the Segment is safe to open. If GDOT does not concur, it will provide the DB Team a list of the items that need to be corrected or completed prior to opening that portion of the Work. This process will repeat until GDOT concurs and provides written
notice that that portion of the Work is safe to open and will identify the date when GDOT’s determination was made. The date so identified is the Interim Completion Date for that portion of the Work.

If the Interim Completion Date is later than the Interim Completion Deadline, as identified in Exhibit 9 (Milestone Deadlines) to the Agreement, the DB Team is liable for Liquidated Damages per Article 17.4.1 (Liquidated Damages for Delayed Interim Completion Deadline(s), Substantial Completion Deadline, or Final Acceptance; Incident Based Liquidated Damages).

The DB Team remains responsible for all repair or replacement for portions of the Work released prior to Final Acceptance. Maintenance responsibilities remain with the DB Team until GDOT issues Final Acceptance. Designation of safe to open for any portion of the Project shall not start a warranty period for any portion of the Work or void or alter any terms of the Agreement.

Opening of portions of the Project prior to Substantial Completion or Final Acceptance does not constitute acceptance of the Work or a waiver of any provisions of the DB Documents.

7.8 Hazardous Materials Management

DB Team shall comply with all requirements set forth in GDOT Supplemental Specification 107.22 and Exhibit 11.

7.9 Environmental Compliance

Throughout the course of the Design Work and Construction Work, DB Team’s Work shall take into account, be coordinated to allow for, and be performed in accordance with all environmental mitigation measures required under the Environmental Document approvals, including but not limited to the NEPA Approval and any other Governmental Approvals for the Project or under the DB Documents, and shall comply with all other conditions and requirements of the Environmental Approvals in accordance with Volume 2, Section 4 (Environmental), provided that the foregoing shall not require nor imply any requirement for DB Team to perform any remediation or disposal of Pre-existing Hazardous Materials or GDOT Release(s) of Hazardous Materials.

7.10 Meetings

7.10.1 DB Team shall conduct regular progress meetings with GDOT during the course of Design Work and Construction Work. These meetings shall be attended by the DB Team’s Lead Contractor’s project manager and the Engineer of Record or Authorized Representatives of each and any other Key Personnel and other personnel as needed for productive use of the meetings.

7.10.2 In addition, GDOT and DB Team, through their respective Authorized Representatives, shall meet from time to time at the other Party’s request to discuss and resolve matters relating to the Work or the Project.

7.10.3 DB Team shall schedule all meetings with GDOT at a date, time, and place reasonably convenient to both Parties and, except in the case of urgency, shall
provide GDOT with written notice and a meeting agenda at least one Business Day in advance of each meeting, in the absence of any timeframe specified in the Technical Provisions.

7.10.4 DB Team shall be responsible to document and maintain the full subject matter of all meetings and shall distribute copies of meeting minutes to GDOT not later than the timeframes specified in the Technical Provisions, and in the absence of any specified timeframe, within five days following such meetings.

7.11 Contractor Warranties and Correction of Non-Conforming and Defective Work

7.11.1 DB Team shall obtain customary and reasonable warranties from all Contractors with respect to design, materials, workmanship, installations, equipment, tools, supplies, software or services, all of which DB Team shall cause to be expressly extended and assigned to GDOT, or its designee; provided that the foregoing requirement shall not apply to standard, pre-specified manufacturer warranties of mass-marketed materials, products (including software products), equipment or supplies where the warranty cannot be extended to GDOT using commercially reasonable efforts. To the extent that any Contractor warranty would be voided by reason of DB Team’s negligence in incorporating material or equipment into the Work, DB Team shall be responsible for correcting such defect.

7.11.2 Contractor warranties (if any) are in addition to all rights and remedies available under the DB Documents or applicable Law or in equity, and shall not limit DB Team’s liability or responsibility imposed by the DB Documents or applicable Law or in equity with respect to the Work, including liability for design defects, latent construction defects, strict liability, breach, negligence, willful misconduct or fraud.

7.11.3 When any act, omission, or other action of DB Team occurs that violates the requirements, conditions, or terms of the DB Documents, or affects the health, safety, or welfare of the public or natural resources, GDOT shall have the right, but not the obligation, to require and direct DB Team to take prompt action to replace, repair, or restore such damage, injury or condition within a time frame established by GDOT, at DB Team’s sole cost and expenses and without entitlement to a Relief Event or Compensation Event.

7.12 Maintenance During Construction Work

7.12.1 GDOT shall be responsible for the operation and maintenance of the Existing Right of Way and any acquired right or interest in any Required Right of Way until the Construction Commencement Date. Upon NTP 3, DB Team shall assume full responsibility for maintenance of all Elements within the Construction Maintenance Limits in accordance with the Maintenance Management Limits Plan and the requirements of the DB Documents.

7.12.2 Upon Final Acceptance, GDOT will assume responsibility for the operation and maintenance of the entire Project, provided that where GDOT has opened any portion of the Project to the public prior to Final Acceptance, GDOT shall then assume responsibility for the operations and maintenance of such portions of the Project at such earlier time, provided, however that in all cases, DB Team shall remain
7.13 For Best Value Projects Only: Impact of ATCs on the Project

7.13.1 In the event DB Team elects to incorporate any previously-approved ATCs acquired from unsuccessful Proposers for possible inclusion in the Project, if not negotiated prior to execution of the Agreement, a Supplemental Agreement is required following the change management procedures of Article 13. The Supplemental Agreement will document (i) any change in the Contract Sum relating to the ATC Costs (informed by a comparison of the DB Team’s cost estimate, the unsuccessful Proposer’s cost estimate, and GDOT’s Cost Estimate) and (ii) any schedule adjustments including, without limitation, to the Project Schedule and/or Milestone Deadlines, as applicable (informed by the related estimated schedule impact as developed by the DB team and validated by GDOT).

GDOT does not make any representation or guarantee as to the accuracy, completeness, or fitness of any unsuccessful Proposer’s ATCs for DB Team’s design concept. GDOT does not take any responsibility for the unsuccessful Proposer’s ATCs and DB Team is responsible for any conclusions they may draw from the unsuccessful Proposer’s ATCs.

7.13.2 If implementation of an ATC forming part of the Project requires the approval or consent of any Government Entity (other than GDOT) or other third party, then (a) DB Team will have full responsibility for, and bear the full risk of, obtaining any such approval or consent, and (b) if such approval or consent is not granted, or there is an unreasonable and unjustified delay in obtaining such approval or consent (subject to Article 13 (GDOT Changes; DB Team Changes; Directive Letters)) (i) DB Team shall perform the Work as if such ATC had never formed part of the Project, and (ii) shall not be entitled to any additional time or compensation as a result thereof. The foregoing shall not limit DB Team’s rights under Article 14.2 (I) for Compensation Events or under Article 14.1.1 (s) for Relief Event on account of delays or impact costs solely related to the re-evaluation of the NEPA Approval after expiration of the GDOT Re-evaluation Period.

7.13.3 If the DBA incorporates any ATCs and either (a) DB Team does not comply with one or more GDOT conditions of pre-approval for the ATC, or (b) DB Team does not obtain the required third-party approval for the ATC, then DB Team shall comply with the requirements in the RFP that would have applied in the absence of such ATC. Such compliance shall be without any increase in the Contract Sum, extension of Completion Deadline or any other Supplemental Agreement.

Article 8 SECURITY AND INCIDENT RESPONSE

8.1 Security and Incident Response

8.1.1 DB Team is responsible for the safety and security of the applicable portion of the Project that is under the control of any DB Team-Related Entity and the workers and public thereon during the performance of the Work.
8.1.2 DB Team shall comply with all rules, directives and guidance of the U.S. Department of Homeland Security and comparable State agency, and shall coordinate and cooperate with all Governmental Entities providing security, first responder and other public emergency response services, including, without limiting the foregoing, whenever the National Terrorism Advisory System (NTAS) or successor system issues an “Imminent” or “Elevated” Threat Alert or comparable level of threat or alert for any region in which the Project is located or which the Project serves. Unless directed otherwise by GDOT, DB Team, at its expense, shall assign management personnel with decision-making authority to be personally present at the relevant emergency operations center serving the region, including during a disaster affecting the Project proclaimed by the Governor of Georgia, the President of the United States, or their respective designees. DB Team shall provide such service 24 hours a day, seven days a week, until such level or threat or alert has expired, or until the lead agency at the operations center determines such staffing level is no longer necessary.

8.1.3 DB Team shall perform and comply with the provisions of the Technical Provisions concerning Incident Response, safety and security.

Article 9 MANAGEMENT SYSTEMS AND OVERSIGHT

9.1 Project Management

9.1.1 DB Team is responsible for all activities necessary to manage the Work, including the Utility Adjustment Work. DB Team shall undertake all required aspects of for the Project and Work in accordance with the DB Documents and Good Industry Practice.

9.1.2 DB Team shall develop the necessary plans and documentation in accordance with the Proposal, this Agreement, and Volume 2, Section 2 (Project Management) and Volume 2, Section 3 (Design and Submittals) of the Technical Provisions, and Good Industry Practice.

9.1.3 DB Team shall submit to GDOT for acceptance in its good faith discretion in accordance with the procedures described in Article 6.3 (Review and Oversight) of this Agreement and the Technical Provisions each component part, plan and any proposed changes or additions to or revisions of any such component part, plan or other documentation identified in the DB Documents. Each component part, plan and other documentation of the Management Plans or any submittal identified in this Agreement, Volume 2, Section 3 (Design and Submittals), including in Table 3-1 (Master Submittal List), and the DB Documents, and each proposed change or addition to or revision of any such component part, plan or other documentation shall constitute a separate Submittal for purposes of Article 6.3 (Review and Oversight). GDOT may propose any change required to comply with Good Industry Practice or to reflect a change in working practice to be implemented by DB Team.

9.1.4 DB Team shall not commence or permit the commencement of any aspect of the design or construction before the relevant component parts, plans and other documentation of the Management Plans applicable to such Work have been submitted to and accepted by GDOT.
9.1.5 Reserved

9.1.6 DB Team shall carry out internal audits of the Management Plans at the times prescribed in the Management Plans.

9.1.7 DB Team shall cause each of its Contractors at every level to comply with the applicable requirements of the DB Documents.

9.1.8 The DB Team shall designate a Quality Assurance Manager who shall, irrespective of their other responsibilities, have defined authority for ensuring the establishment and maintenance of the Management Plans and reporting to GDOT on the performance of the Management Plans.

9.2 Traffic Management

9.2.1 Upon GDOT issuance of NTP 3 and until Final Acceptance of the Project, DB Team shall be responsible for the general management of traffic on the applicable portion of the Project under the control of any DB Team-Related Entity. DB Team shall manage traffic to preserve and protect safety of traffic on such portions and Related Transportation Facilities and, to the maximum extent practicable, to avoid disruption, interruption or other adverse effects on traffic flow, throughput or level of service on the Related Transportation Facilities. DB Team shall conduct and carry out traffic management in accordance with all applicable Technical Provisions, Technical Documents, Laws and Governmental Approvals, and in accordance with the Transportation Management Plan, as well as any directives as may be required pursuant to Article 8.1.2.

9.2.2 DB Team shall prepare and submit to GDOT, for GDOT acceptance, a Transportation Management Plan by Project Phase for managing traffic on the Project and Related Transportation Facilities, during the period of construction (from the period from NTP 3 to Final Acceptance), addressing (a) orderly and safe movement and diversion of traffic on the Project and Related Transportation Facilities, and (b) orderly and safe diversion of traffic on the Related Transportation Facilities necessary in connection with field maintenance and repair work in response to Incidents, Emergencies and lane closures. The Transportation Management Plan shall promote safe and efficient operation of the Project and Related Transportation Facilities at all times during construction of the Project, including during Utility Adjustment Work. DB Team shall prepare the Transportation Management Plan according to the schedule set forth in Volume 2, Section 18 (Traffic Control). The Transportation Management Plan shall comply with the Technical Provisions and Technical Documents concerning traffic management and traffic operations.

9.2.3 GDOT shall have at all times, without obligation or liability to DB Team, the right to:

9.2.3.1 Issue a Directive Letter to DB Team regarding traffic management and control (with which DB Team shall comply), or directly assume traffic management and control, of the Project during any period that:

(a) GDOT designates the Project or portion of the Project for immediate use as an emergency evacuation route or a route to
respond to a disaster proclaimed by the Governor of Georgia, the President of the United States, or by any other federal or State agency, or any of the aforementioned respective designees, including reversing the direction of traffic flow during such period,

(b) GDOT designates the Project or a portion of the Project for immediate use as an alternate route for diversion of traffic from any interstate or Highway temporarily closed to all lanes in one or both directions due to Incident or Emergency, or

(c) the Commissioner determines such action will be in the public interest as a result of an emergency or natural disaster; and

9.2.3.2 Provide on the Project, via message signs or other means consistent with Good Industry Practice, non-discriminatory traveler and driver information, and other public information (e.g. AMBER alerts), provided that the means to disseminate such information does not materially interfere with the Work.

Article 10 CONTRACTING AND LABOR PRACTICES

10.1 Reserved

10.2 Responsibility for Work, Contractors and Employees

10.2.1 DB Team shall retain or cause to be retained only Contractors that are qualified, experienced and capable in the performance of the portion of the Work assigned. DB Team shall assure that each Contractor has at the time of execution of the Contract, and maintains at all times during performance of the assigned Work, all licenses required by applicable Laws. DB Team shall require all Contractors to adhere to the requirements herein with respect to Subcontractors.

10.2.2 The retention of Contractors by DB Team will not relieve DB Team of its responsibilities hereunder or for the quality of the Work or materials or services provided by it.

10.2.3 Each Contract shall include terms and conditions sufficient to ensure compliance by all Contractors and Subcontractors, all parties performing any Work on behalf thereof, with the requirements of the DB Documents, and shall include those terms that are specifically required by the DB Documents to be included therein, including, to the extent applicable, those set forth in Exhibit 8 (Federal Requirements) and any other applicable Federal Requirements.

10.2.4 Nothing in the DB Documents will create any contractual relationship between GDOT and any Subcontractor. No Contract entered into by or under DB Team shall impose any obligation or liability upon GDOT to any Subcontractor, or any of their respective employees.

10.2.5 DB Team shall supervise and be fully responsible for the actions, omissions, negligence, willful misconduct, or breach of applicable Law or contract by any
Contractor or DB Team-Related Entity, or their respective members, officers, directors, partners, and employees, as though DB Team directly employed all such individuals.

10.3 Reserved

10.4 Key Personnel

10.4.1 DB Team shall retain, employ and utilize the individuals specifically listed in Exhibit 2 (Key Personnel and Other Proposal Commitments) to fill the corresponding Key Personnel positions listed therein. DB Team shall not change or substitute any such individuals except due to retirement, death, disability, incapacity, or voluntary or involuntary termination of employment, or as otherwise accepted by GDOT pursuant to Article 10.4.2. In such circumstances, DB Team shall promptly propose a replacement with comparable experience for such position.

10.4.2 DB Team shall notify GDOT in writing of any proposed replacement for any Key Personnel position. Any proposed replacement for a Key Personnel position must be equal or better than the original Key Personnel. GDOT shall have the right to review the qualifications and character of each individual to be appointed to a Key Personnel position (including personnel employed by Contractors to fill any such position) and to accept or disapprove use of such individual in such position prior to the commencement of any Work by such individual. If DB Team fails to provide a proposed replacement that is sufficiently qualified, in GDOT’s sole discretion, within 30 days after notifying GDOT of a proposed replacement for any Key Personnel position, then such failure may, at GDOT’s sole discretion, constitute a DB Team Default pursuant to Article 17.1.1.8.

10.4.3 DB Team shall cause each individual filling a Key Personnel position to dedicate the full amount of time necessary for the proper prosecution and performance of the Work.

10.4.4 DB Team shall provide to GDOT the phone numbers and e-mail addresses for all Key Personnel. GDOT requires the ability to contact Key Personnel 24 hours per day, seven days per week.

10.5 Reserved

10.6 Labor Standards

10.6.1 In the performance of its obligations under the DB Documents, DB Team at all times shall comply, and require by contract that all Contractors and vendors comply, with all applicable federal and State labor, occupational safety and health standards, rules, regulations and federal and State orders.

10.6.2 All individuals performing the Work shall have the skill and experience and any licenses or certifications required to perform the Work assigned to them.

10.6.3 If any individual employed by DB Team or any Contractor is not performing the Work in a proper, safe and skillful manner, then DB Team shall, or shall cause such Contractor to, remove such individual and such individual shall not be re-employed on the Work. If, after notice and reasonable opportunity to cure, such
individual is not removed or if DB Team fails to ensure that skilled and experienced personnel are furnished for the proper performance of the Work, then GDOT may suspend the affected portion of the Work by delivering to DB Team written notice of such suspension. Such suspension shall in no way relieve DB Team of any obligation contained in the DB Documents or entitle DB Team to any additional compensation or time extension hereunder.

10.6.4 DB Team and its Contractors shall comply with the Georgia Immigration & Compliance Act (“Immigration Act”), O.C.G.A. § 13-10-90, et seq. DB Team must certify compliance with the Immigration Act using the form attached as Exhibit 19. The required certificates and affidavits must be filed with GDOT and copies maintained by DB Team and each Contractor as of the Effective Date, recertified as of July 15 of each year, and again recertified upon final completion of the Work under the applicable Contract. State officials, including officials of the Georgia Department of Labor and GDOT, retain the right to inspect and audit the Project and employment records of DB Team and all Contractors without notice during normal working hours until the Work under the applicable Contract is complete, and as otherwise specified by Law.

10.7 Reserved

10.8 Non-Discrimination; Equal Employment Opportunity

10.8.1 DB Team shall not, and shall cause the Contractors to not, discriminate on the basis of race, color, national origin, sex, age, religion or handicap in the performance of the Work under the DB Documents. DB Team shall carry out, and shall cause the Contractors to carry out, applicable requirements of 49 CFR Part 26. Failure by DB Team to carry out these requirements is a material breach of this Agreement, which may result in a Default Termination Event and the termination of this Agreement or such other remedy permitted hereunder as GDOT deems appropriate (subject to DB Team’s rights to notice and opportunity to cure set forth in this Agreement), but is not limited to (1) withholding monthly progress payments; (2) assessing sanctions; (3) liquidated damages; and/or (4) disqualifying the Contractor from future bidding as non-responsible.

10.8.2 DB Team shall include the immediately preceding paragraph in every Contract (including purchase orders and in every Contract of any DB Team-Related Entity for Work), and shall require that they be included in all Contracts at lower tiers, so that such provisions will be binding upon each Contractor.

10.9 Disadvantaged Business Enterprise

10.9.1 General

10.9.1.1 DB Team shall comply with 49 CFR Part 26 and GDOT’s Disadvantaged Business Enterprise (DBE) policy and program. The purpose of GDOT’s DBE policy and program is to ensure that DBEs shall have an equal opportunity to participate in the performance of contracts financed in whole or in part with federal funds. DB Team shall comply with all applicable requirements set forth in GDOT’s DBE policy and program.
10.9.1.2 DB Team shall include provisions to effectuate GDOT’s DBE policy and program in every Contract to which it is a party (including purchase orders and task orders for Work), and shall require that they be included in all Contracts at lower tiers (including purchase orders and task orders for Work), so that such provisions will be binding upon each Contractor. The DB Team shall ensure that all contracts and subcontracts (including purchase orders and task orders for Work) with DBEs to supply labor or materials are required to be performed in accordance with 49 CFR § 26.53.

10.9.1.3 DB Team shall maintain a dedicated DBE manager throughout the Term of the Agreement. The DBE manager must be approved by GDOT and cannot be replaced except by prior GDOT approval.

10.9.2 DBE Participation Goals

10.9.2.1 The DBE Project goal is eleven percent of the overall Project cost (including design, construction, professional services, management and administration, and inspection) with respect to the race conscious participation by the DB Team. DB Team’s DBE commitments list is attached as Exhibit 14.

10.9.2.2 DB Team shall exercise good faith efforts to achieve such DBE participation goal for the Project.

10.9.2.3 DBE reporting shall meet all FHWA and GDOT’s DBE policy and program requirements except that reporting will be done quarterly throughout the Term of the Agreement. Failure to meet the participation goal or any of the commitments made in Exhibit 14 in any two consecutive quarters shall require a recovery plan. The recovery plan shall be submitted within 30 Days from the quarterly reporting describing why the participation goal was not achieved and why commitment(s) are not met. In addition, describe proposed actions to be taken in subsequent quarters to attain the participation goal and meet Exhibit 14 commitments. The recovery plan and proposed actions must be acceptable by GDOT and FHWA.

10.9.3 Compliance with DBE Participation Goals

10.9.3.1 DB Team shall not terminate, and shall not allow a Contractor to terminate, a DBE Subcontractor listed in its Proposal (or an approved substitute DBE firm) without GDOT’s prior written consent. This includes, but is not limited to, instances in which a Contractor seeks to perform work originally designated for a DBE Subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.

10.9.3.2 DB Team shall include a provision in every Contract to which it is a party stating that the Contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the contractor obtains GDOT’s consent as provided in 49 CFR Part 26.53(f) and that unless GDOT’s consent is provided under 49 CFR Part 26.53(f), the Contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE.
10.9.3.3 DB Team shall make available to GDOT upon request a copy of all DBE subcontracts.

10.9.3.4 Before transmitting to GDOT a request to terminate and/or substitute a DBE Subcontractor, the DB Team or Contractor must give notice in writing to the DBE Subcontractor, with a copy to GDOT, of its intent to request to terminate and/or substitute, and the reason for the request. The DB Team or Contractor must give the DBE five Business Days to respond to the notice and advise GDOT and the DB Team or Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why GDOT should not approve the termination and/or substitution.

10.9.3.5 GDOT may only provide written consent allowing the DB Team or a Contractor to terminate a DBE firm listed in the Proposal if GDOT agrees that the DB Team or Contractor has good cause to terminate the DBE firm. For the purposes of 49 CFR Part 26.53(f), good cause includes the following circumstances:

(a) The listed DBE Subcontractor fails or refuses to execute a written contract;

(b) The listed DBE Subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE Subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the DB Team or Contractor;

(c) The listed DBE Subcontractor fails or refuses to meet the DB Team’s or Contractor’s reasonable, nondiscriminatory bond requirements.

(d) The listed DBE Subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;

(e) The listed DBE Subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 23 CFR Parts 180, 215 and 1200 or applicable state law;

(f) The listed DBE Subcontractor voluntarily withdraws from the project and provides written notice of its withdrawal;

(g) GDOT has determined that the listed DBE Subcontractor is not a responsible contractor;

(h) The listed DBE is ineligible to receive DBE credit for the type of work required;

(i) A DBE owner dies or becomes disabled with the result that the listed DBE contractor is unable to complete its work on the contract; or
(j) Other documented good cause that GDOT determines compels the termination of the DBE Subcontractor. Provided, that good cause does not exist if the DB Team or Contractor seeks to terminate a DBE it relied upon to obtain the work so that the DB Team or Contractor can self-perform the work for which the DBE contractor was engaged or so that the DB Team or Contractor can substitute another DBE or non-DBE contractor after contract award.

10.9.3.6 When a DBE Subcontractor is terminated as provided above, or fails to complete its work for any reason, DB Team or Contractor is required to make good faith efforts to find another DBE Subcontractor to substitute for the original DBE. These good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the Contract as the DBE that was terminated, to the extent needed to meet the established DBE participation goal. The good faith efforts shall be documented by the DB Team or Contractor. If GDOT requests documentation of such good faith efforts, the DB Team or Contractor shall submit the documentation within seven days, which may be extended for an additional seven days if necessary at the request of the DB Team or Contractor, and GDOT shall provide a written determination stating whether or not good faith efforts have been demonstrated.

10.10 Job Training Program

10.10.1 DB Team, at its own cost and expense, shall include on-the-job training and shall submit to GDOT for review and acceptance a plan meeting all requirements set forth in GDOT Standard Specification 158. There are 7,000 required training hours for this project.

10.11 Prevailing Wages

10.11.1 DB Team shall pay or cause to be paid to all applicable workers employed by it or its Contractors to perform the Work not less than the prevailing rates of wages, as provided in the statutes and regulations applicable to public work contracts, including the Davis-Bacon Act, and as provided in Exhibit 8. DB Team shall comply and cause its Contractors to comply with all Laws pertaining to prevailing wages. For the purpose of applying such Laws, the Project shall be treated as a public work paid for in whole or in part with public funds (regardless of whether public funds are actually used to pay for the Project). The foregoing shall not apply to Contracts at any tier with Governmental Entities.

10.11.2 It is DB Team’s sole responsibility to determine the wage rates required to be paid. In the event rates of wages and benefits change while this Agreement is in effect, DB Team shall bear the cost of such changes and shall have no claim against GDOT on account of such changes. Without limiting the foregoing, no claim will be allowed which is based upon DB Team’s lack of knowledge or a misunderstanding of any such requirements.

10.11.3 DB Team shall comply and cause its Contractors, other than GDOT or Governmental Entities acting as Contractors, to comply with all Laws regarding
notice and posting of intent to pay prevailing wages, of prevailing wage requirements and of prevailing wage rates.

10.12 Prompt Payment to Contractors and Pay When Paid Provisions

DB Team shall comply with the Georgia Prompt Payment Act, Code Section 13-11-1 et seq. Further, neither DB Team, the Design-Build Contractor or Contractor, nor any Subcontractor shall impose retainage upon any consultant, laborer, subcontractor, vendor, materialman, or supplier with whom any of them have contracted.

Prime contractors, who sublet a portion of their work, shall pay their subcontractors for satisfactory performance of their contracts no later than 10 calendar days from receipt of each payment made to them. Any delay or postponement of payment among the parties may take place only for good cause with prior written approval from the Department. If the contractor is found to be in noncompliance with these provisions, it shall constitute a breach of contract and further payments for any work performed may be withheld until corrective action is taken. If corrective action is not taken, it may result in termination of the contract.

Prime contractors must maintain records and documents of payments to subcontractors, including DBEs, for a minimum of three (3) years after Contract Final Acceptance. These records shall be made available for inspection upon request by any authorized representative of the Georgia Department of Transportation or USDOT.

All subcontract agreements shall contain this requirement.

10.13 Suspension and Debarment

DB Team shall deliver to GDOT, not later than January 31 of each year through Final Acceptance, and upon Final Acceptance, signed certifications regarding suspension, debarment, ineligibility, voluntary exclusion, convictions and civil judgments from DB Team, from each affiliate of DB Team (as “affiliate” is defined in 29 CFR 98.905 or successor regulation of similar import), and from each Contractor whose Contract amount equals or exceeds $100,000. The annual certification shall be substantially in the form of paragraphs 1.a through 1.d of Attachment 7 (Debarment and Suspension Certification) to Exhibit 8 (Federal Requirements).

10.14 DB Team Identification

Any uniforms, badges, logos and other identification worn by personnel of DB Team-Related Entities or on DB Team Vehicles used to access the Project Site shall bear contrasting colors, lettering, design or other features, clearly visible from a distance.

Article 11 RELATED AND OTHER FACILITIES

11.1 Integration with Related Transportation Facilities

11.1.1 DB Team shall locate, configure, design, and construct the termini, interchanges, entrances and exits of the Project so that the Project will be compatible and integrated with the location, configuration, design, operation and maintenance of, and provide a smooth, safe transition of traffic to and from, Related Transportation
Facilities, as set forth in Volume 2, Section 1 (General) and Volume 2, Section 11 (Roadways). The design for the Project shall include and provide for such compatibility, integration and transition. The design and construction of the Project, shall satisfy all provisions of the Technical Provisions and Management Plans relating to compatibility, integration and transition with or at Related Transportation Facilities, including those concerning signage, signaling and communications with Users.

11.1.2 Without limiting the foregoing, DB Team shall cooperate and coordinate with GDOT and any third party that owns, constructs, manages, operates or maintains a Related Transportation Facility with regard to the construction, maintenance and repair programs and schedules for such Related Transportation Facilities, in order to minimize disruption to the operation thereof.

11.1.3 To assist DB Team, GDOT shall provide to DB Team during normal working hours, reasonable access to plans, surveys, drawings, as-built drawings, specifications, reports and other documents and information in the possession of GDOT or its contractors and consultants pertaining to Related Transportation Facilities. DB Team, at its expense, shall have the right to make copies of the same. DB Team, at its expense, shall conduct such other inspections, investigations, document searches, surveys and other work as may be necessary to achieve compatibility, integration and transition with those Related Transportation Facilities identified in Volume 2, Section 11 (Roadways).

11.1.4 GDOT shall provide reasonable assistance to DB Team, upon its request and at its expense, in obtaining cooperation and coordination from third parties that own, manage, operate or maintain Related Transportation Facilities and in enforcing rights, remedies and warranties that DB Team may have against any such third parties. Such assistance may include GDOT’s participation in meetings and discussions. In no event shall GDOT be required to bring any legal action or proceeding against any such third party.

11.1.5 GDOT shall have at all times, without obligation or liability to DB Team, the right to conduct traffic management activities on GDOT’s Related Transportation Facilities and all other facilities of the State transportation network in the area of the Project in accordance with its standard traffic management practices and procedures in effect from time to time.

**Article 12 SAFETY COMPLIANCE**

12.1 Safety Compliance

12.1.1 DB Team shall take all reasonable precautions and be solely responsible for the safety of, and shall provide protection to prevent damage, injury, or loss to, all persons on the Site or who would reasonably be expected to be affected by the Work, including individuals performing Work, employees of GDOT and its consultants, visitors to the Site and members of the traveling public who may be affected by the Work. DB Team shall at all times comply with all health and safety requirements contained in the DB Documents and DB Team’s Safety Plan and all such requirements under applicable Law.
12.1.2 Safety Compliance Orders

12.1.2.1 GDOT shall use good faith efforts to inform DB Team at the earliest practicable time of any circumstance or information relating to the Project which in GDOT’s reasonable judgment is likely to result in unsafe conditions for the public, which may result in the issuance of a Safety Compliance Order. Except in the case of Emergency, GDOT shall consult with DB Team prior to issuing a Safety Compliance Order concerning the risk to public safety, alternative compliance measures, cost impacts, and the availability of DB Team resources to fund the Safety Compliance work.

12.1.2.2 GDOT’s duties shall include monitoring and inspecting for the purpose of determining whether any circumstances exist that warrant issuance of a Safety Compliance Order with respect to the Design Work and the Construction Work, and giving reports and recommendations to DB Team with respect thereto.

12.1.2.3 Subject to conducting such prior consultation, GDOT may issue Safety Compliance Orders to DB Team at any time from and after the Effective Date.

12.1.3 Duty to Comply

12.1.3.1 Subject to Article 12.1.1 (Duty to Comply), DB Team shall implement all Safety Compliance as expeditiously as reasonably possible following issuance of the Safety Compliance Order. DB Team shall diligently prosecute the work necessary to achieve such Safety Compliance until completion, subject to any remedies allowed from the occurrence of a Relief Event.

12.1.3.2 DB Team shall perform all work required to implement Safety Compliance at DB Team’s sole cost and expense. Without limiting the foregoing and for the avoidance of doubt, in no event shall DB Team be entitled to (a) issue a Change Request, or (b) except as provided in Article 12.1.3, claim that a Compensation Event or Relief Event has occurred or resulted from the existence of a Safety Compliance Order.

12.1.4 Contesting Safety Compliance Orders

DB Team may contest a Safety Compliance Order by delivering to GDOT written notice setting forth (a) DB Team’s claim that no Safety Compliance conditions exist to justify the Safety Compliance Order, (b) DB Team’s explanation of its claim in reasonable detail and (c) DB Team’s estimate of impacts on costs and schedule attributable to the contested Safety Compliance Order. If GDOT does not receive such written notice prior to issuance of a Safety Compliance Order, or within 15 days after GDOT issues an emergency Safety Compliance Order, then DB Team thereafter shall have no right to contest. If DB Team timely contests a Safety Compliance Order, DB Team nevertheless shall implement the Safety Compliance Order, but if it is finally determined under the Dispute Resolution Procedures that Safety Compliance conditions did not exist, then the Safety Compliance Order shall be treated as a Directive Letter for a GDOT Change.
Article 13  GDOT CHANGES; DB TEAM CHANGES; DIRECTIVE LETTERS

This Article 13 and Article 14 set forth the requirements for obtaining all Supplemental Agreements under this Agreement. DB Team hereby acknowledges and agrees that the Contract Sum is full and adequate compensation for performance of all of the Work, subject only to those exceptions specified in Article 14 (Relief Events; Compensation Events) and this Article 13.

DB Team unconditionally and irrevocably waives the right to any monetary compensation or other relief in addition to that specifically provided under the terms of this Agreement, except in accordance with Article 14 and this Article 13. The foregoing waiver encompasses all theories of liability, whether in contract, tort (including negligence), equity, quantum meruit or otherwise, and encompasses all theories to extinguish contractual obligations, including impracticability, mutual mistake, and frustration of purpose. Nothing in the Technical Provisions or Technical Documents shall have the intent or effect or shall be construed to create any right of DB Team to any Supplemental Agreement or additional monetary compensation or other relief, any provision in the Technical Provisions or Technical Documents to the contrary notwithstanding.

13.1 Directive Letters

13.1.1 GDOT may at any time issue a Directive Letter to DB Team regarding any matter for which a Supplemental Agreement can be issued or in the event of any Dispute regarding the interpretation of requirements, scope of the Work, or whether DB Team has performed in accordance with the requirements of the DB Documents. The Directive Letter will state that it is issued under this Article 13.1, will describe the Dispute or Work in question, articulate GDOT’s position, provide direction, and will state the basis for determining compensation, if any. If applicable and subject to Article 13.2.5, DB Team shall proceed immediately as directed in the letter, pending the execution of a formal Supplemental Agreement (or, if the letter states that the Work is within DB Team’s original scope of Work or is necessary to comply with the requirements of the DB Documents, DB Team shall proceed with the Work as directed but shall have the right to assert that a GDOT Change has occurred).

13.1.2 The fact that a Directive Letter was issued by GDOT shall not be considered evidence that in fact that a GDOT Change occurred. The determination whether a GDOT Change in fact occurred shall be based on an analysis of the original requirements of the DB Documents and a determination as to whether the Directive Letter in fact constituted a change in those requirements.

13.1.3 In the event that a Directive Letter is issued, which results in a Force Account, the procedures of Article 14.7 (Force Account Compensation) will be followed.

13.2 GDOT Changes

GDOT may, at any time and without notice to any Surety, authorize, cause and/or require, pursuant to a Request for Change Proposal or Directive Letter, changes in the Work, including additions or deletions, or in terms and conditions of the Technical Provisions or Technical Documents (including changes in the standards applicable to the Work).
13.2.1 GDOT’s Request for Change Proposal

13.2.1.1 If GDOT desires to initiate a GDOT Change or to evaluate whether to initiate such a change, then GDOT may, at its discretion, issue a Request for Change Proposal. The Request for Change Proposal shall set forth the nature, extent and details of the proposed GDOT Change.

13.2.1.2 Within seven days after DB Team receives a Request for Change Proposal, or such longer period to which the Parties may mutually agree, GDOT and DB Team shall consult to define the proposed scope of the change. Within seven days after the initial consultation, or such longer period to which the Parties may mutually agree, GDOT and DB Team shall consult concerning the estimated financial and schedule impacts.

13.2.2 Within 30 days following GDOT’s delivery to DB Team of the Request for Change Proposal, DB Team shall provide GDOT with a written response as to whether, in DB Team’s opinion, the proposed change constitutes a GDOT Change, will impact DB Team’s costs and/or will cause a delay to a Completion Deadline, and if so, a detailed assessment of the cost and schedule impact of the proposed GDOT Change, including the following:

13.2.2.1 DB Team’s detailed estimate of the impacts on costs of carrying out the proposed GDOT Change;

13.2.2.2 The effect of the proposed GDOT Change on the Project Schedule, including achievement of the Milestone Deadlines, taking into consideration DB Team’s duty to mitigate any delay to the extent reasonably practicable; and

13.2.2.3 Any other relevant information related to carrying out the proposed GDOT Change.

13.2.3 GDOT shall be entitled, but not required, to obtain, from a qualified independent consultant of GDOT’s choosing, a report prepared in accordance with Good Industry Practice as to the proposed GDOT Change related to the Design Work or the Construction Work, including recommendations and comments concerning DB Team’s estimate of the cost impacts and projected impact on the Project Schedule and Milestone Deadlines. GDOT shall pay for the work of any such consultant.

13.2.4 GDOT and DB Team, giving due consideration to any such report and study as may be commissioned by GDOT, shall exercise good faith efforts to negotiate a mutually acceptable Supplemental Agreement, including adjustment of the Project Schedule and Completion Deadlines, any Compensation Amount to which DB Team is entitled, and the timing and method for payment of any Compensation Amount, in accordance with Article 14 (Relief Events; Compensation Events).

13.2.5 If GDOT and DB Team are unable to reach agreement on a Supplemental Agreement, GDOT may, in its sole discretion, deliver to DB Team a Directive Letter pursuant to Article 13.1 (Directive Letters) directing DB Team to proceed with the performance of the Work in question notwithstanding such disagreement under Force Account provisions. Upon receipt of such Directive Letter, (a) DB Team shall
implement and perform the Work in question as directed by GDOT and (b) GDOT will make interim payment(s) to DB Team on a monthly basis for the costs of the Work in question subject to Article 5 (Contract Sum, Payments, and Public Funds), to the extent the payment(s) satisfy Force Account provisions.

13.2.6 GDOT shall be responsible for payment of the Compensation Amount agreed upon, or as determined under Force Account provisions, or determined through the Dispute Resolution Procedures, through one of the payment mechanisms set forth in Article 14.2 (Relief Event and Compensation Event Determinations) and the Project Schedule and Milestone Deadlines shall be adjusted as agreed upon or as determined through the Dispute Resolution Procedures, and in accordance with this Article 13 to reflect the effects of the Supplemental Agreement.

13.3 DB Team Changes

13.3.1 DB Team’s Change Requests

13.3.1.1 DB Team may request GDOT to accept modifications to the Technical Provisions or Technical Documents by submittal of a written Change Request using a form approved by GDOT. The Change Request shall set forth DB Team’s detailed estimate of impacts on costs and schedule attributable to the requested change.

13.3.1.2 GDOT, in its sole discretion, may accept or reject any Change Request proposed by DB Team, provided that GDOT will accept a Change Request necessary to bring the Technical Provisions or Technical Documents into compliance due to an applicable Change in Law per clause (a) of the definition of a Compensation Event. GDOT may condition its acceptance on new or a modification of compensation for GDOT under this Agreement in order to benefit equally in the estimated net cost savings and revenue benefit, if any, attributable to the proposed change. If GDOT accepts such change, DB Team shall execute a Supplemental Agreement and shall implement such change in accordance with the Supplemental Agreement, applicable Technical Provisions, Technical Documents, the Management Plans, Good Industry Practice, and all applicable Laws.

13.3.1.3 DB Team shall be solely responsible for payment of any increased costs and for any Project Schedule delays or other impacts resulting from a DB Team proposed Change Request. If the Change Request results in a decrease in the costs of designing, constructing or operating the Project, the savings in costs shall be allocated between DB Team and GDOT as set forth in the Supplemental Agreement.

13.3.1.4 DB Team may implement and permit a Utility Owner to implement, without a Change Request or Supplemental Agreement, changes to a Utility Adjustment design that do not vary from the Technical Provisions or Technical Documents, but such changes are subject to GDOT’s acceptance as part of a Utility Work Plan as provided in Volume 2, Section 6.3.8.5.
13.3.1.5 No Change Request shall be required to implement any change to the Work that is not specifically regulated or addressed by the DB Documents or applicable Law.

13.3.1.6 Certain minor changes without significant cost savings or revenue benefits may be accepted in writing by GDOT, and in such event, shall not require a Supplemental Agreement. Any other change in the requirements of the DB Documents shall require a Supplemental Agreement.

Article 14 RELIEF EVENTS; COMPENSATION EVENTS

14.1 Notices

14.1.1 DB Team’s Notice of Compensation Event and/or Relief Event

14.1.1.1 Except as otherwise expressly provided in this Agreement, if at any time DB Team determines that a change to the work has occurred or is imminent, and that change creates a Compensation Event or Relief Event, DB Team shall submit a written notice of Compensation Event and/or Relief Event to GDOT per this Article 14 stating that a Compensation Event or Relief Event has occurred or will occur. The first compensation event notice shall be labeled “Notice of Compensation Event No. 1” and subsequent compensation event notices shall be numbered sequentially. The first relief event notice shall be labeled “Notice of Relief Event No. 1” and subsequent relief event notices shall be numbered sequentially.

14.1.1.2 Time is of the essence in DB Team’s delivery of its written notice of Compensation Event or written notice of a Relief Event. Accordingly, if for any reason DB Team fails to deliver a notice of Compensation Event and/or Relief Event in strict accordance with Article 14.1.2 (Relief Event Notice) or 14.1.3 (Compensation Event Notice), DB Team shall be deemed to have irrevocably and forever waived the right to assert a Compensation Event and/or Relief Event.

14.1.1.3 If any notice of Compensation or Relief Event concerns any hazardous condition or material described in Article 7.8 (Hazardous Materials Management), the DB Team shall be deemed to have waived the right to collect any and all costs incurred in connection therewith to the extent that GDOT is not afforded the opportunity to inspect such material or condition before it is disturbed.

14.1.2 Relief Event Notice

14.1.2.1 If at any time DB Team determines that a Relief Event has occurred or is imminent, DB Team shall promptly submit a written Notice of Relief Event as provided for in Article 14.1.1.2 to GDOT as follows:

Notices of Relief Events shall include:

(a) a statement of the Relief Event upon which the delay or inability to perform is based, including its nature, the reasons why the DB
Team believes additional time will or may be due, and the date of its occurrence and its actual or, if it has not concluded, its anticipated duration;

(b) the effect of the Relief Event on DB Team’s ability to perform any of its obligations under the DB Documents, including details of the relevant obligations;

(c) an explanation of the measures that DB Team proposes to undertake to mitigate the delay and other consequences of the Relief Event; and

(d) provide an estimate of the time within which a response to the notice is required to minimize cost or delay of performance.

14.1.2.2 Failure to file a Notice of Relief Event within 20 days following the date (herein the “starting date”) on which DB Team first became aware (or should have been aware, using all reasonable due diligence) of the Relief Event, DB Team shall be deemed to have irrevocably and forever waived and released the right to relief for the Relief Event accruing after such 20 day deadline.

14.1.2.3 If, following submittal of a Notice of Relief Event, but prior to its conclusion, DB Team receives or becomes aware of any further information relating to the Relief Event and/or any delay in performance or failure to perform, it shall submit such further information to GDOT not later than seven days after DB Team’s receipt or knowledge of the additional information. GDOT may request from DB Team any further information that GDOT may reasonably require, and DB Team shall supply the same within a reasonable period but not later than seven days after such GDOT request. Within seven days of the conclusion of an asserted Relief Event, DB Team shall update its Notice of Relief Event with the date of its actual or estimated conclusion.

14.1.3 Compensation Event Notice

14.1.3.1 If at any time DB Team determines that a Compensation Event has occurred or is imminent, DB Team shall promptly, submit a written Notice of Compensation Event as provided for in Article 14.1.1.2 to GDOT as follows:

Notices for Compensation Events shall include:

(a) a description of the Compensation Event and its date of occurrence in reasonable detail;

(b) the reasons why the DB Team believes additional compensation will or may be due;

(c) a detailed statement of the basis that the work is not included by the Agreement;

(d) identify particular elements of performance for which additional compensation may be sought;
(e) DB Team’s current estimate of the anticipated adverse and beneficial effects of the Compensation Event on the Project and on DB Team’s ability to perform any of its obligations under the DB Documents; and

(f) provide an estimate of the time within which a response to the notice is required to minimize cost or delay of performance.

14.1.3.2 Failure to file a Notice of Compensation Event within 20 days following the date (herein the “starting date”) on which DB Team first became aware (or should have been aware, using all reasonable due diligence) of the Compensation Event, DB Team shall be deemed to have irrevocably and forever waived and released the right to damages for the Compensation Event accruing after such 20 day deadline.

14.1.3.3 If, following submittal of a Notice of Compensation Event, DB Team receives or becomes aware of any further information relating to the Compensation Event, it shall submit such further information to GDOT not later than seven days of DB Team’s receipt or knowledge of the additional information. GDOT may request from DB Team any further information that GDOT may reasonably require, and DB Team shall supply the same within a reasonable period but not later than seven days after such GDOT request. Within seven days of the conclusion of an asserted Compensation Event, DB Team shall update its notice of a Compensation Event with the date of its actual or estimated conclusion.

14.1.4 Compensation and/or Relief Event Package

14.1.4.1 The DB Team shall deliver to GDOT as soon as practicable and in any event within 30 days (or longer time period if acceptable to GDOT) after delivery of the Notice of Compensation Event and/or Notice of Relief Event, a Compensation and/or Relief Event Package labelled with the Compensation Event number or Relief Event number from the corresponding Notice of Compensation or Relief Event, and containing every item specified in Article 14.1.4.2.

14.1.4.2 Each Compensation and/or Relief Event Package shall at a minimum include:

(a) A scope of work describing in detail satisfactory to the GDOT all activities associated with the asserted Compensation or Relief Event.

(b) A cost estimate that sets out the estimated costs in such a way and in sufficient detail that a fair evaluation can be made. It shall be in a form approved by GDOT and shall include both a separate breakdown of costs that impact design and those that impact construction activities and as separate items: labor, materials, equipment, overhead (which includes all indirect costs) and profit, as and to the extent allowed under Article 13 (GDOT Changes; DB Team Changes; Directive Letters) and this Article 14. If the work is to be performed by Subcontractors and if the work is sufficiently defined to obtain Subcontractor quotes, DB Team shall obtain
quotes (with breakdowns showing cost of labor, materials, equipment, overhead and profit) on the Subcontractor's stationery and shall include such quotes as back-up for the DB Team estimate. Note that compensation costs are determined in accordance with Article 14.5.1.

(c) If the DB Team claims that a Relief Event has occurred affecting the Critical Path, the DB Team shall provide an impact delay analysis with activity durations, predecessor and successor activities and resources; and showing Float available pursuant to Article 3.2.5, the likely duration of that effect and identify any potential impact to the Critical Path affecting a Completion Deadline, it shall provide a Time Impact Analysis indicating all activities represented or affected by the asserted change in accordance with this Article 14 and Volume 2, Section 2.5 (Project Schedule Requirements). The impacted delay analysis shall only modify the Activities that have been impacted by the event that justifies the extension.

(d) A narrative justification detailing all causes of the asserted change, making specific reference and citing to the applicable provisions of the Agreement and DB Documents, and describing the data and documents that establish the necessity of such asserted change; and

(e) A sworn certification in a form acceptable to GDOT by the DB Team (and Subcontractor(s), for any Subcontractor involved in the Work or event) that the claim is made is good faith and in accordance with the terms of the DB Documents, the amount of time and/or compensation requested accurately reflects the appropriate adjustments and includes all known and anticipated impacts or amounts whatsoever that may be incurred as a result of the event or matter giving rise to such proposed change and that the DB Team (and Subcontractor(s), as applicable) has no reason to believe and does not believe that the factual basis for the claim is falsely represented.

14.2 Relief Event and Compensation Event Determinations

14.2.1 If DB Team complies with the notice and information requirements in Article 14, then within 60 days after receiving the Relief Event Package or such longer period of time to which the Parties may mutually agree, (and, if applicable, any required updates thereto) GDOT shall issue a Relief Event Determination. GDOT shall specify in the Relief Event Determination (a) the relevant obligations for which relief is given, (b) the period of time that Milestone Deadlines or periods set forth in the Project Schedule will be extended based on the number of days of delay affecting a Critical Path, after consumption of Float available pursuant to Article 3.2.5, that is directly attributable to the Relief Event and that cannot be avoided through reasonable mitigation measures and (c) if applicable, the period of time, if any, that the Contract Time will be extended. DB Team shall be relieved from the performance of obligations to the extent specified in the Relief Event Determination.
14.2.2 If DB Team complies with the notice and information requirements of Article 14, then within 60 days after receiving the Compensation Event Package or such longer period of time to which the Parties may mutually agree, (and, if applicable, any required updates thereto) GDOT shall issue a Compensation Event Determination. GDOT shall specify in the Compensation Event Determination (a) the relevant obligations for which relief is given and (b) the modification of the Contract Sum.

14.2.3 Any final Relief Event Determination and/or final Compensation Event Determination that has been mutually accepted by GDOT and DB Team shall be set forth in a Supplemental Agreement in accordance with Article 14.1.4 (Compensation and/or Relief Event Package). Such Supplemental Agreement shall provide for modification of the Contract Time and the Project Schedule, including to the extent so established by such Relief Event Determination, the Milestone Deadlines, and modification of the Contract Sum pursuant to any such Compensation Event Determination, as the case may be. All Supplemental Agreements shall be all-inclusive, comprehensive, and complete, and shall not include any conditions with respect to pricing or schedule or any other matters. The DB Team is not entitled to any additional costs or time whether deriving from or related to a Supplemental Agreement.

14.2.4 The Package submitted by DB Team will address any and all costs and delays, and after negotiation and upon agreement of the terms and verification that all applicable requirements of Article 13 and this Article 14 are met, the GDOT shall draft the Supplemental Agreement based on the agreed upon terms and the DB Team and GDOT shall execute the Supplemental Agreement.

14.3 Reserved

14.4 Relief Events; Compensation Event Process

14.4.1 Extensions of Time for Relief Events

14.4.1.1 DB Team shall not be excused from compliance with applicable Laws, Technical Provisions or Technical Documents due to the occurrence of a Relief Event, except temporary inability to comply as a direct result of a Relief Event.

14.4.1.2 If GDOT is obligated to but does not provide a Relief Event Determination within such 60 day period or such longer period of time to which the Parties may mutually agree or if DB Team disagrees with the length of the extension of the Contract Time or other relief set forth in the Relief Event Determination, DB Team shall have the right to assert a claim against GDOT for the relevant Relief Event and have such claim determined according to the Dispute Resolution Procedures. Any Dispute regarding the occurrence of a Relief Event, the terms of the Relief Event Determination or waiver of DB Team’s right to relief shall be resolved according to the Dispute Resolution Procedures.

14.4.1.3 Without limiting DB Team’s rights with respect to monetary relief for Compensation Events as set forth in this Agreement, the extensions of time as provided, if any, pursuant to this Article 14 are DB Team’s sole remedy for a Relief Event.
14.4.2 Limitations on Time Extensions

14.4.2.1 The DB Team shall be required to demonstrate to GDOT’s satisfaction that the change in the Work or other event or situation which is being asserted as a Relief Event will result in or has caused an identifiable and measurable delay of the Work which will impact or has impacted the Critical Path affecting a Completion Deadline.

14.4.2.2 Any extension of a Completion Deadline allowed hereunder shall exclude any delay to the extent that it did not impact the Critical Path affecting a Completion Deadline or was a concurrent delay with any other delay for which the DB Team is not entitled to an extension.

14.5 Compensation Events

14.5.1 Determining Compensable Amounts

The Compensation Amount, if any, for design or construction shall be determined by applying the following provisions.

14.5.1.1 Cost impacts shall:

(a) Exclude (i) third-party entertainment costs, lobbying and political activity costs, costs of alcoholic beverages, costs for first class travel in excess of prevailing economy travel costs, and costs of club memberships, in each case to the extent that such costs would not be reimbursed to an employee of GDOT in the regular course of business, and (ii) unallowable costs under the following provisions of the federal Contract Cost Principles, 48 CFR 31.205: 31.205-8 (contributions or donations), 31.205-13 (employee morale, health, welfare, food service, and dormitory costs and credits), 31.205-14 (entertainment costs), 31.205-15 (fines, penalties, and mischarging costs), 31.205-27 (organization costs), 31.205-34 (recruitment costs), 31.205-35 (relocation costs), 31.205-43 (trade, business, technical and professional activity costs), 31.205-44 (training and education costs), and 31.205-47 (costs related to legal and other proceedings);

(b) Exclude amounts paid or to be paid to Affiliates in excess of the pricing DB Team could reasonably obtain in an arms’ length, competitive transaction with an unaffiliated Contractor;

(c) Exclude those costs incurred in asserting, pursuing, or enforcing any Compensation Event, Relief Event or Dispute;

(d) Be reduced by any savings in costs resulting from the Compensation Event;

(e) Be subject to DB Team’s obligation to mitigate cost increases and augment cost decreases in accordance with this Article 14.5 (Compensation Events).
(f) Exclude costs caused by the breach of contract or fault or negligence, or act or failure to act of any DB Team-Related Entity.

(g) Exclude costs, which could reasonably, and in accordance with Good Industry Practice, have been avoided by the DB Team, including by resequencing, reallocating, or redeploying its forces to other portions of the Work (including any additional costs reasonably incurred in connection with such reallocation or redeployment) or to other activities unrelated to the Work.

(h) Exclude costs for any rejected Work that failed to meet the requirements of the DB Documents and any necessary remedial Work.

(i) Exclude damages or expenses barred under Section 105.13 of the latest edition of GDOT Standard Specifications: Construction of Transportation Systems.

14.5.1.2 In all cases the Compensation Amount shall be net of all insurance available to DB Team including deductibles or deemed to be self-insured by DB Team under Article 16 (Insurance; Performance Security; Indemnity), with respect to cost or revenue impacts of the Compensation Event.

14.5.1.3 The Compensation Amount shall not include any amount on account of federal, State, or local income taxes. Further and notwithstanding anything to the contrary herein, the Compensation Amount shall not include, under any circumstances, costs incurred by DB Team or any Contractors on account of charges or expenses due to (a) the business organization existence or maintenance of its business of any DB Team-Related Entity or (b) labor or employment matters as a result of any Change in Law.

14.5.1.4 If the Compensation Event is under clause (g) of the definition of a Compensation Event, then the Compensation Amount shall be limited to the incremental increase in costs of initial design and construction due to delay and disruption directly attributable to the court order.

14.5.1.5 DB Team shall share with GDOT all data, documents, and information pertaining to bids for any work that is the subject of a Compensation Amount, and all of the aforementioned shall be on an Open Book Basis.

14.5.1.6 Any Dispute between GDOT and the DB Team regarding occurrence of a Compensation Event, determination of the Compensation Amount or waiver of DB Team's right to compensation shall be resolved by mutual agreement or if mutual agreement cannot be achieved then according to the Dispute Resolution Procedures. The dispute resolution body(ies) shall apply the provisions of this Article 14.5 (Compensation Events) in determining the Compensation Amount.

14.5.1.7 Following a determination of the Compensation Amount by mutual agreement or the Dispute Resolution Procedures, GDOT shall pay such Compensation Amount (a) through periodic payments of the Compensation
Amount in accordance with the scheduling and payment provisions in Volume 2, Section 2 (Project Management), (b) in a lump sum, payable as determined by mutual agreement or through the Dispute Resolution Procedures, or (c) in such other manner as agreed upon by the Parties. GDOT, in its sole discretion, shall be entitled to select one or any combination of the foregoing methods of compensation.

14.5.1.8 Without limiting DB Team’s rights with respect to non-monetary relief for Relief Events as set forth in this Agreement, the Compensation Amount shall represent the sole right to compensation and damages for the adverse financial effects of a Compensation Event. As a condition precedent to GDOT’s obligation to pay any portion of the Compensation Amount, DB Team shall execute a full, unconditional, irrevocable release, in form reasonably acceptable to GDOT, of any claims, Losses or other rights to compensation or other monetary relief associated with such Compensation Event, except for the right to the subject Compensation Amount, DB Team’s right to non-monetary relief for a Relief Event, and the right to terminate this Agreement in accordance with Article 19.4 (Termination for GDOT Default, Suspension of Work, Force Majeure Event, or Materially Delayed Notice to Proceed) and to receive any applicable Termination Compensation.

14.5.2 Limitations on Acceleration Costs

14.5.2.1 Acceleration costs shall be compensable hereunder only with express, written direction by GDOT to the DB Team to accelerate its efforts and evidenced by Supplemental Agreements issued by GDOT.

14.5.2.2 Acceleration costs are those fully documented increased costs reasonably incurred by the DB Team (i.e., costs over and above what the DB Team would otherwise have incurred) which are directly attributable to increasing the performance level of the Work in an attempt to complete necessary activities of the Work earlier than otherwise anticipated, such as for additional equipment, additional crews, overtime and shift premiums, increased supervision, and any unexpected movement of materials, equipment, or crews necessary for resequencing in connection with acceleration efforts. Acceleration costs do not include any costs for disruption damages as described below in Article 14.5.3 (No Disruption Damages).

14.5.3 No Disruption Damages

14.5.3.1 Disruption damages, whether from a single event or continual, multiple or repetitive events, are not allowed or recoverable under the Agreement. Disruption damages include costs of (i) rearranging the DB Team’s Work plan not associated with an extension of a Completion Deadline, and (ii) loss of efficiency, momentum or productivity.
14.5.4 Limitations on Delay Damages

14.5.4.1 Delay damages are compensable and are limited to the provisions of GDOT Standard Specifications 105.13.B.

14.5.4.2 Before the DB Team may obtain any increase in the Contract Sum to compensate for any delay damages or acceleration costs, the DB Team shall have demonstrated to GDOT’s satisfaction that:

(a) The Project Schedule in fact sets forth a reasonable method for completion of the Work;

(b) The change in the Work or other event or situation that is the subject of the requested Supplemental Agreement has caused or will result in an identifiable and measurable delay of the Work and impact the Critical Path affecting milestones listed in Exhibit 9 (Milestone Deadlines);

(c) The delay damage was not due to any breach of contract or fault or negligence, or act or failure to act of any DB Team-Related Entity, and could not reasonably have been avoided by the DB Team, including by resequencing, reallocating or redeploying its forces to other portions of the Work (subject to reimbursement for additional costs reasonably incurred in connection with such reallocation or redeployment) or other activities unrelated to the Work;

(d) The delay for which compensation is sought is not concurrent with any other delay for which the DB Team is not entitled to delay damages; and

(e) The DB Team has suffered or will suffer actual costs due to such delay, each of which costs shall be justified and documented in a manner satisfactory to GDOT.

14.5.4.3 Delay damages shall only be available for delays to the Completion Deadline for Substantial Completion. For delays to any other Completion Deadline the only relief available is suspension of Liquidated Damages for the duration of the proven delay.

14.6 Lump Sum Compensation

14.6.1 The preferred approach by both parties is that Supplemental Agreements will be paid on a lump sum basis, if the parties can agree on a lump sum amount. Lump sum prices shall be based on the original allocations of the Contract Sum to comparable activities. If reference to price allocations is inappropriate, or when requested by GDOT or the DB Team, negotiation for lump sum Supplemental Agreements shall be on an Open Book Basis and may be based on the pricing contained in the escrowed bid documents as well as Subcontractors’ bid prices.
14.6.2 If the parties cannot agree on a lump sum amount for Supplemental Agreements, the Supplemental Agreements will be paid as Force Account Supplemental Agreements described in Article 14.7 (Force Account Compensation).

14.6.3 Each lump sum and force account claim shall meet all applicable requirements of Article 13 (GDOT Changes; DB Team Changes; Directive Letters) and this Article 14.

14.7 Force Account Compensation

14.7.1 GDOT may at its discretion issue a Directive Letter or Force Account Supplemental Agreement whenever the Parties cannot agree to a lump sum Supplemental Agreement or GDOT determines that a Force Account Supplemental Agreement is advisable.

14.7.2 The Force Account shall instruct the DB Team to perform the Work, indicating expressly the intention to treat the items as changes in the Work, and setting forth the kind, character, and limits of the Work as far as they can be ascertained, the terms under which changes to the Contract Sum will be determined, and the estimated total change in the Contract Sum anticipated thereunder.

14.7.3 Force Account work is subject to the provisions of 109.05.B of the latest edition of GDOT Standard Specifications: Construction of Transportation Systems. No other direct or indirect compensation will be allowed, including for other miscellaneous costs for which no specific allowance is provided.

14.7.4 Upon final determination of the allowable costs, GDOT shall issue a modified Supplemental Agreement setting forth the final adjustment to the Contract Sum.

14.7.5 Force Account Records

14.7.5.1 Unless and until a lump sum Supplemental Agreement is issued, or in the case that a Directive Letter or Supplemental Agreement is issued directing work be performed under Force Account provisions, the DB Team shall maintain its records in such a manner as to provide a clear distinction between: (i) the direct cost of Work for which it is entitled (or for which it believes it is entitled) to an increase in the Contract Sum; and (ii) the costs of all other operations.

14.7.5.2 The DB Team shall contemporaneously collect, record in writing, segregate, and preserve: (a) all data necessary to determine the costs described in this Article 14.7 (Force Account Compensation) with respect to all Work which is the subject of a requested Supplemental Agreement, specifically including costs associated with Design Work (for which a negotiated Supplemental Agreement has not been issued); and (b) all data necessary to show the actual impact (if any) of any change on the Critical Path affecting a Completion Deadline with respect to all Work which is the subject of a Supplemental Agreement or a Proposed Supplemental Agreement, if the impact on the Critical Path affecting a Completion Deadline is in dispute.
14.7.5.3 Such data shall be provided on forms approved by GDOT. The cost of furnishing such reports is included in the DB Team’s predetermined overhead and profit.

14.7.5.4 The DB Team shall furnish daily, on forms approved by GDOT, reports of all Force Account Work. The cost of furnishing such reports shall be included in the DB Team’s overhead and profit percentages. The reports shall include:

(a) Name, classification, date, daily hours, total hours, rate, and extension for each laborer, equipment operator, and supervisor, excluding superintendents.

(b) Designation, dates, daily hours, total hours, rental rate, and extension for each unit of machinery and equipment.

(c) Quantities of materials, prices and extensions.

(d) Transportation costs of materials, machinery, and equipment.

(e) Invoices for materials used and for transportation charges.

(f) Cost of property damage, liability, and worker’s compensation insurance premiums, unemployment insurance contributions, and Social Security tax.

The reports shall also state the total costs to date for the Force Account Work.

14.7.5.5 Labor costs for Project management and administration, and construction field management above but not including the Superintendent, according to the DB Team’s organization and standard work practices, are included in the markup as provided in Standard Specification 109.05.B.1.

14.7.5.6 The cost of labor for non-construction-related Work, whether provided by the DB Team or a Subcontractor, will equal the sum of the following: (i) actual wages (i.e. the base wage paid to the employee exclusive of any fringe benefits); plus (ii) an overhead based on the audited Federal Acquisition Regulations (FAR) field rates. The DB Team will also be paid for profit on non-construction labor of five percent of labor costs plus overhead.

14.7.5.7 If materials used on the Force Account Supplemental Agreement Work are not specifically purchased for the Work but are taken from the DB Team’s stock, the DB Team shall furnish an affidavit certifying that such materials were taken from the DB Team’s stock, that the quantity claimed was actually used, and that the price and transportation costs claimed represent actual costs to the DB Team.

14.7.5.8 All Force Account Supplemental Agreement reports shall be signed by the Project Manager. GDOT will compare its records with the DB Team’s reports, make the necessary adjustments, and compile the costs of Force Account
Supplemental Agreement Work. When such reports are agreed upon and signed by both parties, they will become the basis of payment and may be billed in the next Payment Request, but shall not preclude subsequent adjustment based on a later audit.

**Article 15 REPRESENTATIONS AND COVENANTS**

**15.1 DB Team Representations and Covenants**

DB Team hereby represents to and covenants with GDOT as follows:

15.1.1 During all periods necessary for the performance of the Work, DB Team and its Contractor(s) will maintain all required authority, license status, professional ability, skills and capacity to perform the Work.

15.1.2 As of the Effective Date, DB Team has evaluated the constraints affecting design and construction of the Project, including the Property, the Existing Right of Way and Required Right of Way limits as well as the conditions of the Environmental Documents, and has reasonable grounds for believing and does believe that the Project can be designed and built within such constraints.

15.1.3 Except as to parcels that GDOT lacked title or access to prior to the Effective Date, DB Team, in accordance with Good Industry Practice and the requirements of the DB Documents, shall have examined the Site and surrounding locations, performed appropriate field studies and geotechnical investigations of the Site, investigated and reviewed available public and private records, and undertook other activities sufficient to familiarize itself with surface conditions and subsurface conditions, including the presence of Utilities, Hazardous Materials, contaminated groundwater, archeological, paleontological and cultural resources, and Threatened or Endangered Species, affecting the Site or surrounding locations; and as a result of such review, inspection, examination and other activities DB Team is familiar with and accepts the physical requirements of the Work, subject to GDOT’s obligations regarding Hazardous Materials under Article 7.8 (Hazardous Materials Management) and Exhibit 11 (Hazardous Materials Risk Allocation Terms) and DB Team’s rights to seek relief under Article 14 (Relief Events).

15.1.4 DB Team has familiarized itself with the requirements of any and all applicable Laws, including with limitation O.C.G.A. §48-13-30, et. seq., and the conditions of any required Governmental Approvals prior to entering into this Agreement. Except as specifically permitted under Article 13 (GDOT Changes; DB Team Changes; Directive Letters) or Article 14 (Relief Events; Compensation Events), DB Team shall be responsible for complying with the foregoing at its sole cost and without any additional compensation or time extension on account of such compliance, regardless of whether such compliance would require additional time for performance or additional labor, equipment and/or materials not expressly provided for in the DB Documents. As of the Effective Date, DB Team has no reason to believe that any Governmental Approval required to be obtained by DB Team will not be granted in due course and thereafter remain in effect so as to enable the Work to proceed in accordance with the DB Documents.
15.1.5 All Work furnished by DB Team will be performed by or under the supervision of Persons who hold all necessary, valid licenses to practice in the State, by personnel who are skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the Work in accordance with the DB Documents and who shall assume professional responsibility for the accuracy and completeness of the Design Documents, Construction Documents and other documents prepared or checked by them.

15.1.6 As of the Effective Date, DB Team is a corporation duly organized and validly existing under the laws of Georgia, has the requisite power and all required licenses to carry on its present and proposed activities, and has full power, right and authority to execute and deliver the DB Documents, Principal Project Documents as and to the extent applicable, and to perform each and all of the obligations of DB Team provided for herein and therein. DB Team is duly qualified to do business, and is in good standing, in the State as of the Effective Date, and will remain duly qualified and in good standing throughout the term of this Agreement and for as long thereafter as any obligations remain outstanding under the DB Documents.

15.1.7 The execution, delivery and performance of the DB Documents, and all other Principal Project Documents to which DB Team is (or will be) a party have been (or will be) duly authorized by all necessary corporate action of DB Team; each Person executing the DB Documents and all other such Project related documents, on behalf of DB Team has been (or at the time of execution will be) duly authorized to execute and deliver each such document on behalf of DB Team; and the DB Documents, and all such other Project related documents have been (or will be) duly executed and delivered by DB Team.

15.1.8 Neither the execution and delivery by DB Team of the DB Documents and the Principal Project Documents to which DB Team is (or will be) a party, nor the consummation of the transactions contemplated hereby or thereby, is (or at the time of execution will be) in conflict with or has resulted or will result in a default under or a violation of the governing instruments of DB Team.

15.1.9 As of the Effective Date, each of the DB Documents, the Principal Project Documents to which DB Team is (or will be) a party constitutes (or at the time of execution and delivery will constitute) the legal, valid and binding obligation of DB Team, enforceable against DB Team and, if applicable, each member of DB Team, in accordance with its terms, subject only to applicable bankruptcy, insolvency and similar laws affecting the enforceability of the rights of creditors generally and the general principles of equity.

15.1.10 As of the Effective Date, there is no action, suit, proceeding, investigation or litigation pending and served on DB Team which challenges DB Team’s authority to execute, deliver or perform, or the validity or enforceability of, the DB Documents, and all other Project related documents to which DB Team is a party, or which challenges the authority of DB Team official executing the DB Documents, or the Principal Project Documents. DB Team has disclosed to GDOT prior to the Effective Date any pending and un-served or threatened action, suit, proceeding, investigation or litigation with respect to such matters of which DB Team is aware.
15.1.11 As of the Proposal Due Date, DB Team disclosed to GDOT in writing all organizational conflicts of interest of DB Team and its Contractors of which DB Team was actually aware; and between the Proposal Due Date and the Effective Date, DB Team has not obtained knowledge of any additional organizational conflict of interest, and there have been no organizational changes to DB Team or its Contractors identified in its Proposal, which have not been accepted in writing by GDOT. For this purpose, organizational conflict of interest has the meaning set forth in Section 1.6 of the ITP (Instructions to Proposers).

15.1.12 To the extent the Design-Build Contractor is not the DB Team, DB Team represents and warrants, as of the effective date of the Design-Build Contract, as follows: (a) the Design-Build Contractor is duly organized, validly existing and in good standing under the laws of the state of its organization; (b) with respect to Persons that individually hold more than ten percent (10%) of the capital stock of the Design-Build Contractor (including options, warrants and other rights to acquire capital stock), such stock is owned by the Persons whom DB Team has set forth in a written certification delivered to GDOT prior to the Effective Date; (c) the Design-Build Contractor has the power and authority to do all acts and things and execute and deliver all other documents as are required to be done, observed or performed by it in connection with its engagement by DB Team; (d) the Design-Build Contractor has all necessary expertise, qualifications, experience, competence, skills and know-how to perform the design and construction of the Project in accordance with the DB Documents; and (e) the Design-Build Contractor is not in breach of any applicable Law that would have a material adverse effect on the design and construction of the Project.

15.1.13 The execution and delivery by DB Team of this Agreement and all other Project related documents to which DB Team is a party will not result, at the time of execution, in a default under any other agreement or instrument to which it is a party or by which it is bound.

15.1.14 The execution and delivery by DB Team of the DB Documents and performance by DB Team of its obligations thereunder will not conflict with any Laws applicable to DB Team that are valid and in effect on the Effective Date.

15.1.15 The Design-Build Contractor shall comply in full with the provisions of Code Sections 50-24-1 through 50-24-6 of the Official Code of Georgia Annotated, relating to the “Drug-free Workplace Act”.

15.1.16 No event which, with the passage of time or the giving of notice, would constitute a DB Team Default has occurred and has not yet been cured.

15.1.17 Reserved

15.1.18 DB Team certifies, by entering into this Agreement, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from entering into this Agreement by any federal agency or by any department, agency or political subdivision of the State, including GDOT. For purposes of this Article 15.1.18, the term “principal” means an officer, director, owner, partner, Key Personnel, employee, or other person with primary management or supervisory responsibilities, or a person who has a critical influence on or substantive control over the operations of DB Team.
15.1.19 DB Team represents, warrants and certifies by entering into this Agreement, that neither it nor its Affiliates is presently in arrears in payment of Taxes, permit fees or other statutory, regulatory or judicially required payments to GDOT or the State.

15.1.20 DB Team acknowledges and agrees, that as a requirement to enter into the DB Documents, the Proposal documents delivered pursuant to the RFP constitute all the information used in the preparation of the Proposal, and that no other Proposal preparation information will be considered in the resolution of Disputes. The DB Team also agrees that nothing in the Proposal documents delivered pursuant to the RFP shall change or modify the terms or conditions of the DB Documents.

15.2 GDOT Representations and Covenants

GDOT hereby represents to and covenants with DB Team as follows:

15.2.1 As of the Effective Date, GDOT has full power, right and authority to execute, deliver and perform the DB Documents and the Principal Project Documents to which GDOT is a party and to perform each and all of the obligations of GDOT provided for herein and therein.

15.2.2 As of the Effective Date, each of the DB Documents and the Principal Project Documents to which GDOT is (or will be) a party constitutes (or at the time of execution and delivery will constitute) the legal, valid and binding obligation of GDOT, enforceable against GDOT in accordance with its terms, subject only to applicable bankruptcy, insolvency and similar laws affecting the enforceability of the rights of creditors generally and the general principles of equity.

15.2.3 The execution and delivery by GDOT of this Agreement and the Principal Project Documents to which GDOT is a party will not result, at the time of execution, in a default under any other agreement or instrument to which it is a party or by which it is bound.

15.2.4 The execution and delivery by GDOT of the DB Documents and performance by GDOT of its obligations thereunder will not conflict with any Laws applicable to GDOT that are valid and in effect on the Effective Date.

15.2.5 Reserved

15.2.6 As of the Effective Date, there is no action, suit, proceeding, investigation or litigation pending and properly served on GDOT, or, to GDOT’s knowledge, without obligation to investigate, threatened, which challenges GDOT’s authority to execute, deliver or perform, or the validity or enforceability of, the DB Documents, and all other Project related documents to which GDOT is a party.

15.3 Survival of Representations and Covenants

The representations and covenants of DB Team and GDOT contained herein shall survive expiration or earlier termination of this Agreement.
15.4 Special Remedies for Mutual Breach of Representations and Covenants

Notwithstanding any other provision of this Agreement, if there exists or occurs any circumstance or event that constitutes or results in a concurrent breach of any of the representations or covenants set forth in this Article 15 (DB Team Representations and Covenants) by both DB Team and GDOT but does not also constitute or result in any other breach or default by either Party, then such breaches shall not form the basis for a Compensation Event by the DB Team or damage claim by GDOT against DB Team. Instead, the only remedies shall be for the Parties to take action to rectify or mitigate the effects of such circumstance or event, to pursue severance and reformation of the DB Documents and Principal Project Documents as set forth in Article 24.13 (Severability), or Termination by Court Ruling as set forth in Article 19.11 and Exhibit 20 (Terms for Termination Compensation).

Article 16 INSURANCE; PERFORMANCE SECURITY; INDEMNITY

16.1 Insurance Policies and Coverage

16.1.1 Insurance Certificates and Additional Insured Endorsements Requirements

16.1.1.1 Certificates of Insurance. The DB Team shall procure the insurance coverages identified below at the DB Team’s expense and shall furnish GDOT an insurance certificate listing GDOT as the certificate holder, and as an additional insured where required. Certificates of insurance shall be on a form approved for use in the State of Georgia by the Commissioner of Insurance that provides the following:

(a) Name and address of authorized insurance agent

(b) Name and address of insured

(c) Name of insurance company(ies)

(d) Description of policies

(e) Policy number(s)

(f) Policy Period(s)

(g) Limits of liability

(h) Name and address of GDOT as certificate holder

(i) Project Name and Number

(j) Signature of authorized insurance agent

(k) Telephone number and e-mail address of authorized insurance agent
16.1.2 Insurer Qualifications, Insurance Requirements. Each of the insurance coverages required below (i) shall be issued by a company licensed or authorized by the Insurance Commissioner to transact the business of insurance in the State of Georgia for the applicable line of insurance, and (ii) shall be an insurer (or, for qualified self-insureds or group self-insureds that hold a certificate of self-insurance with the appropriate agencies within the State of Georgia, a specific excess insurer providing statutory limits) with a Best Policyholders Rating of “A-” or better and with a financial size rating of Class V or larger. Each such policy shall contain the following provisions:

16.1.2.1 The insurance company agrees that the policy shall not be canceled, reduced, or allowed to expire until 30 days, except 10 days for non-payment of premium, after GDOT has received written notice thereof, as evidenced by return receipt of certified mail or statutory mail, or until such time as other insurance coverage providing protection equal to protection called for in this Contract shall have been received, accepted and acknowledged by GDOT. Such notice shall be valid only as to the Project as shall have been designated by Project Number and Name in said notice.

16.1.2.2 The policy shall not be subject to invalidation as to any insured by reason of any act or omission of another insured or any of its officers, employees, agents or other representatives (“Separation of Insureds”), except Professional Liability (Errors and Omissions).

16.1.2.3 Each Insurer is hereby notified that the statutory requirement that the Attorney General shall represent and defend the Indemnified Parties remains in full force and effect and is not waived by issuance of any policy of insurance. In the event of litigation, any settlement on behalf of the Indemnified Parties must be expressly approved by the Attorney General. The DB Team and its insurance carrier may retain, but are not obligated to retain, counsel to assist with the defense of the Indemnified Parties, in which case there will be mutual cooperation between the Attorney General and such counsel. See O.C.G.A. §45-15-12.

16.1.2.4 All deductibles shall be paid for by the DB Team.

16.1.2.5 The maximum deductible, except for Worker’s Compensation qualified self-insurers or group self-insurers, in any policy shall not exceed $250,000.00 per claim, provided, however, that the maximum deductible requirement shall not apply to self-insurers or group self-insurers that hold a certificate of self-insurance with the appropriate agencies within the State of Georgia.

16.1.3 Required Insurance Coverages. The DB Team also agrees to purchase insurance and have the authorized agent state on the insurance certificate that the DB Team has purchased the following types of insurance coverages, consistent with the policies and requirements of O.C.G.A. §50-21-37. The minimum required coverages and liability limits are as follows:
16.1.3.1 Workers’ Compensation Insurance. The DB Team agrees to provide at a minimum Workers’ Compensation coverage in accordance with the statutory limits as established by the General Assembly of the State of Georgia. A group insurer must submit a certificate of authority from the Insurance Commissioner approving the group insurance plan. A self-insurer must submit a certificate from the Georgia Board of Workers’ Compensation stating the DB Team qualifies to pay its own workers’ compensation claims. The DB Team shall require all Subcontractors performing work under this Agreement to obtain an insurance certificate showing proof of Workers’ Compensation Coverage and shall submit a certificate on the letterhead of the DB Team in the following language:

This is to certify that all subcontractors performing work on this Project are covered by their own workers’ compensation insurance or are covered by the DB Team’s workers’ compensation insurance. DB Team further certifies that additional subcontractors performing work on the Project will be covered by their own workers’ compensation insurance or will be covered by the DB Team’s workers’ compensation insurance.

16.1.3.2 Employers’ Liability Insurance. The DB Team shall also maintain Employer’s Liability Insurance Coverage with limits of at least:

(a) Bodily Injury by Accident - $1,000,000 each accident; and

(b) Bodily Injury by Disease - $1,000,000 each employee.

The DB Team shall require all Subcontractors performing work under this Contract to obtain an insurance certificate showing proof of Employers Liability Insurance Coverage and shall submit a certificate on the letterhead of the DB Team in the following language:

This is to certify that all subcontractors performing work on this Project are covered by their own Employers Liability Insurance Coverage or are covered by the DB Team’s Employers Liability Insurance Coverage. DB Team further certifies that additional subcontractors performing work on this Project will be covered by their own Employers Liability Insurance Coverage or will be covered by the DB Team’s Employers Liability Insurance Coverage.

16.1.3.3 Commercial General Liability (CGL) Insurance. The DB Team shall provide Commercial General Liability Insurance (2004 ISO Occurrence Form or equivalent) that shall include, but need not be limited to, coverage for bodily injury and property damage arising from premises and operations liability, products and completed operations liability, blasting and explosion, collapse of structures, underground damage, personal injury liability and contractual liability. The CGL policy must include separate aggregate limits per Project and shall provide at a minimum the following limits:
16.1.3.4 Commercial Business Automobile Liability Insurance. The DB Team shall provide Commercial Business Automobile Liability Insurance that shall include coverage for bodily injury and property damage arising from the operation of any owned, non-owned, or hired automobile. The Commercial Business Automobile Liability Insurance Policy shall provide not less than $1,000,000 Combined Single Limits for each occurrence.

16.1.3.5 Commercial Umbrella Liability Insurance. The DB Team shall provide a Commercial Umbrella Liability Insurance to provide excess coverage above the Commercial General Liability and Commercial Business Automobile Liability to satisfy the minimum limits set forth herein. The umbrella coverage shall follow form with the Umbrella limits required as follows:

<table>
<thead>
<tr>
<th>Contract Amount</th>
<th>Per Occurrence</th>
<th>Aggregate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less Than $5,000,000:</td>
<td>$2,000,000</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>Equal to or Greater than $5,000,000 and Less than $30,000,000:</td>
<td>$2,000,000</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>Greater than $30,000,000:</td>
<td>$4,000,000</td>
<td>$20,000,000</td>
</tr>
</tbody>
</table>

16.1.3.6 Additional Requirements for Commercial Policies in Article 16.1.3.3 (Commercial General Liability (CGL) Insurance) through Article 16.1.3.5 (Commercial Umbrella Liability Insurance):

(a) The DB Team shall cause its insurer to issue an Additional Insured Endorsement naming the officers, members, and employees of GDOT as additional Insureds.

(b) Each policy must be written on an “occurrence” basis.

16.1.3.7 Professional Liability (Errors and Omissions) Insurance. Limits shall not be less than the following:

(a) Reserved

(b) Professional Liability (Errors and Omissions): Insurance in an amount not less than one million dollars ($1,000,000.00) per claim or annual aggregate must be maintained or caused to be maintained during the agreement term with a retroactive date no later than the date that design services commenced, and must be maintained for a period of at least five years following Substantial Completion. Such policy or policies shall cover all the DB Team’s professional liabilities, whether occasioned by the DB Team, its employees, subconsultants, subcontractors or other agents arising...
16.1.3.8 Reserved.

16.1.3.9 Disposition of Insurance Documents. Original certificate(s) of insurance with all required endorsements must be provided to GDOT evidencing the minimum insurance required. Renewal certificates for all required insurance must be provided to GDOT 30 days prior to the expiration/renewal date. If requested, copies of required insurance policies must be provided to GDOT within 10 business days.

16.1.4 Termination of Obligation to Insure. Unless otherwise expressly provided to the contrary, the obligation to insure as provided herein shall not terminate until GDOT shall have executed the certificate of Final Acceptance.

16.1.5 Failure of Insurers. The DB Team is responsible for any delay resulting from the failure of its insurance carriers to furnish proof of proper coverage in the prescribed form.

16.1.6 Inadequacy of Required Coverages. GDOT makes no representation that the scope of coverage and limits of liability specified for any Insurance Policy to be carried pursuant to this Agreement or approved variances therefrom are adequate to protect the DB Team or its Contractors against its undertakings under this Agreement to GDOT, or its liabilities to any third party. It is the responsibility of the DB Team and each Contractor to determine if any changes or additional coverages are required to adequately protect their interests. No such limits of liability or approved variances therefrom shall preclude GDOT from taking any actions as are available to it under the DB Documents, or otherwise at Law.

16.2 Performance and Payment Security

DB Team shall furnish Performance & Payment Bonds ("P&P Bonds") meeting the requirements of this Article 16.2 as performance and payment security for the Work.

16.2.1 P&P Bonds

16.2.1.1 The DB Team shall furnish, or cause the furnishing of, P&P Bonds. DB Team shall obtain and deliver P&P Bonds in such amount as required pursuant to the terms set forth in the Standard Specification Section 103.05, identifying DB Team as the P&P Obligor, securing DB Team’s obligations to perform the Work and to ensure that payments owing to Claimants are made with respect to such Work.

16.2.1.2 The P&P Bonds shall be issued by a properly licensed and U.S. Treasury listed surety(ies) that have not less than “A” or better and Class VIII by A.M. Best and Company’s Insurance Reports Key Rating Guide, and listed on Treasury Department Circular 570, and be on the list of companies approved by the State for at least three of the last five years from the date of the proposed bond issuance. If P&P Bonds are issued by more than one surety, such P&P Bonds shall be executed on a joint and several basis.
16.3 Prosecution of Claims

16.3.1 Unless otherwise directed by GDOT in writing with respect to GDOT’s insurance claims and subject to the requirements of Article 16.5 (Indemnity by DB Team) and Article 16.6 (Defense and Indemnification Procedures) below, DB Team shall be responsible for reporting and processing all potential claims by GDOT or DB Team against the Insurance Policies required hereunder. DB Team agrees to report timely to the insurer(s) under such Insurance Policies any and all matters which may give rise to an insurance claim by DB Team or GDOT or another Indemnified Party and to promptly and diligently pursue such insurance claims in accordance with the claims procedures specified in such Insurance Policies, whether for defense or indemnity or both. DB Team shall enforce all legal rights against the insurer under the applicable Insurance Policies and applicable Laws in order to collect thereon, including pursuing necessary litigation and enforcement of judgments, provided that DB Team shall be deemed to have satisfied this obligation if a judgment is not collectible through the exercise of lawful and diligent means.

16.3.2 GDOT agrees to promptly notify DB Team of GDOT’s incidents, potential claims against GDOT, and matters which may give rise to an insurance claim against GDOT, to tender to the insurer GDOT’s defense of the claim under such Insurance Policies, and to cooperate with DB Team as necessary for DB Team to fulfill its duties hereunder.

16.3.3 If in any instance DB Team has not performed its obligations respecting insurance coverage set forth in the DB Documents or is unable to enforce and collect any such insurance for failure to assert claims in accordance with the terms of the Insurance Policies or to prosecute claims diligently, then for purposes of determining DB Team’s liability and the limits thereon or determining reductions in compensation due from GDOT to DB Team on account of available insurance, DB Team shall be treated as if it has elected to self-insure up to the full amount of insurance coverage which would have been available had DB Team performed such obligations and not committed such failure. Nothing in this Article 16.3.3 or elsewhere in this Article 16.3 (Prosecution of Claims) shall be construed to treat DB Team as electing to self-insure where DB Team is unable to collect due to the bankruptcy or insolvency of any insurer which at the time the Insurance Policy is written meets the rating qualifications set forth in this Article 16.3.

16.3.4 DB Team shall not settle or accept any settlement of any insurance claim which is in excess of $100,000 or which involves any claim that has been asserted against GDOT, the State, or any agency or department thereof, without prior written approval of GDOT, provided that DB Team shall not be required to obtain GDOT approval for workers compensation claims.

16.3.5 If in any instance DB Team has not promptly performed its obligation to report to applicable insurers and process any potential insurance claim tendered by GDOT or another Indemnified Party, then GDOT or the other Indemnified Party may, but is not obligated to, (a) notify DB Team in writing of GDOT’s intent to report the claim directly with the insurer and thereafter process the claim, and (b) proceed with reporting and processing the claim if GDOT or the other Indemnified Party does not receive from DB Team, within 10 days after so notifying DB Team, written proof that DB Team has reported the claim directly to the insurer. GDOT or the other Indemnified Party may
dispense with such notice to DB Team if GDOT or the other Indemnified Party has a
good faith belief that more rapid reporting is needed to preserve the claim.

16.4 Reserved

16.5 Indemnity by DB Team

16.5.1 Subject to Article 16.5.2, DB Team shall release, protect, defend,
indemnify and hold harmless the Indemnified Parties from and against any and all Third-
Party Claims and Third-Party Losses arising out of, relating to or resulting from:

16.5.1.1 The breach or alleged breach of the DB Documents by DB
Team;

16.5.1.2 The failure or alleged failure by any DB Team-Related Entity to
comply with the Governmental Approvals, any applicable Environmental Laws or
other Laws (including Laws regarding Hazardous Materials Management);

16.5.1.3 Any alleged patent or copyright infringement or other allegedly
improper appropriation or use by any DB Team-Related Entity of trade secrets,
patents, proprietary information, know-how, copyright rights or inventions in
performance of the Work, or arising out of any use in connection with the Project
of methods, processes, designs, information, or other items furnished or
communicated to GDOT or another Indemnified Party pursuant to the DB
Documents; provided that this indemnity shall not apply to any infringement
resulting from GDOT’s failure to comply with specific written instructions
regarding use provided to GDOT by DB Team;

16.5.1.4 The actual or alleged culpable act or omission, culpable error
or misconduct of any DB Team-Related Entity in or associated with performance
of the Work;

16.5.1.5 Any and all claims by any governmental or taxing authority
claiming taxes based on gross receipts, purchases or sales, the use of any
property or income of any DB Team-Related Entity with respect to any payment
for the Work made to or earned by any DB Team-Related Entity;

16.5.1.6 Any and all stop notices, liens and claims filed in connection
with the Work, including all expenses and attorneys’, accountants’ and expert
witness fees and costs incurred in discharging any stop notice, lien or claim, and
any other liability to Contractors, laborers and Suppliers for failure to pay sums
due for their work, services, materials, goods, equipment or supplies, including
interest and attorney’s fees, provided that GDOT is not in default in payments
owing (if any) to DB Team with respect to such Work;

16.5.1.7 Any actual or threatened DB Team Release of Hazardous
Materials;

16.5.1.8 The claim or assertion by any other developer or contractor
that any DB Team-Related Entity interfered with or hindered the progress or
completion of work being performed by the other contractor or developer, or
failed to cooperate reasonably with the other developer or contractor, so as to cause inconvenience, disruption, delay or loss, except where the DB Team-Related Entity was not in any manner engaged in the management, prosecution, protection or performance of the Work;

16.5.1.9 Any dispute or claim by a Utility Owner related to any DB Team-Related Entity’s performance of, or failure to perform, the obligations under any Standard Utility Agreement;

16.5.1.10 (a) Any DB Team breach of or failure to perform an obligation that GDOT owes to a third Person, including, but not limited to, Governmental Entities, under Law or under any agreement between GDOT and a third Person, where GDOT has delegated performance of the obligation to DB Team pursuant to the terms of the DB Documents, or (b) the negligent or willful acts or omissions of any DB Team-Related Entities which render GDOT unable to perform or abide by an obligation that GDOT owes to a third Person, including, but not limited to, Governmental Entities, under any agreement between GDOT and a third Person, where the agreement is previously disclosed or known to DB Team;

16.5.1.11 The fraud, bad faith, arbitrary or capricious acts, willful misconduct, negligence or violation of Law or contract by DB Team or Design-Build Contractor or any Affiliate of either in connection with DB Team’s performance of real property acquisition services under the DB Documents;

16.5.1.12 Inverse condemnation, trespass, nuisance, interference with use and enjoyment of property or similar taking of or harm to real property by reason of (a) the failure of any DB Team-Related Entity to comply with Good Industry Practice, requirements of the DB Documents, Management Plans or Governmental Approvals, (b) the intentional misconduct or negligence of any DB Team-Related Entity, or (c) the entry onto or encroachment upon another’s property by any DB Team-Related Entity;

16.5.1.13 If applicable, any violation of any federal or state securities or similar law by any DB Team-Related Entity;

16.5.1.14 Errors, inconsistencies or other defects in the design or construction of the Project and/or of Utility Adjustments, or the Work, included in the Design Work and/or Construction Work; or

16.5.1.15 Any claim asserted or alleged against GDOT in contradiction of Article 4.8.1.

16.5.2 Subject to the releases and disclaimers herein, including all the provisions set forth in Article 4.4 (Limitations on DB Team’s Right to Rely), DB Team’s indemnity obligation shall not extend to any Third-Party Claims and Third-Party Losses to the extent caused or contributed to by:

16.5.2.1 The sole negligence, recklessness or willful misconduct, bad faith or fraud of the Indemnified Party;
16.5.2.2 GDOT’s breach of any of obligations under the DB Documents; or

16.5.2.3 An Indemnified Party’s violation of any Laws or Governmental Approvals;

16.5.2.4 Any material defect inherent in a prescriptive design, or construction specification included in the DB Documents that was not drafted or provided by DB Team under this Agreement, but only where prior to occurrence of the Third-Party Loss DB Team complied with such specification and did not actually know, or would not reasonably have known, while exercising reasonable diligence, that it was deficient or, if DB Team actually knew of the deficiency, unsuccessfully sought GDOT’s waiver or acceptance of a Change Request from such specification; or

16.5.2.5 Any Compensation Event or Relief Event.

16.5.3 In claims by an employee of DB Team, a Contractor, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, the indemnification obligation under this Article 16.5 (Indemnity by DB Team) shall not be limited by a limitation on the amount or type of damages, compensation or benefits payable by or for DB Team or a Contractor under workers’ compensation, disability benefit or other employee benefits laws.

16.5.4 For purposes of this Article 16.5 (Indemnity by DB Team), “Third-Party Claim” includes a claim, dispute, disagreement, cause of action, demand, suit, action, judgment, investigation, or legal or administrative proceeding which (a) is asserted, initiated or brought by any Indemnified Party’s employee, agent or contractor against an Indemnified Party, (b) is within the scope of the indemnities and (c) is not covered by the Indemnified Party’s worker’s compensation program. For purposes of this Article 16.5, “Third-Party Loss” includes any actual or alleged Loss sustained or incurred by such employee, agent or contractor.

16.6 Defense and Indemnification Procedures

16.6.1 If any of the Indemnified Parties receives notice of a claim that it believes is within the scope of the indemnities under Article 16.5 (Indemnity by DB Team), GDOT shall by writing as soon as practicable after receipt of the claim, (a) inform DB Team of the claim, (b) send to DB Team a copy of all written materials GDOT has received asserting such claim and (c) notify DB Team that should no insurer accept defense of the claim, the Indemnified Party will conduct its own defense unless DB Team accepts the tender of the claim in accordance with Article 16.6.3. As soon as practicable after DB Team receives notice of a claim or otherwise has actual knowledge of a claim, it shall tender the claim in writing to the insurers under all potentially applicable Insurance Policies and comply with all notice requirements contained in such Insurance Policies. GDOT and other Indemnified Parties also shall have the right to tender such claims to such insurers.

16.6.2 Subject to Article 16.6.4, if the insurer under any applicable Insurance Policy accepts the tender of defense, GDOT and DB Team shall cooperate in the
defense as required by the Insurance Policy. If no insurer under potentially applicable Insurance Policies provides defense, then Article 16.6.3 shall apply.

16.6.3 If the defense is tendered to DB Team, then within 30 days after receipt of the tender it shall notify the Indemnified Party whether it has tendered the matter to an insurer and (if not tendered to an insurer or if the insurer has rejected the tender) shall deliver a written notice stating that DB Team:

16.6.3.1 Accepts the tender of defense and confirms that the claim is subject to full indemnification hereunder without any “reservation of rights” to deny or disclaim full indemnification thereafter;

16.6.3.2 Accepts the tender of defense but with a “reservation of rights” in whole or in part, with a detailed statement as to the reasons for the “reservation of rights”; or

16.6.3.3 Rejects the tender of defense based on a determination that it is not required to indemnify against the claim under the terms of this Agreement, with a detailed statement as to the reasons for the denial.

16.6.4 If DB Team accepts the tender of defense under Article 16.6.3.1, DB Team acknowledges and agrees (and has caused the insurer to be so notified of the statutory requirements) that the Attorney General shall represent and defend the State, GDOT, and any officer, director, commissioner or employee of such Indemnified Parties; but GDOT will request that the Attorney General, without limiting the authority of the Attorney General, consider attorneys recommended by DB Team for appointment as Special Assistant Attorney General to represent and defend the referenced Indemnified Parties. DB Team may, at the option of the Attorney General, have the right to participate in the defense of the Indemnified Parties. In the event of litigation, any settlement on behalf of the Indemnified Parties must be expressly approved by the Attorney General. The foregoing shall not relieve DB Team’s obligation to bear the fees and costs of defending and settling such claim. During such defense:

16.6.4.1 DB Team shall fully and regularly inform the Indemnified Party and the Attorney General of the progress of the defense and of any settlement discussions; and

16.6.4.2 Each Indemnified Party shall fully cooperate in said defense, provide to DB Team all materials and access to personnel it requests as necessary for defense, preparation and trial and which or who are under the control of or reasonably available to the Indemnified Party, and maintain the confidentiality of all communications between it and DB Team concerning such defense.

16.6.5 If DB Team responds to the tender of defense as specified in Article 16.6.3.2 or Article 16.6.3.3, such Indemnified Parties shall also be represented by the Attorney General who shall otherwise control the defense of such claim, including settlement. The foregoing shall not relieve DB Team from its obligations to bear the fees and costs of defending and settling such claim.
16.6.6 Even if the Attorney General has appointed counsel selected by DB Team to represent any of the Indemnified Parties, the Attorney General may assume the defense of the applicable Indemnified Parties by delivering to DB Team written notice of such election and the reasons therefor, if the Indemnified Parties, at the time it gives notice of the claim or at any time thereafter, reasonably determines that:

16.6.6.1 A conflict exists between it and DB Team which prevents or potentially prevents DB Team from presenting a full and effective defense;

16.6.6.2 DB Team is otherwise not providing an effective defense in connection with the claim; or

16.6.6.3 DB Team lacks the financial capacity to satisfy potential liability or to provide an effective defense.

16.6.7 If any of the Indemnified Parties is entitled and elects to conduct its own defense pursuant hereto of a claim for which it is entitled to indemnification, DB Team shall reimburse on a current basis all reasonable costs and expenses any such Indemnified Parties incurs in investigating and defending, including, but not limited to, attorney’s fees. In the event the Indemnified Parties are entitled to and elect to conduct their own defense, then:

16.6.7.1 In the case of a defense conducted under Article 16.6.3.1, it shall have the right to settle or compromise the claim with DB Team’s prior written consent, which shall not be unreasonably withheld or delayed;

16.6.7.2 In the case of a defense conducted under Article 16.6.3.2, it shall have the right to settle or compromise the claim with DB Team’s prior written consent, which shall not be unreasonably withheld or delayed, or with approval of the court following reasonable notice to DB Team and opportunity to be heard and without prejudice to the Indemnified Party’s rights to be indemnified by DB Team; and

16.6.7.3 In the case of a defense conducted under Article 16.6.3.3, it shall have the right to settle or compromise the claim without DB Team’s prior written consent and without prejudice to its rights to be indemnified by DB Team.

16.6.8 A refusal of, or failure to accept, a tender of defense, as well as any Dispute over whether an Indemnified Party which has assumed control of defense is entitled to do so under Article 16.6.6, shall be submitted in accordance with the Dispute Resolution Procedures. DB Team shall be entitled to contest an indemnification claim and pursue, through the Dispute Resolution Procedures, recovery of defense and indemnity payments it has made to or on behalf of the Indemnified Party.

16.6.9 In determining responsibilities and obligations for defending suits pursuant to this Article 16.6 (Defense and Indemnification Procedures), specific consideration shall be given by the Parties to the following factors: (a) the party performing the activity in question; (b) the location of the activity and Incident; (c) contractual arrangements then governing the performance of the activity; and (d) allegations of respective fault contained in the claim.
16.6.10 Notwithstanding anything to the contrary set forth in Article 16.5 (Indemnity by DB Team) or this Article 16.6 (Defense and Indemnification Procedures), the Attorney General is the only counsel authorized to represent GDOT or any State affiliated agencies or departments. In the event that there is any potential conflict of interest that could reasonably arise in the representation of any Indemnified Party and DB Team in the defense of any action, suit or proceeding pursuant to Article 16.5 above or in the event that state or local law requires the use of specific counsel, (i) such Indemnified Party may elect in its sole and absolute discretion whether to waive such conflict of interest, and (ii) unless such Indemnified Party elects to waive such conflict of interest, or in any event if required by state or local law, then the counsel designated by the Indemnified Party shall solely represent such Indemnified Party and, if applicable, DB Team shall retain its own separate counsel, each at DB Team’s sole cost and expense. The Attorney General will consider counsel recommended by DB Team for appointment as a Special Assistant Attorney General.

16.6.11 If a suit or proceeding based on a claimed infringement of a patent or copyright is brought against any of the Indemnified Parties, DB Team shall, at its own expense, defend or settle any such suit or proceeding if authorized to do so in writing by the Attorney General subject to the obligations of indemnification as set forth in Article 16.5 (Indemnity by DB Team).

16.6.12 DB Team, subject to this Article 16.6 (Defense and Indemnification Procedures), may settle the claim without the consent or agreement of the Indemnified Parties, unless the settlement (i) would result in injunctive relief or other equitable remedies or otherwise require the Indemnified Parties to comply with restrictions or limitations that adversely affect or materially impair the reputation and standing of the Indemnified Parties, (ii) would require the Indemnified Parties to pay amounts that DB Team or its insurer does not fund in full, (iii) would not result in the Indemnified Parties full and complete release from all liability to the plaintiffs or Claimants who are parties to or otherwise bound by the settlement, or (iv) directly involves any such Indemnified Parties (in which case the Attorney General shall be the only counsel authorized to represent such parties with respect to any such settlement).

Article 17  DEFAULT; REMEDIES; CLAIM FOR ADJUSTMENTS AND DISPUTES

17.1 Default by DB Team; Cure Periods

17.1.1 DB Team Default

Subject to relief from its performance obligations pursuant to Article 14.1.2.1 and Article 13.3.2.4, DB Team shall be in breach under this Agreement upon the occurrence of any one or more of the following events or conditions (each a “DB Team Default”):

17.1.1.1 DB Team (a) fails to begin the applicable Work within 30 days following issuance of NTP 1; (b) fails to satisfy all conditions to issuance of NTP 3 under Article 3.3.1 by the NTP 3 Conditions Deadline; or (c) fails to satisfy all conditions to commencement of the applicable Construction Work, and fails to commence such Construction Work with diligence and continuity, as the same may be extended pursuant to this Agreement;
17.1.1.2 An Abandonment;

17.1.1.3 DB Team fails to achieve Substantial Completion by the Substantial Completion Deadline, as the same may be extended pursuant to this Agreement;

17.1.1.4 DB Team fails to achieve Final Acceptance by the Final Acceptance Deadline, or fails to achieve such required Elements of the Work by any applicable Milestone Deadline, as any such dates may be extended pursuant to this Agreement;

17.1.1.5 Any representation or covenant in the DB Documents made by DB Team, or any certificate, schedule, report, instrument or other document delivered by or on behalf of DB Team to GDOT pursuant to the DB Documents is materially false, materially misleading or materially inaccurate when made or omits material information when made;

17.1.1.6 DB Team fails to obtain, provide and maintain any insurance, bonds, or other performance security as and when required under this Agreement for the benefit of relevant parties, or fails to comply with any requirement of this Agreement pertaining to the amount, terms or coverage of the same;

17.1.1.7 DB Team makes or attempts to make or suffers a voluntary or involuntary assignment or transfer of all or any portion of this Agreement, the Project or DB Team’s Interest, or there occurs a Change of Control, in violation of Article 21;

17.1.1.8 DB Team materially fails to timely observe or perform or cause to be observed or performed any other material covenant, agreement, obligation, term or condition required to be observed or performed by DB Team under the DB Documents (including material failure to perform the Design Work, Construction Work, or any material portion thereof in accordance with the DB Documents); provided that this Article 17.1.1.8 shall not apply to DB Team Defaults specifically addressed by other provisions of Article 17.1.1 (DB Team Default);

17.1.1.9 After exhaustion of all rights of appeal, there occurs any debarment (distinguished from ineligibility due to lack of financial qualifications), or there goes into effect an agreement for voluntary exclusion, from bidding, proposing or contracting with any federal department or agency of (a) DB Team, (b) any member of DB Team with a material financial obligation owing to DB Team for equity or shareholder loan contributions, (c) any Affiliate of DB Team for whom transfer of ownership would constitute a Change of Control, or (d) any Key Contractor whose work is not completed;

17.1.1.10 DB Team fails to (a) deliver to GDOT any remedial plan as may be required pursuant to Article 17.3.5 (Remedial Action Plan Delivery and Implementation) or (b) otherwise fails to fully comply with the schedule or specific elements of, or actions required under, any such accepted remedial plan;
17.1.1.11 DB Team (a) commences a voluntary case seeking liquidation, reorganization or other relief with respect to itself or its debts under any U.S. or foreign bankruptcy, insolvency or other similar Law now or hereafter in effect, (b) seeks the appointment of a trustee, receiver, liquidator, custodian or other similar official of it or any substantial part of its assets; (c) becomes insolvent, or generally does not pay its debts as they become due; (d) admits in writing its inability to pay its debts; (e) makes an assignment for the benefit of creditors; or (f) takes any action to authorize any of the foregoing; or

17.1.1.12 An involuntary case is commenced against DB Team (a) seeking liquidation, reorganization, dissolution, winding up, a composition or arrangement with creditors, a readjustment of debts or other relief with respect to DB Team or DB Team’s debts under any U.S. or foreign bankruptcy, insolvency or other similar Law now or hereafter in effect; (b) seeking the appointment of a trustee, receiver, liquidator, custodian or other similar official of DB Team or any substantial part of DB Team’s assets; (c) seeking the issuance of a writ of attachment, execution, or similar process; or (d) seeking like relief; and such involuntary case shall not be contested by DB Team in good faith or shall remain undismissed and unstayed for a period of 60 days.

17.1.2 Forbearance and Cure Periods

For the purpose of GDOT’s exercise of other remedies, subject to Article 17.2.2 (Effect of Warning Notice on DB Team Cure Period) and subject to remedies that this Article 17 expressly states may be exercised before lapse of a cure period, DB Team shall have the following cure periods with respect to the following DB Team Defaults:

17.1.2.1 Respecting a DB Team Default under Article 17.1.1.10, a period of five days after GDOT delivers to DB Team written notice of the DB Team Default;

17.1.2.2 Respecting a DB Team Default under Article 17.1.1.6 or Article 17.1.1.7, a period of 15 days after GDOT delivers to DB Team written notice of the DB Team Default; provided that GDOT shall have the right, but not the obligation, to effect cure, at DB Team’s expense, if a DB Team Default under Article 17.1.1.6 continues beyond five days after such notice is delivered;

17.1.2.3 Respecting a DB Team Default under Article 17.1.1.1 or Article 17.1.1.2, a period of 30 days after GDOT delivers to DB Team written notice of the DB Team Default; provided that as to a DB Team Default under Article 17.1.1.1, such cure period shall not preclude or delay GDOT’s immediate exercise, without notice or demand, of its right, but not the obligation, to effect cure, at DB Team’s expense;

17.1.2.4 Respecting a DB Team Default under Article 17.1.1.5, Article 17.1.1.8 or Article 17.1.1.9, a period of 30 days after GDOT delivers to DB Team written notice of the DB Team Default; provided that (a) if the DB Team Default is of such a nature that the cure cannot with diligence be completed within such time period and DB Team has commenced meaningful steps to cure immediately after receiving the default notice, DB Team shall have such additional period of time, up to a maximum cure period of 180 days, as is reasonably necessary to
diligently effect cure, (b) as to Article 17.1.1.5, cure will be regarded as complete when the adverse effects of the breach are cured, and (c) as to Article 17.1.1.9, if the debarred or suspended Person is a managing member, general partner or controlling investor of DB Team, cure will be regarded as complete when DB Team proves it has removed such Person from any position or ability to manage, direct or control the decisions of DB Team or to perform Work;

17.1.2.5 Respecting a DB Team Default under Article 17.1.1.11 or Article 17.1.1.12, no cure period, and there shall be no right to notice of a DB Team Default under Article 17.1.1.11 or Article 17.1.1.12; and

17.1.2.6 Respecting a DB Team Default arising from DB Team’s failure to achieve any Milestone Deadline other than the Substantial Completion Deadline or Final Acceptance Deadline, a forbearance period of 30 days from the date of such DB Team Default shall apply, provided that DB Team shall, as a condition to such forbearance period, be required to (a) deliver to GDOT a remedial action plan within 10 days after written notice of such DB Team Default, pursuant to Article 17.3.5 (Remedial Action Plan Delivery and Implementation) (without further demand or notice by GDOT), and (b) with the delivery of such remedial action plan, acknowledge any associated Liquidated Damages that are accruing. Where such remedial action plan has been accepted by GDOT in writing, then such forbearance period as provided herein shall be extended or abbreviated as required by such remedial action plan, subject to DB Team’s diligent prosecution of the Work in accordance therewith. Any such DB Team Default shall be deemed cured upon satisfaction of the conditions set forth in such accepted remedial action plan and any Liquidated Damages shall cease to accrue upon the date of such satisfaction. Notwithstanding anything to the contrary herein, Liquidated Damages accruing during such forbearance period, as may be extended, shall not be waived by this Article 17.1.2.6 and shall be payable pursuant to the terms of this Agreement.

17.1.3 Certain Curative Actions; Status Report

17.1.3.1 If the DB Team Default consists of failure to give GDOT a required prior notice and opportunity to complete an applicable review and comment or acceptance procedure under Article 6.3 before action is taken by DB Team, such DB Team Default shall be curable only by reversing or suspending the action until the notice and review and comment or acceptance procedures are followed and completed, unless DB Team finished the action before receiving the notice of DB Team Default or unless waived by GDOT.

17.1.3.2 If the DB Team Default consists of any DB Team activity or failure to act which constitutes a change from DB Team’s activities immediately prior to the DB Team Default, such DB Team Default shall be curable only by reinstating the activity as it was being performed immediately prior to the DB Team Default.

17.1.3.3 For any DB Team Default for which a Warning Notice has been delivered by GDOT to DB Team, DB Team may request from GDOT a status report as to DB Team’s progress in effecting a cure, by delivering to GDOT a written request accompanied by DB Team’s own report as to its
progress in effecting a cure. GDOT shall provide its response within 10 Business Days after receipt of DB Team’s written request and report. The response shall be provided solely for purposes of informing DB Team as to GDOT’s view of the progress in effecting a cure for the DB Team Default, shall not constitute an admission of any fact, shall not be admissible in evidence for any purpose, shall not form the basis for any Dispute, and shall not limit in any way GDOT’s right to terminate this Agreement in accordance with Article 19.3 should cure not be affected within the relevant period.

17.2 Warning Notices

17.2.1 Warning Notice Events

Without prejudice to any other right or remedy available to GDOT, GDOT may, but in no case shall be required to, deliver a written notice (a “Warning Notice”) to DB Team, stating explicitly that it is a “Warning Notice” and stating in reasonable detail the matter or matters giving rise to the notice and, if applicable, amounts due from DB Team, and reminding DB Team of the implications of such notice, whenever there occurs any of the following:

17.2.1.1 Any DB Team Default under Article 17.1.1.1, 17.1.1.2, 17.1.1.7, 17.1.1.8, or 17.1.1.10;

17.2.1.2 Delay or failure to achieve any Milestone Deadline; or

17.2.1.3 Any other material DB Team Default.

17.2.2 Effect of Warning Notice on DB Team Cure Period

17.2.2.1 Any notice of a DB Team Default issued under Article 17.1 (Default by DB Team; Cure Periods) may, if it concerns a matter under Article 17.2.1 (Warning Notices Events), also be issued as a Warning Notice. In such case, the cure period available to DB Team, if any, shall be as set forth in Article 17.1.2 (Forbearance and Cure Periods).

17.2.2.2 If GDOT issues a Warning Notice under Article 17.2.1 (Warning Notices Events) for any DB Team Default after it issues a notice of such DB Team Default, then the cure period available to DB Team, if any, for such DB Team Default before GDOT may seek to appoint a receiver for DB Team, remove DB Team or terminate this Agreement on account of such DB Team Default shall be extended by the time period between the date the notice of such DB Team Default was issued and the date the Warning Notice is issued. No later issuance of a Warning Notice shall extend the time when GDOT may exercise any other remedy respecting such DB Team Default.

17.2.3 Other Effects of Warning Notice

17.2.3.1 The issuance of a Warning Notice shall entitle GDOT to increase the level of oversight as provided in Article 17.3.8 (Increased Oversight, Testing, and Inspection).
17.2.3.2 The issuance of a Warning Notice may trigger a Default Termination Event as provided in Article 19.3 (Termination for DB Team Default).

17.3 Remedies for DB Team Default

17.3.1 Termination

In the event of any DB Team Default that is or becomes a Default Termination Event set forth in Article 19.3.1, GDOT may terminate this Agreement and GDOT thereupon may take control of the Work, which termination shall, among other things, automatically terminate all of DB Team’s rights under Article 2 (Grant of Authority and Right of Way), whereupon DB Team shall take all action required to be taken by DB Team under Article 19.5 (Termination Procedures and Duties).

17.3.2 Remedies for Failure to Meet Safety Standards or Perform Safety Compliance

17.3.2.1 Subject to Article 17.3.2.4 (DB Team Defaults Triggering GDOT Termination Rights), if at any time DB Team fails to meet any Safety Standard or timely perform Safety Compliance or GDOT and DB Team cannot reach an agreement regarding the interpretation or application of a Safety Standard or the valid issuance of a Safety Compliance Order within a period of time acceptable to GDOT, acting reasonably, GDOT shall have the absolute right and entitlement to undertake or direct DB Team to undertake any work required to ensure implementation of and compliance with Safety Standards as interpreted or applied by GDOT or with the Safety Compliance Order.

17.3.2.2 To the extent that any work done pursuant to Article 17.3.2.1 is undertaken by GDOT and is reasonably necessary to comply with Safety Standards or perform validly issued Safety Compliance Orders, DB Team shall pay to GDOT on demand GDOT Recoverable Costs in connection with such work, and GDOT (whether it undertakes the work or has directed DB Team to undertake the work) shall have no obligation or liability to compensate DB Team for any Losses DB Team suffers or incurs as a result thereof.

17.3.2.3 To the extent that any work done pursuant to Article 17.3.2.1 is undertaken by GDOT and is not reasonably necessary to comply with Safety Standards or perform validly issued Safety Compliance Orders, GDOT shall compensate DB Team only for Losses DB Team suffers or incurs as a direct result thereof.

17.3.2.4 To the extent that any Safety Compliance Order work pursuant to Article 17.3.2.1 is undertaken by DB Team under written protest delivered prior to starting the work and it is finally determined that the Safety Compliance work was not necessary, the unnecessary work under the Safety Compliance Order shall be treated as a GDOT Change.

17.3.2.5 Notwithstanding anything to the contrary contained in the DB Documents, if in the good faith judgment of GDOT, DB Team has failed to meet any Safety Standards or perform Safety Compliance and the failure results in an Emergency or danger to persons or property, and if DB Team is not then
diligently taking all necessary steps to rectify or deal with such Emergency or danger, GDOT may, without notice and without awaiting lapse of the period to cure any breach, and in addition and without prejudice to its other remedies, (but is not obligated to) (a) immediately take such action as may be reasonably necessary to rectify the Emergency or danger, in which event DB Team shall pay to GDOT on demand the cost of such action, including GDOT Recoverable Costs, or (b) suspend Construction Work and/or close or cause to be closed any and all portions of the Project affected by the Emergency or danger. So long as GDOT undertakes such action in good faith, even if under a mistaken belief in the occurrence of such failure or existence of an Emergency or danger as a result thereof, such action shall not be deemed unlawful or a breach of this Agreement, shall not expose GDOT to any liability to DB Team and shall not entitle DB Team to any other remedy, it being acknowledged that GDOT has a high priority, paramount public interest in protecting public and worker safety at the Project and adjacent and connecting areas. GDOT's good faith determination of the existence of such a failure, Emergency or danger shall be deemed conclusive in the absence of clear and convincing evidence to the contrary. Immediately following rectification of such Emergency or danger, as determined by GDOT, acting reasonably, GDOT shall allow the Construction Work to continue or such portions of the Project to reopen, as the case may be. The foregoing shall not, however, protect GDOT from DB Team’s lawful claims to indemnity or contribution for third-party bodily injury or property damage arising out of any such GDOT action, if and to the extent (i) GDOT was mistaken in believing such a DB Team Default occurred, (ii) the third-party liability is not insured and not required to be insured under the DB Documents, and (iii) such injury or property damage was caused by GDOT’s negligence, recklessness or intentional misconduct.

17.3.3 Step-in Rights

Upon the occurrence of a DB Team Default and expiration, without full and complete cure, of the cure period, if any, available to DB Team, without necessity for a Warning Notice, and without waiving or releasing DB Team from any obligations, GDOT shall have the right, but not the obligation, for so long as such DB Team Default remains uncured by GDOT or DB Team, to pay and perform all or any portion of DB Team’s obligations and the Work that are the subject of such DB Team Defaults, as well as any other then-existing breaches or failures to perform for which DB Team received prior written notice from GDOT but has not commenced diligent efforts to cure provided, that (i) except with respect to DB Team’s lawful claims for third-party bodily injury or property damage arising out of such GDOT action, GDOT will not incur any liability to DB Team for any act or omission of GDOT or any other Person in the course of remedying or attempting to remedy any DB Team Default and (ii) GDOT’s cure of any DB Team Default will not waive or affect GDOT’s rights against DB Team by reason of the DB Team Default.

17.3.3.1 In connection with such action, GDOT may, to the extent and only to the extent reasonably required for or incident to curing the DB Team Default or such other breaches or failures to perform for which DB Team received prior written notice from GDOT but has not commenced and continued diligent efforts to cure:
(a) Employ security guards and other safeguards to protect the Project;

(b) Spend such sums as are reasonably necessary to employ and pay such architects, engineers, consultants and contractors and obtain materials and equipment as may be required, without obligation or liability to DB Team or any Contractors for loss of opportunity to perform the same Work or supply the same materials and equipment;

(c) Draw on and use proceeds from payment and performance bonds and other performance security to the extent available under the terms thereof to pay such sums;

(d) Execute all applications, certificates and other documents as may be required;

(e) Make decisions respecting, assume control over and continue Work as may be reasonably required;

(f) Meet with, coordinate with, direct and instruct contractors and suppliers, process invoices and applications for payment from contractors and suppliers, pay contractors and suppliers, and resolve claims of contractors, subcontractors and suppliers, and for this purpose DB Team irrevocably appoints GDOT as its attorney-in-fact with full power and authority to act for and bind DB Team in its place and stead;

(g) Take any and all other actions as may be reasonably required or incident to curing; and

(h) Prosecute and defend any action or proceeding incident to the Work undertaken.

17.3.3.2 DB Team shall reimburse GDOT on demand, GDOT Recoverable Costs in connection with the performance of any act or Work authorized by this Article 17.3.3 (Step-in Rights).

17.3.3.3 GDOT and any of their Authorized Representatives, contractors, subcontractors, vendors and employees shall not be liable to DB Team in any manner for any inconvenience or disturbance arising out of its entry unto the Project or Project Specific Locations in order to perform under this Article 17.3.3 (Step-in Rights), unless caused by the gross negligence, recklessness, willful misconduct or bad faith of such Person. If any Person exercises any right to pay or perform under this Article 17.3.3 (Step-in Rights), it nevertheless shall have no liability to DB Team for the sufficiency or adequacy of any such payment or performance, or for the manner or quality of design, or construction unless caused by the gross negligence, recklessness, willful misconduct or bad faith of such Person.
17.3.3.4 The rights under this Article 17.3.3 (Step-in Rights) are subject to the right of any Surety under payment and performance bonds to assume performance and completion of all bonded work.

17.3.3.5 In the event GDOT takes action described in this Article 17.3.3 (Step-in Rights) and it is later finally determined that GDOT lacked the right to do so because there did not occur a DB Team Default and expiration, without full and complete cure, of the cure period, if any, available to DB Team, then GDOT’s action shall be treated as a Directive Letter for a GDOT Change.

17.3.4 Damages; Offset

17.3.4.1 Subject to Article 17.3.10 (Cumulative, Non-Exclusive Remedies) and Article 17.3.11 (Limitation on Consequential Damages) and the provisions on Liquidated Damages set forth in Article 17.4 (Liquidated Damages and Nonrefundable Deductions), GDOT shall be entitled to recover any and all damages available at Law (subject to the duty at Law to mitigate damages and without duplicate recovery) on account of the occurrence of a DB Team Default, including, to the extent available at Law, (a) loss of any compensation due GDOT under the DB Documents proximately caused by the DB Team Default, (b) actual and projected costs to remedy any defective part of the Work, (c) actual and projected costs to rectify any breach or failure to perform by DB Team and/or to bring the condition of the Project to the standard it would have been in if DB Team had complied with its obligations to carry out and complete the Work in accordance with the DB Documents, (d) actual and projected costs to GDOT to terminate, take over the Project, re-procure and replace DB Team, and (e) actual and projected increases in costs to GDOT to complete the Project if not completed, together with interest thereon at the Default Interest Rate commencing from the date any amount becomes due to GDOT until paid. DB Team shall owe any such damages that accrue after the occurrence of the DB Team Default and the delivery of notice thereof, if any, required by this Agreement regardless of whether the DB Team Default is subsequently cured.

17.3.4.2 GDOT may deduct and offset any claim amount owing to it, provided such claim amount has been liquidated through Dispute Resolution Procedures or otherwise, from and against any amounts GDOT may owe to DB Team or any Affiliate pursuant to this Agreement; provided that GDOT shall first draw on all amounts held in respect of the claim in the GDOT Claims Account.

17.3.4.3 If the claim amount is not liquidated, GDOT may elect to exercise its right to direct a payment from DB Team up to the disputed portion of the claim which payment shall be deposited into the GDOT Claims Account. Upon liquidation, the disputed portion of the claim shall be satisfied first from the amounts held in the GDOT Claims Account, and then through GDOT’s right of offset with respect to the liquidated claim amounts.

17.3.5 Remedial Action Plan Delivery and Implementation

17.3.5.1 Upon the occurrence of a DB Team Default, GDOT shall have the right, but is not obligated, to demand that DB Team shall, within 10 days after
written notice of such DB Team Default, be required to prepare and submit a remedial action plan for GDOT approval.

17.3.5.2 The remedial action plan shall set forth a schedule and specific actions to be taken by DB Team to improve its performance and cure the DB Team Default. Such actions may include improvements to DB Team’s quality management practices, plans and procedures, revising and restating components of the Management Plans, changes in organizational and management structure, increased monitoring and inspections, changes in Key Personnel and other important personnel, replacement of Contractors, corrective measures necessary to expedite the progress of construction and to demonstrate ability to achieve any Milestone Deadline including, without limitation, (i) working additional shifts or overtime and/or (ii) supplying additional manpower, equipment and facilities, and delivery of security to GDOT.

17.3.5.3 DB Team’s failure to diligently prosecute the Work in accordance with any such approved remedial action plan shall be deemed a further DB Team Default.

17.3.6 Performance Security

17.3.6.1 Upon the occurrence of a DB Team Default and expiration, without full and complete cure, of the applicable cure period, if any, under Article 17.1.2 (Forbearance and Cure Periods), without necessity for a Warning Notice, and without waiving or releasing DB Team from any obligations, and subject to Article 16 (Insurance; Performance Security; Indemnity) as applicable, GDOT shall be entitled to make demand upon and enforce any bond, and make demand upon, draw on and enforce and collect any guaranty or other payment or performance security available to GDOT under this Agreement with respect to the DB Team Default in question in any order in GDOT’s sole discretion. Where access to a bond or other payment or performance security is to satisfy damages owing, GDOT shall be entitled to make demand, draw, enforce and collect regardless of whether the DB Team Default is cured subsequent to such draw. GDOT will apply the proceeds of any such action to the satisfaction of DB Team’s obligations under the DB Documents, including payment of amounts due GDOT. The foregoing does not limit or affect any other right of GDOT to make demand upon and enforce any bond, and make demand upon, draw on and enforce and collect any guaranty or other payment or performance security, immediately after GDOT are entitled to do so under the bond, guaranty or other payment or performance security.

17.3.7 Suspension of Work

17.3.7.1 Upon GDOT’s delivery of notice of DB Team Default for any of the following breaches or failures to perform and DB Team’s failure to fully cure and correct, within the applicable cure period, if any, available to DB Team under Article 17.1.2 (Forbearance and Cure Periods), GDOT shall have the right and authority to suspend any affected portion of the Work by written order to DB Team:

(a) Performance of Nonconforming Work;
(b) Failure to comply with any Law or Governmental Approval (including failure to handle, preserve and protect archeological, paleontological or historic resources, or failure to handle Hazardous Materials, in accordance with applicable Laws and Governmental Approvals);

(c) Certain failures to remove and replace personnel as set forth in Article 10.6.3;

(d) Failure to provide proof of required insurance coverage as set forth in Article 16.1.1.1 (Certificates of Insurance);

(e) Failure to carry out and comply with Directive Letters;

(f) Failure to satisfy any condition to commencement of construction set forth in Article 7.6 (Conditions to Commencement of Construction Work); and

(g) Failure to maintain, extend or replace performance and payment security required under the Agreement, including any P&P Bonds, unless a drawing has been made under same in the amount of the required coverage provided for in Article 16.2 (Performance and Payment Security) and the proceeds of such drawing are held by GDOT.

GDOT will lift the suspension order promptly after DB Team fully cures and corrects the applicable breach or failure to perform.

17.3.7.2 In addition, GDOT shall have the right and authority to suspend any affected portion of the Work by written notice to DB Team for the following reasons:

(a) To comply with any court order or judgment (although it may qualify as a Compensation Event under Article 14.2.1(g) or a Relief Event under Article 14.1.1(l));

(b) GDOT’s performance of data recovery respecting archeological, paleontological or cultural resources (although it may qualify as a Relief Event under Article 14.1.1(l));

(c) The existence of conditions unsafe for workers, other Project personnel or the general public, including certain failures to comply with Safety Standards or perform Safety Compliance as set forth in Article 17.3.2.5; or

(d) DB Team has failed to (i) pay in full when due sums owing any Contractor for services, materials or equipment, except only for amounts in dispute, or (ii) deliver any certificate, release, certified payroll or affidavit of wages paid required with any Payment Request or required under this Agreement.
17.3.7.3 DB Team shall promptly comply with any such written suspension order, even if DB Team disputes the grounds for suspension. DB Team shall promptly recommence the Work upon receipt of written notice from GDOT directing DB Team to resume Work.

17.3.7.4 In addition to the protections from liability under Article 17.3.2.5, neither GDOT shall not have any liability to DB Team, and DB Team shall have no right to a Relief Event or Compensation Event, in connection with any suspension properly founded on any of the other grounds set forth in this Article 17.3.7 (Suspension of Work) (except potential Relief Events or Compensation Events in the case of suspensions under Articles 17.3.7.2(a) and 17.3.7.2(b)). If GDOT orders suspension of Work on one of the foregoing grounds but it is finally determined under the process set forth under Dispute Resolution Procedures that such grounds did not exist, or if GDOT orders suspension of Work for any other reason, it shall be treated as a Directive Letter for a GDOT Change, except as provided in Article 17.3.2.5.

17.3.8 Increased Oversight, Testing, and Inspection

17.3.8.1 Upon GDOT’s delivery of notice of DB Team Default for any of the following breaches or failures to perform and DB Team’s failure to fully cure and correct, within the applicable cure period, if any, available to DB Team under Article 17.1.2 (Forbearance and Cure Periods), GDOT shall have the right and authority to suspend any affected portion of the Work by written order to DB Team.

17.3.8.2 If GDOT cannot confirm that a portion of the Design Work or the Construction Work is in accordance with the requirements of the DB Documents, GDOT shall have the right but not the obligation to provide increased monitoring, inspection, sampling, measuring, testing and oversight. If the increased monitoring, inspection, sampling, measuring, testing and oversight reveal: (i) a failure to perform such Work in accordance with the Quality Management Plan, (ii) that the Quality Management Plan does not comply with the DB Documents, or (iii) that such Work is not in accordance with the DB Documents, DB Team shall be responsible for the costs of such increased monitoring, inspection, sampling, measuring, testing and oversight as described in this Article 17.3.8 (Increased Oversight, Testing, and Inspection). DB Team shall correct such deficiencies and the increased monitoring, inspection, sampling, measuring, testing and oversight will continue until those deficiencies have been corrected. If such Work was performed in accordance with the DB Documents, the costs of the increased monitoring, inspection, sampling, measuring, testing and oversight shall be borne by GDOT.

17.3.8.3 If GDOT increases the level of monitoring, inspection, sampling, measuring, testing, auditing and oversight under Article 17.3.8.2 and Liquidated Damages are not provided for under this Agreement in connection with such action, then DB Team shall pay and reimburse GDOT within 30 days after receipt of written demand and reasonable supporting documentation for all increased costs and fees GDOT incurs in connection with such action, including GDOT Recoverable Costs.
17.3.8.4 The foregoing does not preclude GDOT, at its sole discretion and expense, from increasing its level of monitoring, inspection, sampling, measuring, testing, auditing and oversight at other times.

17.3.9 Other Rights and Remedies

Subject to Article 17.3.11 (Limitation on Consequential Damages), Article 17.4.5.2 and Article 19.9 (Exclusive Termination Rights), GDOT shall also be entitled to exercise any other rights and remedies available under this Agreement or any other DB Documents, or available at law or in equity.

17.3.10 Cumulative, Non-Exclusive Remedies

Subject to Articles 17.3.11 (Limitation on Consequential Damages), 17.4.5.2 and 19.9 (Exclusive Termination Rights), each right and remedy of GDOT hereunder shall be cumulative and shall be in addition to every other right or remedy provided herein or now or hereafter existing at Law or in equity or by statute or otherwise, and the exercise or beginning of the exercise by GDOT of any one or more of any of such rights or remedies shall not preclude the simultaneous or later exercise by GDOT of any or all other such rights or remedies.

17.3.11 Limitation on Consequential Damages

17.3.11.1 Notwithstanding any other provision of the DB Documents and except as set forth in Article 17.3.11.2, to the extent permitted by applicable Law, DB Team shall not be liable for punitive damages or special, indirect or incidental, or consequential damages, whether arising out of breach of this Agreement, tort (including negligence) or any other theory of liability, and GDOT releases DB Team from any such liability, other than for Liquidated Damages for delay, as provided pursuant to this Agreement or otherwise to the extent recoverable from insurance.

17.3.11.2 The foregoing limitation on DB Team’s liability for consequential damages shall not apply to or limit any right of recovery GDOT may have respecting the following:

(a) Losses (including defense costs) to the extent (i) covered by the proceeds of insurance required to be carried pursuant to Article 16.1 (Insurance Policies and Coverage), (ii) covered by the proceeds of insurance actually carried by or insuring DB Team under policies solely with respect to the Project and the Work, regardless of whether required to be carried pursuant to Article 16.1, or (iii) DB Team is deemed to have self-insured the Loss pursuant to Article 16.3.3;

(b) Losses arising out of fraud, criminal conduct, intentional misconduct (which does not include any intentional DB Team Default), recklessness, bad faith or gross negligence on the part of DB Team or Contractor or any Affiliate of either;
(c) DB Team’s obligation to pay Liquidated Damages in accordance with Article 17.4 (Liquidated Damages and Nonrefundable Deductions) or any other provision of the DB Documents;

(d) Losses arising out of DB Team Releases of Hazardous Materials;

(e) Reserved;

(f) Amounts DB Team may be obligated to reimburse to GDOT or that are otherwise due from DB Team to GDOT under the express provisions of the DB Documents, including GDOT Recoverable Costs;

(g) Interest, late charges, fees, transaction fees and charges, penalties and similar charges that the DB Documents expressly state are due from DB Team to GDOT; and

(h) Any credits, deductions or offsets that the DB Documents expressly provide to GDOT against amounts owing DB Team.

17.4 Liquidated Damages and Nonrefundable Deductions

17.4.1 Liquidated Damages for Delayed Interim Completion Deadline(s), Substantial Completion Deadline, or Final Acceptance; Incident Based Liquidated Damages

17.4.1.1 DB Team shall be liable for and pay to GDOT Liquidated Damages with respect to any failure to achieve an Interim Completion(s) by the Interim Completion Deadline(s), Substantial Completion by the Substantial Completion Deadline, or any failure to achieve Final Acceptance by the Final Acceptance Deadline, as the same may be extended pursuant to this Agreement, or for any other breach of the requirements of the DB Documents as set forth pursuant to Section 1.1 of Exhibit 18 (Measures of Liquidated Damages and Nonrefundable Deductions). Such liability shall apply even though (a) a cure period remains available to DB Team under Article 17.1.2 (Forbearance and Cure Periods) or (b) cure occurs. The amounts of such Liquidated Damages are set forth in Exhibit 18. Such Liquidated Damages shall commence on the Substantial Completion Deadline or the Final Acceptance Deadline, as applicable, or upon the date of breach for each such incident based default pursuant to Section 1.2 of Exhibit 18, as the same may be extended pursuant to this Agreement, and shall continue to accrue until the date of Substantial Completion, the date of Final Acceptance, the cure of any such incident based breach, all as applicable, or until termination of this Agreement.

17.4.1.2 Reserved

17.4.2 Incident Based Nonrefundable Deductions

17.4.2.1 DB Team shall be liable for and pay to GDOT Nonrefundable Deductions with respect to the occurrence of the incidents listed or other breach of the requirements of the DB Documents as set forth pursuant to Section 1.3 of
Exhibit 18 (Measures of Liquidated Damages and Nonrefundable Deductions). Unless otherwise stated in this Article 17.4 (Liquidated Damages and Nonrefundable Deductions) nonrefundable deductions shall be applied at the time of the incident. The amounts of such Incident Based Nonrefundable Deductions are set forth in Exhibit 18.

17.4.2.2 Within 10 Business Days prior to GDOT issuing any nonrefundable deductions as set forth pursuant to Section 1.3 and excluding Section 1.3.1 of Exhibit 18 (Measures of Liquidated Damages and Nonrefundable Deductions), GDOT shall execute the following:

(a) Issuance of a warning via e-mail to the DB Team to correct the incident within seven days of receipt of the e-mail; and

(b) Issuance of a formal written warning to the DB Team to correct the incident within three days after the issuance of the warning in subsection (a). If the DB Team has failed to comply with subsection (a) and (b) to correct the incident at the end of the third day then DB Team shall be liable for and shall pay GDOT the Nonrefundable Deduction.

17.4.3 Acknowledgements Regarding Liquidated Damages

DB Team further agrees and acknowledges that:

17.4.3.1 In the event that DB Team fails to achieve Substantial Completion by the Substantial Completion Deadline or Final Acceptance by the Final Acceptance Deadline, GDOT will incur substantial damages;

17.4.3.2 In the event that DB Team causes occurrence of the incidents listed pursuant to Sections 1.2 and 1.3 of Exhibit 18 (Measures of Liquidated Damages and Nonrefundable Deductions), GDOT will incur substantial damages;

17.4.3.3 Such damages are incapable of accurate measurement and difficult to prove for the reasons stated in this Article 17.4 (Liquidated Damages and Nonrefundable Deductions);

17.4.3.4 As of the Effective Date, the amounts of Liquidated Damages under this Article 17.4 (Liquidated Damages and Nonrefundable Deductions) represent good faith estimates and evaluations by the Parties as to the actual potential damages that GDOT would incur as a result of late Substantial Completion or late Final Acceptance or should the incidents listed occur, and do not constitute a penalty or to otherwise operate as a deterrent for the breach of any obligations of DB Team under this Agreement;

17.4.3.5 The Parties have agreed to such Liquidated Damages in order to fix and limit DB Team’s costs and to avoid later Disputes over what amounts of damages are properly chargeable to DB Team;

17.4.3.6 Such sums are reasonable in light of the anticipated or actual harm caused by delayed Substantial Completion or delayed Final Acceptance or
should the incidents listed occur, the difficulties of the proof of loss, and the inconvenience or infeasibility of otherwise obtaining an adequate remedy;

17.4.3.7 DB Team acknowledges that such Liquidated Damages are reasonable, as determined as of the Effective Date, in light of the respective injuries and damages that may be caused by DB Team’s breach and given that such injuries and damages, which include but shall not be limited to, public inconvenience, increased administration and oversight by GDOT (and any other related agencies), and other damages to the general public, GDOT (and other related agencies); and

17.4.3.8 Such Liquidated Damages are not intended to, and do not, liquidate DB Team’s liability under the indemnification provisions of Article 16.5 (Indemnity by DB Team), even though Third-Party Claims against Indemnified Parties may arise out of the same event, breach or failure that gives rise to such Liquidated Damages.

17.4.4 Payment; Satisfaction; Waiver

17.4.4.1 GDOT shall withhold Liquidated Damages owing under this Article 17.4 (Liquidated Damages and Nonrefundable Deductions) from the subsequent DB Team pay application. Liquidated damages shall be withheld by GDOT without right of offset, deduction, reduction or other charge, except as provided in Article 17.6.3 (Offset Rights).

17.4.4.2 GDOT shall have the right to deduct and offset Liquidated Damages from any amounts owing DB Team to the extent provided in Article 17.3.4 (Damages; Offset). GDOT also shall have the right to draw on any bond, certificate of deposit, or other security provided by DB Team pursuant to this Agreement, to satisfy Liquidated Damages not paid when due.

17.4.4.3 Permitting or requiring DB Team to continue and finish the Work or any part thereof after the Substantial Completion Deadline or Final Acceptance Deadline shall not act as a waiver of GDOT’s right to receive Liquidated Damages hereunder or any rights or remedies otherwise available to GDOT.

17.4.5 Non-Exclusive Remedy

17.4.5.1 Each item of Liquidated Damages provided under this Article 17.4 (Liquidated Damages and Nonrefundable Deductions) is in addition to, and not in substitution for, any other item of Liquidated Damages assessed under this Article 17.4.

17.4.5.2 GDOT’s right to, and imposition of, Liquidated Damages are in addition, and without prejudice, to any other rights and remedies available to GDOT under the DB Documents, at law or in equity respecting the breach, failure to perform or DB Team Default that is the basis for the Liquidated Damages or any other breach, failure to perform or DB Team Default, except for recovery of the monetary damage for delay that the Liquidated Damages are intended to
compensate and for which Liquidated Damages shall be the only amount recoverable on account of delay damages.

17.5 Default by GDOT; Cure Periods

17.5.1 GDOT Default

GDOT shall, subject to any applicable cure period as set forth in Article 17.5.2 (Cure Periods) below, be in breach under this Agreement upon the occurrence of any one or more of the following events or conditions (each a “GDOT Default”):

17.5.1.1 GDOT fails to make any payment due DB Team under this Agreement within 30 days of the date that any such payment shall be due;

17.5.1.2 Any representation or covenant made by GDOT in this Agreement is false or materially misleading or materially inaccurate when made or omits material information when made;

17.5.1.3 GDOT fails to observe or perform any covenant, agreement, term or condition required to be observed or performed by GDOT under the DB Documents;

17.5.1.4 GDOT makes an assignment other than as permitted pursuant to Article 21.3; or

17.5.1.5 GDOT or other State Governmental Entity confiscates or appropriates the Project or any other material part of DB Team’s Interest, excluding a Termination for Convenience or any other exercise of a right of termination set forth in this Agreement.

17.5.2 Cure Periods

GDOT shall have the following cure periods with respect to the any of the conditions set forth in Article 17.5.1 (GDOT Default) above:

17.5.2.1 Respecting a GDOT Default under Article 17.5.1.1, a period of 30 days after DB Team delivers to GDOT written notice of the GDOT Default;

17.5.2.2 Respecting a GDOT Default under Article 17.5.1.2 or Article 17.5.1.3, a period of 60 days after DB Team delivers to GDOT written notice of the GDOT Default; provided that (a) if the GDOT Default is of such a nature that the cure cannot with diligence be completed within such time period and GDOT has commenced meaningful steps to cure immediately after receiving the default notice, GDOT shall have such additional period of time, up to a maximum cure period of 180 days, as is reasonably necessary to diligently effect cure, and (b) as to Article 17.5.1.2, cure will be regarded as complete when the adverse effects of the breach are cured;

17.5.2.3 Respecting a GDOT Default under Article 17.5.1.4, a period of 45 days after DB Team delivers to GDOT written notice of the GDOT Default; and
17.5.2.4 Respecting a GDOT Default under Article 17.5.1.5, a period of 30 days after DB Team delivers to GDOT written notice of the GDOT Default; provided that if the GDOT Default is of such a nature that the cure cannot with diligence be completed within such time period and GDOT has commenced meaningful steps to cure immediately after receiving the default notice, GDOT shall have such additional period of time, up to a maximum cure period of 120 days, as is reasonably necessary to diligently effect cure.

17.6 DB Team Remedies for GDOT Default

17.6.1 Termination and Suspension

17.6.1.1 Subject to Article 19.9 (Exclusive Termination Rights), DB Team will have the right to suspend performance of the Work on account of a GDOT Default subject to any applicable notice and cure periods as set forth in Article 17.5.2 (Cure Periods).

17.6.1.2 Further, DB Team may upon written notice of not less than 15 days to GDOT following expiration of such applicable cure period, where such GDOT Default is continuing, exercise the right to terminate this Agreement and recover termination damages as more particularly set forth in, and subject to the terms and conditions of, Article 19.4 (Termination for GDOT Default, Suspension of Work, Force Majeure Event, or Materially Delayed Notice to Proceed).

17.6.2 Damages and Other Remedies

DB Team shall have and may exercise the following remedies upon the occurrence of a GDOT Default and expiration, without cure, of the applicable cure period:

17.6.2.1 If DB Team does not terminate this Agreement, then, subject to Article 17.6.4 (Limitations on Remedies), DB Team may treat the GDOT Default as a Compensation Event on the terms and conditions set forth in Article 14.2 (Compensation Events) and GDOT shall pay the full Compensation Amount and interest in accordance with Articles 14.2.7 and 14.2.8 (Limitations on Acceleration Costs);

17.6.2.2 If the GDOT Default is a failure to pay when due any undisputed portion of a progress payment owing under a Supplemental Agreement and GDOT fails to cure such GDOT Default within 30 days after receiving from DB Team written notice thereof, DB Team shall be entitled to suspend the Work under the Supplemental Agreement until the default is cured; and

17.6.2.3 Subject to Article 17.6.4 (Limitations on Remedies) and Article 19.9 (Exclusive Termination Rights), DB Team also shall be entitled to exercise any other remedies available under this Agreement or at Law or in equity, including offset rights to the extent and only to the extent available under Article 17.6.3 (Offset Rights). Subject to Article 17.6.4 (Limitations on Remedies) and Article 19.9 (Exclusive Termination Rights), each right and remedy of DB Team hereunder shall be cumulative and shall be in addition to every other right or remedy provided herein or now or hereafter existing at Law or in equity or by
statute or otherwise, and the exercise or beginning of the exercise by DB Team of any one or more of any of such rights or remedies shall not preclude the simultaneous or later exercise by DB Team of any or all other such rights or remedies.

17.6.3 Offset Rights

DB Team may deduct and offset any claim amount owing to it, provided such claim amount has been liquidated through the Dispute Resolution Procedures, as provided in Article 17.7 (Dispute Resolution Procedures) or otherwise, from and against any amounts DB Team may owe to GDOT pursuant hereto.

17.6.4 Limitations on Remedies

17.6.4.1 Notwithstanding any other provision of the DB Documents and except as forth in Article 17.6.4.2, to the extent permitted by applicable Law, GDOT shall not be liable for punitive damages or any indirect, incidental or consequential damages, whether arising out of breach of this Agreement or any DB Documents, tort (including negligence) or any other theory of liability, and DB Team releases GDOT from any such liability.

17.6.4.2 The foregoing limitation on GDOT’s liability for consequential damages shall not apply to or limit any right of recovery DB Team may have respecting the following:

(a) Losses arising out of fraud, criminal conduct, intentional misconduct (which does not include any intentional GDOT Default), recklessness, bad faith or gross negligence on the part of GDOT;

(b) Losses arising out of GDOT Release(s) of Hazardous Materials or Pre-Existing Hazardous Materials;

(c) Any amounts GDOT may owe or be obligated to reimburse under the express provisions of this Agreement for Compensation Events or events of termination;

(d) Any other specified amounts GDOT may owe or be obligated to reimburse to DB Team under the express provisions of the DB Documents;

(e) Interest and charges that the DB Documents expressly state are due from GDOT to DB Team; and

(f) Any credits, deductions or offsets that the DB Documents expressly provide to DB Team against amounts owing GDOT.

17.6.4.3 The measure of compensation available to DB Team as set forth in this Agreement for a Compensation Event or an event of termination shall constitute the sole and exclusive monetary relief and damages available to DB Team from the State or GDOT arising out of or relating to such event; and DB
Team irrevocably waives and releases any right to any other or additional damages or compensation from the State or GDOT. No award of compensation or damages shall be duplicative.

17.6.4.4 Without limiting the effect of Article 17.6.4.3, in the event GDOT wrongfully withholds an acceptance or consent required under this Agreement, or wrongfully issues an objection to or disapproval of a Submittal or other matter under this Agreement, DB Team’s sole remedies against GDOT shall be extensions of time to the extent provided in Article 14.1 for a Relief Event and damages to the extent provided in Article 14.2 for a Compensation Event.

17.6.5 Procedure for Payment of Judgments

Promptly after any final, non-appealable order or judgment awarding compensation or damages to DB Team, GDOT shall institute payment procedures as set forth in applicable Law.

17.7 Dispute Resolution Procedures

17.7.1 The Parties shall endeavor to resolve any Dispute that may arise between them through good faith negotiations and/or partnering in accordance with Volume 2, Section 2.1.3 (Partnering). If the Dispute is not resolved to the mutual satisfaction of all Parties within 30 days after written notification of such Dispute, or such longer time as is mutually agreed, the dispute shall next be submitted in accordance with Article 17.7.2.

17.7.2 If, despite good faith negotiations between the Parties, any Disputes are not resolved within 30 days after written notification of such Dispute, then the Dispute shall be submitted administratively to mediation as set forth below.

17.7.2.1 The Parties shall mutually select a private mediator to formally mediate the Disputes. If the Parties cannot mutually select a private mediator, GDOT shall select a mediator. Mediation shall normally be scheduled within 45 Calendar Days of notification of the decision by either party to submit the Dispute to mediation. GDOT and DB Team shall each pay one-half of the fees and administrative costs charged by the selected mediator.

17.7.2.2 The Parties, to provide economies of scale, may mutually agree in writing to submit one or more Disputes, whether or not factually related, to a single mediation. In such event, time periods may be extended by mutual written agreement to facilitate preparation for the mediation.

17.7.2.3 If the Dispute has not been settled within 45 Calendar Days following written notification of the Dispute to mediation or within such other period that the Parties may agree in writing, such Dispute may be submitted to litigation by either party in accordance with Article 17.7.4.

17.7.3 No litigation may be filed by either Party concerning any Dispute prior to using the procedure described in Article 17.7.2. This procedure is a condition precedent for any Party to commence a civil action for resolution of a Dispute.
17.7.4 All litigation between the Parties arising out of or pertaining to this Agreement or its breach shall be filed, heard and decided in the Superior Court of Fulton County, Georgia, which shall have exclusive jurisdiction and venue pursuant to O.C.G.A. § 50-21-1. Each Party shall bear its own attorney’s fees and costs in any dispute or litigation arising out of or pertaining to this Agreement, and no Party shall seek or accept an award of attorney’s fees or costs.

Article 18 RESERVED

Article 19 TERMINATION

19.1 Termination for Convenience

19.1.1 GDOT may terminate this Agreement, if GDOT determines, in its sole discretion, that a termination is in GDOT’s best interest (a “Termination for Convenience”). Termination of this Agreement shall not relieve GDOT, DB Team or any Guarantor or Surety of its obligation for any claims arising prior to termination.

19.1.2 GDOT may exercise Termination for Convenience by delivering to DB Team a written notice of termination for Convenience specifying the election to terminate. Termination for Convenience shall be effective as and when provided in Exhibit 20 (Terms for Termination Compensation).

19.1.3 In the event of a Termination for Convenience, DB Team will be entitled to compensation determined in accordance with Exhibit 20 (Terms for Termination Compensation). Payment will be due and payable as and when provided in Exhibit 20.

19.1.4 If GDOT terminates this Agreement on grounds or in circumstances beyond GDOT’s termination rights specifically set forth in this Agreement, such termination shall be deemed a Termination for Convenience for the purpose of determining the Termination Compensation due.

19.2 Reserved

19.3 Termination for DB Team Default

19.3.1 DB Team Defaults Triggering GDOT Termination Rights

The following DB Team Defaults (each a “Default Termination Event”), and no other DB Team Defaults, shall entitle GDOT, at its sole election, to terminate this Agreement, effective immediately upon delivery of written notice of termination to DB Team. DB Team agrees and acknowledges and stipulates that any of the following DB Team Defaults would result in material and substantial harm to GDOT’s rights and interests under this Agreement and therefore constitute a material DB Team Default justifying termination if not cured within the applicable cure period, if any.

19.3.1.1 The DB Team fails to achieve Substantial Completion by the Substantial Completion Deadline, as the same may be extended pursuant to this Agreement;
19.3.1.2 There occurs any other DB Team Default for which GDOT issues a Warning Notice under Article 17.2 (Warning Notice) or Article 17.3 (Other Effects of Warning Notice), and such DB Team Default is not fully and completely cured within the applicable cure period, if any, set forth in Article 17.2.2.1 or Article 17.3:

19.3.1.3 There occurs any DB Team Default under Article 17.1.1.11 or Article 17.1.1.12; or

19.3.1.4 The DB Team fails to diligently prosecute and adhere to the requirements of any remedial action plan as provided and accepted by GDOT pursuant to Article 17.3.5 (Remedial Action Plan Delivery and Implementation).

19.3.2 Compensation to DB Team

If GDOT issues notice of termination of this Agreement due to a Default Termination Event, or if DB Team terminates this Agreement on grounds or in circumstances beyond DB Team’s termination rights specifically set forth in this Agreement, DB Team will be entitled to compensation to the extent, and only to the extent, provided in Exhibit 20 (Terms for Termination Compensation). Payment shall be due and payable as and when provided in Exhibit 20.

19.3.3 Finality

If GDOT issues notice of termination of this Agreement due to a Default Termination Event, termination shall be effective and final immediately upon delivery of written notice as provided in Article 19.3.1 (DB Team Defaults Triggering GDOT Termination Rights) regardless of whether GDOT is correct in determining that GDOT has the right to terminate for DB Team Default. In the event it is determined that GDOT lacked such right, then such termination shall be treated as a Termination for Convenience as provided in Article 19.1.4 for the purpose of determining the Termination Compensation due.

19.4 Termination for GDOT Default, Suspension of Work, Force Majeure Event, or Materially Delayed Notice to Proceed

19.4.1 In the event of a material GDOT Default under Article 17.5.1.1 (failure to pay money due) that remains uncured following notice and expiration of the applicable cure period under Article 17.5.2 (Cure Periods), DB Team may deliver to GDOT a further written notice setting forth such GDOT Default and warning GDOT that DB Team may elect to terminate this Agreement and if GDOT does not cure such GDOT Default within 60 days after the delivery of such notice with respect to a GDOT Default under Article 17.5.1.1. GDOT may avoid termination by effecting cure within such 60-day period. Failing such cure, DB Team shall have the right to terminate this Agreement, effective immediately upon delivery of written notice of termination to GDOT. In the event of such termination, DB Team will be entitled to compensation determined in accordance with Exhibit 20 (Terms for Termination Compensation). Payment shall be due and payable as and when provided in Exhibit 20. Any Dispute arising out of the determination of such compensation shall be resolved according to the Dispute Resolution Procedures.
19.4.2 In the event (i) GDOT orders DB Team to suspend Work on all or any material portion of the Project for a reason other than those set forth in Article 17.3.7.1, or (ii) as a result of a Force Majeure Event, and such suspension of Work continues for a period of 180 consecutive days or more, DB Team shall have the right to terminate this Agreement, effective immediately upon delivery of written notice of termination to GDOT. In the event of such termination, DB Team will be entitled to compensation determined in accordance with Exhibit 20 (Terms for Termination Compensation). Payment shall be due and payable as and when provided in Exhibit 20. Any Dispute arising out of the determination of such compensation shall be resolved according to the Dispute Resolution Procedures.

19.4.3 In the event GDOT, due to no fault of a DB Team-Related Entity or other than because the NEPA Finality Date has not occurred, does not issue NTP 1, NTP 2, or NTP 3 within 365 days after the anticipated issuance date set forth in Article 3.3 (Contract Time, Date of Commencement, and Notice to Proceed), DB Team shall have the right to terminate this Agreement, effective immediately upon delivery of written notice of termination to GDOT. In the event of such termination, DB Team will be entitled to compensation determined in accordance with Exhibit 20. Payment shall be due and payable as and when provided in Exhibit 20. Any Dispute arising out of the determination of such compensation shall be resolved according to the Dispute Resolution Procedures.

19.4.4 If DB Team issues notice of termination of this Agreement due to a material GDOT Default under Article 17.5.1.1, termination shall be effective and final immediately upon delivery as provided in Article 19.4.1 regardless of whether DB Team is correct in determining that it has the right to terminate for such GDOT Default. In the event it is determined that DB Team lacked such right, then such termination shall be treated as a termination due to material DB Team Default and Article 19.3.2 (Compensation to DB Team) shall govern the measure of the Termination Compensation.

19.5 Termination Procedures and Duties

19.5.1 Upon expiration of the Term or any earlier termination of this Agreement for any reason, including due to GDOT Default, the provisions of this Article 19.5 shall apply. DB Team shall timely comply with such provisions independently of, and without regard to, the timing for determining, adjusting, settling and paying any amounts due DB Team or GDOT on account of termination.

19.5.2 In any case where notice of termination precedes the effective Early Termination Date:

19.5.2.1 DB Team shall continue performing the Work in accordance with, and without excuse from, all the standards, requirements and provisions of the DB Documents, and without curtailment of services, quality and performance;

19.5.2.2 Reserved

19.5.2.3 At GDOT’s option, GDOT may increase the level of its monitoring, inspection, sampling, measuring, testing, auditing and oversight of the Project and DB Team’s compliance with the obligations under the DB
Documents, to such level as GDOT reasonably sees fit to protect against curtailment of services, quality and performance; and

19.5.2.4 Within three days after receipt of a notice of termination, DB Team shall meet and confer with GDOT for the purpose of developing an interim transition plan for the orderly transition of Work, demobilization and transfer of the Project control to GDOT. The Parties shall use diligent efforts to complete preparation of the interim transition plan within 15 days after the date DB Team receives the notice of termination. The Parties shall use diligent efforts to complete a final transition plan within 30 days after such date. The transition plan shall be in form and substance acceptable to GDOT in its good faith discretion and shall include and be consistent with the other provisions and procedures set forth in this Article 19.5 (Termination Procedures and Duties), all of which procedures DB Team shall immediately follow, regardless of any delay in preparation or acceptance of the transition plan.

19.5.3 On the Termination Date, or as soon thereafter as is possible, DB Team shall relinquish and surrender full control and possession of the Project to GDOT, and shall cause all persons and entities claiming under or through DB Team to do likewise, in at least the condition required by the Termination turnover requirements.

19.5.4 On the later of the Termination Date or the date DB Team relinquishes full control and possession, GDOT shall assume responsibility, at its expense, for the Project, subject to any rights to damages that GDOT has against DB Team where the termination is due to a Default Termination Event.

19.5.5 Reserved

19.5.6 Reserved

19.5.7 Within 30 days after notice of termination is delivered, DB Team shall provide GDOT with a true and complete list of all materials, goods, machinery, equipment, parts, supplies and other property in inventory or storage (whether held by DB Team or any Person or entity on behalf of or for the account of DB Team) for use in or respecting the Work or the Project, or on order or previously completed but not yet delivered from Suppliers for use in or respecting the Work or the Project. In addition, on or about the Termination Date, DB Team shall transfer title and deliver to GDOT or GDOT's Authorized Representative, through bills of sale or other documents of title, as directed by GDOT, all such materials, goods, machinery, equipment, parts, supplies and other property.

19.5.8 DB Team shall take all action that may be necessary, or that GDOT may direct, for the protection and preservation of the Project, the Work and such materials, goods, machinery, equipment, parts, supplies and other property.

19.5.9 On or about the Termination Date, DB Team shall execute and deliver to GDOT the following, together with an executed bill of sale or other written instrument, in form and substance acceptable to GDOT, acting reasonably, assigning and transferring to GDOT all of DB Team’s right, title and interest in and to the following:
19.5.9.1 All completed or partially completed drawings (including plans, elevations, sections, details and diagrams), specifications, designs, Design Documents, Record Drawings, surveys, and other documents and information pertaining to the design or construction of the Project or the Utility Adjustments;

19.5.9.2 All samples, borings, boring logs, geotechnical data and similar data and information relating to the Project;

19.5.9.3 All books, records, reports, test reports, studies and other documents of a similar nature relating to the Work, the Project;

19.5.9.4 All data and information relating to the use of the Project, including all studies, reports, and other information provided that the transfer of any Intellectual Property shall be subject to Article 22.4 (Intellectual Property); and

19.5.9.5 All other work product and Intellectual Property used or owned by DB Team or any Affiliate relating to the Work, the Project, provided that the transfer of any Intellectual Property shall be subject to Article 22.4 (Intellectual Property).

19.5.10 Reserved

19.5.11 On or about the Termination Date, DB Team shall execute and deliver to GDOT a written assignment, in form and substance acceptable to GDOT, acting reasonably, of all DB Team’s right, title and interest in and to all warranties, claims and causes of action held by DB Team against third parties in connection with the Project or the Work.

19.5.12 DB Team shall otherwise assist GDOT in such manner as GDOT may require prior to and for a reasonable period following the Termination Date to ensure the orderly transition of the Project and its management to GDOT.

19.6 Reserved

19.7 Contracts and Agreements

19.7.1 Regardless of GDOT’s prior actual or constructive knowledge thereof, no contract or agreement to which DB Team is a party (unless GDOT is also a party thereto) as of the Termination Date shall bind GDOT, unless GDOT elects to assume such contract or agreement in writing. Except in the case of GDOT’s express written assumption, no such contract or agreement shall entitle the contracting party to continue performance of work or services respecting the Project following DB Team’s relinquishment to GDOT of possession and control of the Project, or to any claim, legal or equitable, against GDOT.

19.8 Liability After Termination; Final Release

19.8.1 No termination of this Agreement shall excuse either Party from any liability arising out of any default as provided in this Agreement that occurred prior to termination. Notwithstanding the foregoing, any termination of this Agreement shall
automatically extinguish any claim of DB Team to payment of Compensation Amounts for adverse cost and revenue impacts accruing after the Early Termination Date from Compensation Events that occurred prior to termination.

19.8.2 If this Agreement is terminated under Article 19.1 (Termination for Convenience), Article 19.3.1 (DB Team Defaults Triggering GDOT Termination Rights), Article 19.4 (Termination for GDOT Default, Suspension of Work, Force Majeure Event, or Materially Delayed Notice to Proceed), or Article 19.11 (Termination by Court Ruling), then GDOT’s payment to DB Team of the amounts required thereunder (if any) shall constitute full and final satisfaction of, and upon payment GDOT shall be forever released and discharged from, any and all claims, causes of action, suits, demands and Losses, known or unknown, suspected or unsuspected, that DB Team may have against GDOT arising out of or relating to this Agreement or termination thereof, or the Project, are unresolved at the time of such payment and are not related to termination or Termination Compensation. Upon such payment, DB Team shall execute and deliver to GDOT all such releases and discharges as GDOT may reasonably require to confirm the foregoing, but no such written release and discharge shall be necessary to give effect to the foregoing satisfaction and release.

19.9 Exclusive Termination Rights

This Article 19 (Termination), together with the express provisions on termination set forth in Article 17.3.1 (Termination) and 17.6.1 (Termination & Suspension), contain the entire and exclusive provisions and rights of GDOT and DB Team regarding termination of this Agreement, and any and all other rights to terminate at law or in equity are hereby waived to the maximum extent permitted by Law.

19.10 Access to Information

DB Team shall conduct all discussions and negotiations to determine any Termination Compensation, and shall share with GDOT all data, documents and information pertaining thereto, on an Open Book Basis.

19.11 Termination by Court Ruling

19.11.1 Except in the circumstances described in Exhibit 20 (Terms for Termination Compensation), Termination by Court Ruling means, and becomes effective upon, (a) issuance of a final order by a court of competent jurisdiction to the effect that this Agreement is void and/or unenforceable or impossible to perform in its entirety, (b) issuance of a final order by a court of competent jurisdiction upholding the binding effect on DB Team or GDOT of a Change in Law that causes impossibility of performance of a fundamental obligation by DB Team or GDOT under the DB Documents or impossibility of exercising a fundamental right granted to DB Team under the DB Documents, (c) occurrence of the circumstances described in Article 24.13.2, or (d) issuance of a final order by a court of competent jurisdiction to the effect that a material provision under the DB Documents is void and/or unenforceable so as to deprive DB Team of its ability to exercise a fundamental right granted to DB Team under the DB Documents and such inability resulting from such order cannot be otherwise remedied through a Compensation Event, Relief Event or other contractual remedy. The final court order shall be treated as the notice of termination.
19.11.2 Once Termination by Court Ruling becomes effective, GDOT and DB Team shall cooperate to implement Articles 19.5 (Termination Procedures and Duties), 19.8 (Liability After Termination; Final Release), and 19.10 (Access to Information).

19.11.3 Notwithstanding Article 19.11.2, if a Termination by Court Ruling occurs, DB Team shall be entitled to compensation to the extent, and only to the extent, provided in Exhibit 20 (Terms for Termination Compensation). Payment shall be due and payable as and when provided in Exhibit 20. Any Dispute arising out of the determination of such compensation shall be resolved according to the Dispute Resolution Procedures.

Article 20 RESERVED

Article 21 ASSIGNMENT AND TRANSFER

21.1 Restrictions on Assignment, Subletting and Other Transfers

21.1.1 DB Team shall not voluntarily or involuntarily sell, assign, convey transfer, pledge, mortgage or otherwise encumber the DB Team’s Interest or any portion thereof without GDOT’s prior written acceptance (including under any Direct Agreement), except:

21.1.1.1 To any entity that is under the same ultimate management control as DB Team.

21.1.2 DB Team shall not grant any other special occupancy or use of the Project to any other Person that is not in the ordinary course of DB Team performing the Work, without GDOT’s prior written acceptance.

21.1.3 Any sale, assignment, conveyance, transfer, pledge, mortgage, encumbrance, or grant of other special occupancy or use in violation of this provision shall be null and void ab initio and GDOT may, by Warning Notice, declare any such attempted action to be a material DB Team Default.

21.2 Standards and Procedures for GDOT Acceptance

21.2.1 Where GDOT’s prior acceptance is required for a proposed sale, assignment, conveyance, transfer, pledge, mortgage, encumbrance, sublease or grant of other special occupancy or use, or for any proposed Change of Control, GDOT may withhold or condition its acceptance in its sole discretion. Any such decision of GDOT to withhold consent shall be final, binding and not subject to the Dispute Resolution Procedures.

21.2.2 Thereafter, GDOT shall not unreasonably withhold its acceptance thereto. Among other reasonable factors and considerations, it shall be reasonable for GDOT to withhold its acceptance if:

21.2.2.1 DB Team fails to demonstrate to GDOT’s reasonable satisfaction that the proposed assignee, sublessee, grantee or transferee, or the
proposed transferee of rights and/or equity interests that would amount to a Change of Control (for purposes of these Articles 21.2 (Standards and Procedures for GDOT Acceptance) through 21.5 (Change of Organization or Name), collectively the “Transferee”), and its proposed contractors (a) have the financial resources, qualifications and experience to timely perform DB Team’s obligations under the DB Documents and Principal Project Documents and (b) are in compliance with GDOT’s rules, regulations and adopted written policies regarding organizational conflicts of interest;

21.2.2.2 Less than all of DB Team’s Interest is proposed to be assigned, conveyed, transferred, pledged, mortgaged, encumbered, or granted;

or

21.2.2.3 At the time of the proposed sale, assignment, conveyance, transfer, pledge, mortgage, encumbrance, sublease or grant of other special occupancy or use requiring GDOT’s prior acceptance, or of any proposed Change of Control, there exists any uncured DB Team Default or any event or circumstance that with the lapse of time, the giving of notice or both would constitute a DB Team Default, unless GDOT receives from the proposed Transferee assurances of cure and performance acceptable to GDOT in its good faith discretion.

21.2.3 GDOT will accept or disapprove within 30 days after it receives from DB Team a Submittal consisting of a request for acceptance together with (a) a reasonably detailed description of the proposed transaction, (b) such information, evidence and supporting documentation as GDOT may request concerning the identity, financial resources, qualifications, experience and potential conflicts of interest of the proposed Transferee and its proposed contractors and (c) such evidence of organization and authority, and such incumbency certificates, certificates regarding debarment or suspension, and other certificates, representations and warranties as GDOT may reasonably request. GDOT will evaluate the identity, financial resources, qualifications, experience and potential conflicts of interest using the same standards and criteria that it is then currently applying, or if there is no current application, then the same standards and criteria it most recently applied, to the evaluation of Persons responding to GDOT requests for qualifications for concession or similar agreements for comparable projects and facilities.

21.2.4 If for any reason GDOT does not act within such 30-day period, or any extension thereof by mutual agreement of the Parties, then the provisions of Article 6.3.4.2 shall apply.

21.3 Assignment by GDOT

GDOT may assign all or any portion of its rights, title and interests in and to the DB Documents, payment and performance bond(s), guarantees, and other security for payment or performance, (a) without DB Team’s consent, to any other Person that succeeds to the governmental powers and authority of GDOT, and (b) to others with the prior written consent of DB Team.
21.4 Notice and Assumption

21.4.1 Assignments and transfers of the DB Team’s Interest permitted under this Article 21 (Assignment and Transfer) (other than pursuant to Article 21.1.1.1) or otherwise accepted in writing by GDOT shall be effective only upon GDOT’s receipt of written notice of the assignment or transfer and a written recordable instrument executed by the Transferee, in form and substance acceptable to GDOT, in which the Transferee, without condition or reservation, assumes all of DB Team’s obligations, duties and liabilities under the DB Documents and agrees to perform and observe all provisions thereof applicable to DB Team.

21.4.2 Each Transferee, including any Person who acquires the DB Team’s Interest pursuant to foreclosure, transfer in lieu of foreclosure or similar proceeding, shall take the DB Team’s Interest subject to, and shall be bound by, the Management Plans, the Key Contracts, the Standard Utility Agreements, all agreements between the transferee and railroads, the Governmental Approvals, and all agreements between the transferee and Governmental Entities with jurisdiction over the Project or the Work, except to the extent otherwise accepted by GDOT in writing in its good faith discretion.

21.4.3 Except with respect to assignments and transfers pursuant to foreclosure, transfer in lieu of foreclosure or similar proceeding, the transferee and Transferee shall give GDOT written notice of the assignment not less than 30 days prior to the effective date thereof.

21.5 Change of Organization or Name

21.5.1 DB Team shall not change the legal form of its organization in a manner that adversely affects GDOT’s rights, protections and remedies under the DB Documents without the prior written acceptance of GDOT, which consent may be granted or withheld in GDOT’s sole discretion.

21.5.2 In the event either Party changes its name, such Party agrees to promptly furnish the other Party with written notice of change of name and appropriate supporting documentation.

Article 22 RECORDS AND AUDITS; INTELLECTUAL PROPERTY

22.1 Maintenance and Inspection of Records

22.1.1 DB Team shall keep and maintain at a single location as approved by GDOT all books, records and documents relating to the Project, Utility Adjustments or Work, including copies of all original documents delivered to GDOT, as set forth in Exhibit 24. DB Team shall keep and maintain such books, records and documents in accordance with applicable provisions of the DB Documents, Volume 2, Section 2 (Project Management), and of the Management Plans, and in accordance with Good Industry Practice. DB Team shall notify GDOT where such records and documents are kept.

22.1.2 DB Team shall make all its books, records and documents available for inspection by GDOT, its representatives and legal counsel at DB Team’s principal offices
in Georgia, at all times during normal business hours, without charge. GDOT may conduct any such inspection upon 48 hours' prior written notice, or unannounced and without prior notice where there is good faith suspicion of fraud. The right of inspection includes the right to make extracts and take notes. The provisions of this Article 22.1.2 are subject to the following:

22.1.2.1 DB Team reserves the right to assert exemptions from disclosure for information that would be exempt under applicable State Law from discovery or introduction into evidence in legal actions; and

22.1.2.2 Unless otherwise lawfully required by the FHWA, federal Law or the Open Government Laws, DB Team may make available copies of books, records and documents containing trade secrets and confidential proprietary information with such information redacted. Unless otherwise lawfully required by the FHWA, federal Law or the Open Government Laws, GDOT shall have no right to make extracts of such trade secrets and confidential proprietary information except in connection with resolution of Disputes.

22.1.2.3 DB Team shall retain records and documents for a minimum of five years after the date the record or document is generated; provided that if the DB Documents or applicable Law specify any longer time period for retention of particular records, such time period shall control. With respect to records and documents generated prior to Final Acceptance, the time period for retention shall commence upon Final Acceptance. Notwithstanding the foregoing, all records which relate to any actions brought forth under the Dispute Resolution Procedures shall be retained and made available until any later date that such actions are finally resolved. Refer to Attachment 1 to Exhibit 8 regarding applicable Federal Requirements.

22.2 Audits

22.2.1 GDOT shall have such rights to review and audit DB Team, its Contractors and their respective books and records as and when GDOT deems necessary for purposes of verifying compliance with the DB Documents and applicable Law. Without limiting the foregoing, GDOT shall have the right to audit DB Team’s Management Plans and compliance therewith, including the right to inspect Work and/or activities and to verify the accuracy and adequacy of the Management Plans and its component parts, plans and other documentation. GDOT may conduct any such audit of books and records upon 48 hours’ prior written notice, or unannounced and without prior notice where there is good faith suspicion of fraud.

22.2.2 All claims filed against GDOT shall be subject to audit at any time following the filing of the claim. The audit may be performed by employees of GDOT or by an auditor under contract with GDOT. Notice shall not be required before commencing any audit prior to 60 days after the expiration of the term of this Agreement. Thereafter, GDOT shall provide 20 days’ notice to DB Team, any Contractors or their respective agents before commencing an audit. DB Team, Contractors or their agents shall provide adequate facilities, acceptable to GDOT, for the audit during normal business hours. DB Team, Contractors or their agents shall cooperate with the auditors. Failure of DB Team, Contractors or their agents to maintain and retain sufficient books and records to allow the auditors to verify all or a portion of the claim or to permit the
Auditor access to such books and records shall constitute a waiver of the claim and shall bar any recovery thereunder. At a minimum, the auditors shall have available to them the following documents relating to the claim:

(a) Daily time sheets and supervisor’s daily reports;
(b) Union agreements;
(c) Insurance, welfare, and benefits records;
(d) Payroll registers;
(e) Earnings records;
(f) Payroll tax forms;
(g) Material invoices and requisitions;
(h) Material cost distribution work sheet;
(i) Equipment records (list of company equipment, rates, etc.);
(j) Contractors’ (including Suppliers’) invoices;
(k) Contractors’ and agents’ payment certificates;
(l) Canceled checks (payroll and Suppliers);
(m) Job cost report;
(n) Job payroll ledger;
(o) General ledger;
(p) Cash disbursements journal;
(q) All documents that relate to each and every claim together with all documents that support the amount of damages as to each claim; and
(r) Work sheets used to prepare the claim establishing (a) the cost components of the claim, including labor, benefits and insurance, materials, equipment, Contractors, all documents that establish the time periods, individuals involved, the hours for the individuals, and the rates for the individuals, and (b) the lost revenue components of the claim.

22.2.3 Full compliance by DB Team with the provisions of this Article 22.2 (Audits) is a contractual condition precedent to DB Team’s right to seek relief on a Dispute under Article 17.7 (Dispute Resolution Procedures).
22.2.4 Any rights of the FHWA to review and audit DB Team, its Contractors and their respective books and records are set forth in Attachment 1 to Exhibit 8 (Federal Requirements).

22.2.5 GDOT’s right of audit include the right to observe the business operations of DB Team and its Contractors to confirm the accuracy of books and records.

22.2.6 DB Team represents and warrants the completeness and accuracy in all material respects of all information it or its agents provides in connection with GDOT audits, and shall cause all Contractors other than Governmental Entities acting as Contractors to warrant the completeness and accuracy in all material respects of all information such Contractors provide in connection with GDOT audits.

22.2.7 Nothing in the DB Documents shall in any way limit the constitutional and statutory powers, duties and rights of elected State officials, including the independent rights of the State Auditor, in carrying out his or her legal authority. DB Team understands and acknowledges that (a) the State auditor may conduct an audit or investigation of any entity receiving funds from the State directly under this Agreement or indirectly through a Contract, (b) acceptance of funds directly under this Agreement or indirectly through a Contract acts as acceptance of the authority of the State auditor to conduct an audit or investigation in connection with those funds, and (c) an entity that is the subject of an audit or investigation must provide the State auditor with access to any information the State auditor considers relevant to the investigation or audit.

22.3 Open Government Laws and Freedom of Information Act

22.3.1 DB Team acknowledges and agrees that all Submittals, records, documents, drawings, Plans, specifications and other materials in GDOT’s possession, including materials submitted by DB Team to GDOT (whether directly or indirectly), are subject to the provisions of the Open Government Laws, subject only to certain exceptions and exemptions contained therein. DB Team also acknowledges that, pursuant to O.C.G.A. § 50-18-70(a), “records received or maintained by a private person, firm, corporation, or other private entity in the performance of a service or function for or on behalf of an agency, a public agency, or a public office shall be subject to disclosure to the same extent that such records would be subject to disclosure if received or maintained by such agency, public agency, or public office.” If DB Team believes information or materials submitted or otherwise made available to GDOT constitute trade secrets, proprietary information or other information that is not subject to the Open Government Laws or is excepted from disclosure under the Open Government Laws, DB Team shall be solely responsible for specifically and conspicuously designating that information by placing “CONFIDENTIAL” in the center header of each such document or page affected, as it determines to be appropriate. Any specific proprietary information, trade secrets or confidential commercial and financial information shall be clearly identified as such, and shall be accompanied by a concise statement of reasons supporting the claim. Nothing contained in this Article 22.3.1 shall modify or amend requirements and obligations imposed on GDOT by the Open Government Laws or other applicable Law, and the provisions of the Open Government Laws or other Laws shall control in the event of a conflict between the procedures described above and the applicable Law. DB Team is advised to contact legal counsel concerning such Law and its application to DB Team.
22.3.2 If GDOT receives a request for public disclosure of materials marked “CONFIDENTIAL,” GDOT (as the case may be) will endeavor to notify DB Team of the request. DB Team may seek a protective order or other appropriate remedy. If GDOT determines in good faith that the materials identified as “CONFIDENTIAL” are not exempt from the Open Government Laws, GDOT will release the requested information within the applicable statutory time period, unless otherwise directed by an order of a court of competent jurisdiction. GDOT shall make the final determination regarding whether the requested information is to be disclosed or withheld.

22.3.3 In the event of any proceeding or litigation concerning the disclosure of any material submitted by DB Team to GDOT, DB Team shall be fully responsible for otherwise prosecuting or defending any action concerning the materials at its sole cost and risk; provided, however, that the Attorney General shall represent GDOT, which will participate in the litigation in such manner as they each may deem necessary or desirable. Except in the case of GDOT’s voluntary intervention in litigation, DB Team shall pay and reimburse GDOT (as the case may be) within 30 days after receipt of written demand and reasonable supporting documentation for all costs and fees, including attorneys’ fees and costs, GDOT incurs in connection with any litigation, proceeding or request for disclosure.

22.3.4 DB Team further acknowledges and agrees that all Submittals, records, documents, drawings, Plans, specifications and other materials in FHWA’s possession may also be subject to disclosure under federal Law, including the Freedom of Information Act. DB Team’s rights and obligations with respect to such disclosure shall be in accordance with such federal Law.

22.4 Intellectual Property

22.4.1 All Proprietary Intellectual Property, including with respect to Technology Enhancements, Source Code and Source Code Documentation, shall remain exclusively the property of DB Team or its Affiliates or Contractors that supply the same, notwithstanding any delivery of copies thereof to GDOT.

22.4.2 GDOT shall have and is hereby granted a nonexclusive, transferable, irrevocable, fully paid up right and license to use, reproduce, modify, adapt and disclose, and sublicense others to use, reproduce, modify, adapt and disclose, the Proprietary Intellectual Property of DB Team, including with respect to Technology Enhancements, Source Code and Source Code Documentation, solely in connection with the Project and any Highway, tolled or not tolled, owned and operated by GDOT or a State or regional Governmental Entity.

22.4.3 Subject to the license and rights granted to GDOT pursuant to Article 22.4.2, GDOT shall not at any time sell any Proprietary Intellectual Property of DB Team or use, reproduce, modify, adapt and disclose, or allow any party to use, reproduce, modify, adapt and disclose, any such Proprietary Intellectual Property for any other purpose not consistent with Article 22.4.2 above.

22.4.4 The right to transfer the license is limited to any Governmental Entity that succeeds to the power and authority of GDOT generally or with respect to the Project.
22.4.5 The right to sublicense is limited to State or regional Governmental Entities that own or operate a Highway or other road, tolled or not tolled, and to the concessionaires, contractors, subcontractors, employees, attorneys, consultants and agents that are retained by or on behalf of GDOT or any such State or regional Governmental Entity in connection with the Project or another Highway or other road, tolled or untolled. All such sublicenses shall be subject to Article 22.4.6.

22.4.6 Subject to Article 22.3 (Open Government Laws and Freedom of Information Act), GDOT shall:

   22.4.6.1 Not disclose any Proprietary Intellectual Property of DB Team to any Person other than authorized transferees and sublicensees who agree to be bound by any confidentiality obligations of GDOT relating thereto;

   22.4.6.2 Enter into a commercially reasonable confidentiality agreement if requested by DB Team with respect to the licensed Proprietary Intellectual Property; and

   22.4.6.3 Include, or where applicable require such State or regional Governmental Entity to include, in the contract with the sublicensee its covenant to employ sound business practices no less diligent than those used for its own confidential information, and no less diligent than required by commercially reasonable standards of confidentiality, to protect all Proprietary Intellectual Property of DB Team and other materials provided under the sublicense against disclosure to third parties not in receipt of a sublicense, and to use the sublicense only for the permitted purposes.

22.4.7 Notwithstanding any contrary provision of the DB Documents, in no event shall GDOT or any of their respective directors, officers, employees, consultants or agents be liable to DB Team, any Affiliate or any Contractor for any damages, including loss of profit, arising out of breach of the duty of confidentiality set forth in Article 22.4.6 if such breach is not the result of gross negligence or intentional misconduct or is required under the provisions of the Open Government Laws or a court order or other legal requirement.

22.4.8 DB Team shall continue to have a full and complete right to use any and all duplicates or other originals of its Proprietary Intellectual Property in any manner it chooses.

22.4.9 With respect to any Proprietary Intellectual Property, including with respect to Technology Enhancements, Source Code and Source Code Documentation, owned by a Person other than DB Team, including any Affiliate, and other than GDOT or a Governmental Entity acting as a Contractor, DB Team shall obtain from such owner, concurrently with execution of any contract, subcontract or purchase order with such owner or with the first use or adaptation of the Proprietary Intellectual Property in connection with the Project, for DB Team and GDOT, nonexclusive, transferable, irrevocable, fully paid up licenses to use, reproduce, modify, adapt and disclose such Proprietary Intellectual Property solely in connection with the Project and any Highway, tolled or not tolled, owned and operated by GDOT or a State or regional Governmental Entity, of at least identical scope, purpose, duration and applicability as the license granted under Article 22.4.1. The foregoing requirement shall not apply, however, to
mass-marketed software products (sometimes referred to as “shrink wrap software”) owned by such a Person where such a license cannot be extended to GDOT using commercially reasonable efforts. The limitations on sale, transfer, sublicensing and disclosure by GDOT set forth in Articles 22.4.3 through 22.4.6 shall also apply to GDOT’s licenses in such Proprietary Intellectual Property.

22.5 Reserved

Article 23 FEDERAL REQUIREMENTS

23.1 Compliance with Federal Requirements

DB Team shall comply and require its Contractors to comply with all Federal Requirements applicable to transportation projects that receive federal credit or funds, including those set forth in Exhibit 8 (Federal Requirements). In the event of any conflict between any applicable Federal Requirements and the other requirements of the DB Documents, the Federal Requirements shall prevail, take precedence and be in force over and against any such conflicting provisions.

23.2 Role of and Cooperation with FHWA

DB Team acknowledges and agrees that FHWA will have certain approval rights with respect to the Project, including the right to provide certain oversight and technical services with respect to the Work. DB Team shall cooperate with FHWA in the reasonable exercise of FHWA’s duties and responsibilities in connection with the Project and shall provide such assistance and information as may be required by GDOT to comply with FHWA reporting requirements.

Article 24 MISCELLANEOUS

24.1 Taxes

DB Team shall pay, prior to delinquency, all applicable Taxes. DB Team shall have no right to a Compensation Event or a Relief Event due to its misinterpretation of Laws respecting Taxes or incorrect assumptions regarding applicability of Taxes.

24.2 Amendments

The DB Documents may be amended only by a written instrument duly executed by the Parties or their respective successors or assigns, except to the extent expressly provided otherwise in this Agreement.

24.3 Waiver

24.3.1 No waiver of any term, covenant or condition of this Agreement or the other DB Documents shall be valid unless in writing and signed by the obligee Party.

24.3.2 The exercise by a Party of any right or remedy provided under this Agreement or the other DB Documents shall not waive or preclude any other or further exercise thereof or the exercise of any other right or remedy. No waiver by any Party of any right or remedy under this Agreement or the other DB Documents shall be deemed
to be a waiver of any other or subsequent right or remedy under this Agreement or the other DB Documents. The consent by one Party to any act by the other Party requiring such consent shall not be deemed to render unnecessary the obtaining of consent to any subsequent act for which consent is required, regardless of whether similar to the act for which consent is given.

24.3.3 Except as provided otherwise in the DB Documents, no act, delay or omission done, suffered or permitted by one Party or its agents shall be deemed to waive, exhaust or impair any right, remedy or power of such Party hereunder, or to relieve the other Party from the full performance of its obligations under this Agreement or the other DB Documents.

24.3.4 Either Party’s waiver of any breach or failure to enforce any of the terms, covenants, conditions or other provisions of the DB Documents at any time shall not in any way limit or waive that Party’s right thereafter to enforce or compel strict compliance with every term, covenant, condition or other provision, any course of dealing or custom of the trade notwithstanding. Furthermore, if the Parties make and implement any interpretation of the DB Documents without documenting such interpretation by an instrument in writing signed by both Parties, such interpretation and implementation thereof will not be binding in the event of any future Disputes.

24.3.5 Subject to Article 14.2.7, the acceptance of any payment or reimbursement by a Party shall not waive any preceding or then-existing breach or default by the other Party of any term, covenant or condition of this Agreement or the other DB Documents, other than the other Party’s prior failure to pay the particular amount or part thereof so accepted, regardless of the paid party’s knowledge of such preceding or then-existing breach or default at the time of acceptance of such payment or reimbursement. Nor shall such acceptance continue, extend or affect: (a) the service of any notice, any Disputes or final judgment; (b) any time within which the other Party is required to perform any obligation; or (c) any other notice or demand.

24.4 Independent Contractor

24.4.1 DB Team is an independent contractor, and nothing contained in the DB Documents shall be construed as constituting any relationship with GDOT other than that of an independent contractor under this Agreement.

24.4.2 Nothing in the DB Documents is intended or shall be construed to create any partnership, joint venture or similar relationship between GDOT and DB Team; and in no event shall either Party take a position in any tax return or other writing of any kind that a partnership, joint venture or similar relationship exists. While the term “public-private partnership” may be used on occasion to refer to contractual relationships of the type hereby created, the Parties do not thereby express any intention to form or hold themselves out as a de jure or de facto partnership, joint venture or similar relationship, to share net profits or net losses, or to give GDOT control or joint control over DB Team’s financial decisions or discretionary actions concerning the Project and Work.

24.4.3 In no event shall the relationship between GDOT and DB Team be construed as creating any relationship whatsoever between GDOT and DB Team’s employees. Neither DB Team nor any of its employees is or shall be deemed to be an employee of GDOT. Except as otherwise specified in the DB Documents, DB Team has
sole authority and responsibility to employ, discharge and otherwise control its employees and has complete and sole responsibility as a principal for its agents, for all Contractors and for all other Persons that DB Team or any Contractor hires to perform or assist in performing the Work.

24.5 Successors and Assigns

The DB Documents shall be binding upon and inure to the benefit of GDOT and DB Team and their permitted successors, assigns and legal representatives.

24.6 Designation of Representatives; Cooperation with Representatives

24.6.1 GDOT and DB Team shall each designate an individual or individuals who shall be authorized to make decisions and bind the Parties on matters relating to the DB Documents ("Authorized Representative"). In addition, for purposes of Project administration and oversight to be performed by GDOT as provided in this Agreement, GDOT shall designate an individual or individuals who shall be authorized to make decisions and bind GDOT and upon such person(s) direction DB Team may rely. Exhibit 22 provides the initial Authorized Representative designations. A Party may change such designations by a subsequent writing delivered to the other Party in accordance with Article 24.11 (Notices and Communications). For purposes of this Agreement, the Parties, except where expressly stated to the contrary, all communications and deliveries, including submittals, shall be through the respective Authorized Representative for each party.

24.6.2 DB Team shall cooperate with GDOT and all representatives of GDOT designated as described above.

24.7 Survival

DB Team’s and GDOT’s representations, covenants, warranties, the dispute resolution provisions contained in Article 17.7 (Dispute Resolution Procedures), the express obligations of the Parties following termination, and all other provisions which by their inherent character should survive expiration or earlier termination of this Agreement and/or completion of the Work shall survive the expiration or earlier termination of this Agreement and/or the completion of the Work. The provisions of Article 17.7 shall continue to apply after expiration or earlier termination of this Agreement to all Disputes between the parties arising out of the DB Documents.

24.8 Limitation on Third-Party Beneficiaries

24.8.1 It is not intended by any of the provisions of the DB Documents to create any third-party beneficiary hereunder or to authorize anyone not a Party hereto to maintain a suit for personal injury or property damage pursuant to the terms or provisions hereof, except to the extent provided in Article 24.9.2 and other specific provisions (such as the warranty and indemnity provisions) that identify third parties and state that they are entitled to benefits hereunder. Except as otherwise provided in this Article 24.8, the duties, obligations and responsibilities of the Parties to the DB Documents with respect to third parties shall remain as imposed by Law. The DB Documents shall not be construed to create a contractual relationship of any kind between GDOT and a Contractor or any Person other than DB Team.
24.8.2 GDOT shall be a third-party beneficiary, and entitled to the benefits, with respect to the rights under the DB Documents related to the following:

24.8.2.1 Oversight, review, inspection, testing, monitoring, acceptance, and enforcement of DB Team’s obligations to perform the design and construction of the Project in accordance with the DB Documents and applicable Law.

24.8.2.2 Review, audit, inspection and copying of data, information, documents, books and records of DB Team and any other DB Team-Related Entity.

24.8.2.3 Step in rights upon the occurrence of a DB Team Default.

24.9 No Personal Liability of GDOT Employees; No Tort Liability

24.9.1 GDOT’s officers, employees, representatives are acting solely as agents and representatives of such respective entities, as applicable, when carrying out the provisions of or exercising the power or authority granted to them under this Agreement and the DB Documents. They shall not be liable either personally or as employees of GDOT for actions in their ordinary course of employment.

24.9.2 The Parties agree to provide to each other with written notice of any claim which such Party may receive from any third party relating in any way to the matters addressed in this Agreement, and shall otherwise provide notice in such form and within such period as is required by Law.

24.10 Governing Law

The DB Documents shall be governed by and construed in accordance with the laws of the State of Georgia.

24.11 Notices and Communications

24.11.1 Notices under the DB Documents shall be in writing and: (a) delivered personally; (b) sent by certified mail, return receipt requested; (c) sent by a recognized overnight mail or courier service, with delivery receipt requested, or (d) sent by facsimile or e-mail communication followed by a hard copy and with receipt confirmed by telephone, to the following addresses (or to such other address as may from time to time be specified in writing by such Person):

24.11.2 All notices, correspondence and other communications to DB Team shall be delivered to the following address or as otherwise directed by DB Team’s Authorized Representative:
All notices, correspondence, submittals, transmittals and any other communications shall be directed to GDOT’s Authorized Representative. All notices, correspondence, submittals, transmittals, and other communications to GDOT shall be marked as regarding the “SR 307/Dean Forest Road at I-16 DDI Project” and shall be delivered to the following addresses or as otherwise directed by GDOT’s Authorized Representative:

Darryl D. VanMeter, P.E.
Georgia Department of Transportation
Office of Innovative Delivery
600 West Peachtree Street, Floor 19
Atlanta, Georgia 30308
E-mail: dvanmeter@dot.ga.gov

In addition, copies of all notices regarding Disputes, and termination and default notices shall be delivered to the following person:

Georgia Department of Transportation
Office of General Counsel
600 West Peachtree Street, Suite 2300
Atlanta, Georgia 30308
E-mail: mcline@dot.ga.gov

Notices shall be deemed received when actually received in the office of the addressee (or by the addressee if personally delivered) or when delivery is refused, as shown on the receipt of the U.S. Postal Service, private carrier or other Person making the delivery. Notwithstanding the foregoing, notices sent by facsimile after 12:00 p.m. Eastern Standard or Daylight Time (as applicable) and all other notices received after 12:00 p.m. shall be deemed received on the first Business Day following delivery (that is, in order for a fax to be deemed received on the same day, at least the first page of the fax must have been received before 12:00 p.m.). Any technical or other communications pertaining to the Work shall be conducted by DB Team’s Authorized Representative and technical representatives designated by GDOT.

24.12 Integration of DB Documents

GDOT and DB Team agree and expressly intend that, subject to Article 24.13 (Severability) and other DB Documents constitute a single, non-severable, integrated agreement whose terms are interdependent and non-divisible.

24.13 Severability

24.13.1 If any clause, provision, section or part of this Agreement or the other DB Documents or any other Principal Project Document is ruled invalid (including
invalid due to Change in Law) by a court having proper jurisdiction, then the Parties shall: (a) promptly meet and negotiate a substitute for such clause, provision, section, or part, which shall, to the greatest extent legally permissible, effect the original intent of the Parties; and (b) if necessary or desirable, apply to the court or other decision maker (as applicable) which declared such invalidity for an interpretation of the invalidated portion to guide the negotiations. The invalidity or unenforceability of any such clause, provision, section, or part shall not affect the validity or enforceability of the balance of the DB Documents or such other Principal Project Documents, which shall be construed and enforced as if the DB Documents or such other Principal Project Documents did not contain such invalid or unenforceable clause, provision, section, or part.

24.13.2 If after the efforts required by Article 24.13.1, the Parties mutually agree that without the section or part of the DB Documents or such other Principal Project Documents that the court ruled to be invalid, there is no interpretation or reformation of the DB Documents or such other Principal Project Documents that can reasonably be adopted which will return the Parties to the benefits of their original bargain, the Parties can mutually agree to treat the court order as a Termination by Court Ruling pursuant to Article 19.11 (Termination by Court Ruling).

24.14 Usury Savings

The DB Documents are subject to the express condition that at no time shall either Party be obligated or required to pay interest on any amount due the other Party at a rate which could subject the other Party to either civil or criminal liability as a result of being in excess of the maximum non-usurious interest rate permitted by Georgia Law (the “maximum legal rate”), if any. If, by the terms of the DB Documents either Party at any time is obligated to pay interest on any amount due in excess of the maximum legal rate, then such interest shall be deemed to be immediately reduced to the maximum legal rate and all previous payments in excess of the maximum legal rate shall be deemed to have been payments in reduction of the principal amount due and not on account of the interest due. All sums paid or agreed to be paid to a Party for the use, forbearance, or detention of the sums due that Party under the DB Documents shall, to the extent permitted by applicable Georgia Law, be amortized, prorated, allocated, and spread throughout the full period over which the interest accrues until payment in full so that the rate or amount of interest on account of the amount due does not exceed the maximum legal rate in effect from time to time during such period. If after the foregoing adjustments a Party still holds interest payments in excess of the maximum legal rate, it shall promptly refund the excess to the other Party.

24.15 Boycott of Israel

Pursuant to O.C.G.A. Sec. 50-5-85, DB Team certifies that it is not currently engaged in, and agrees that for the duration of the Project, it will not engage in a boycott of Israel.

24.16 Entire Agreement

This Agreement and the other DB Documents contain the entire understanding of the Parties with respect to the subject matter thereof and supersede all prior agreements, understandings, statements, representations and negotiations between the Parties with respect to their subject matter.
24.17 Counterparts

This instrument may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

<table>
<thead>
<tr>
<th>CONTRACT IDENTIFICATION NUMBER</th>
<th>DATE CONTRACT EXECUTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1IPD2002139-0</td>
<td>8/20/2020</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT NUMBER(S)</th>
<th>COUNTY(IES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0013727</td>
<td>Chatham County</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reeves Construction Company</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DESCRIPTION OF IMPROVEMENTS AND FACILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 307/Dean Forest Road at I-16 DDI Project</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACT SUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>$33,659,600.00</td>
</tr>
</tbody>
</table>

[Signature Page Immediately Follows]
IN WITNESS WHEREOF, the Parties intending to be legally bound, have set their hands and affixed their seals, and have executed this Agreement, including the requirements of the DB Documents, as of the date first above written.

REEVES CONSTRUCTION COMPANY

By: Lee Rushbrooke
Name: President
Title: 

GEORGIA DEPARTMENT OF TRANSPORTATION

By: Russell R. McMurry
Name: Russell R. McMurry, P.E.
Title: Commissioner

By: Angela O. Whitworth
Name: Angela O. Whitworth
Title: Treasurer

Attested By: _________________________
Name: _________________________
Title: _________________________
Form O-1  Resident Contractor Payment and Performance Bond Form

DEPARTMENT OF TRANSPORTATION
PERFORMANCE AND PAYMENT BONDS
(GEORGIA RESIDENT CONTRACTOR)
KNOW ALL MEN BY THESE PRESENTS, That we,
REEVES CONSTRUCTION COMPANY
GA

as Principal, and the Corporation or Corporations hereinafter designated as Surety A or Surety A to Surety inclusive, as Surety or Sureties, are held and firmly bound, both “jointly and severally” as well as “severally” only, unto the Department of Transportation in the penal sum of 120 percent of the Original Contract Amount of:

Thirty-Three Million, Six Hundred Fifty-Nine Thousand, Six Hundred Dollars and 00/100 Cents ($33,659,600.00)

for the use of the Obligee herein named and of all persons doing work or furnishing skill, tools, machinery, or materials under or for the purpose of this contract hereinafter described; Provided, that it is mutually understood and agreed between the Principal and Surety and/or Sureties and the Obligee herein named that this bond is to be construed as being in compliance with and subject to the provisions of Sections 13-10-1 and 36-82-101 of the Official Code of Georgia Annotated, as well as the other applicable provisions, and that in compliance with the aforesaid sections this instrument is intended and is to be construed as two separate bonds, namely, as a “performance bond” in the full penal sum heretofore set forth, and as a “payment bond”, in an amount equal to 110 percent of the full penal sum heretofore named and that both bonds shall be construed to be in full force and effect at the same time, as the case may be, and that the obligations shall be several, in the full amount of said penal sum, as to each type of bond; and for the payment of which sums well and truly to be made we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents; Provided, that the Sureties bind themselves in such sums “jointly and severally”, as well as “severally” only for the purpose of allowing a joint action or actions against any or all of us, and for all other purposes each Surety binds itself, jointly and severally with the Principal, and with each other, for 210 percent of the penal sum of this bond, and provided further that, while each Surety binds itself, jointly and severally with the Principal, for 210 percent of the penal sum herein provided for, the total liability of all Sureties shall not exceed the total penal sum heretofore provided for as to each of the respective obligations herein provided for.

Signed and sealed this day of ____________________________.

8/3/2020

Surety  Name and State of incorporation  Name and Address of Bonding Agent
A  LIBERTY MUTUAL INSURANCE COMPANY - MA  Joshua Sanford
B
C
D  *PLEASE PRINT ALL INFORMATION*

Bond #  015211436

Note: The Surety Company for Performance and Payment Bonds shall be a company acceptable as Surety on Federal Bonds and listed in the current Federal Register and licensed in the State of Georgia.
THE CONDITIONS OF THE FOREGOING OBLIGATIONS is such that whereas the above named Principal has entered into a contract with said Department of Transportation bearing even date herewith for the Construction of:

The Project PI 0013727 will reconstruct the existing SR 307/Dean Forest Road interchange at I-16 with a Diverging Diamond Interchange (DDI) and replace the existing bridge. The Project is located Savannah, Chatham County, Georgia.

The surety hereby binds itself to provide performance bond and payment bond for work added by Supplemental Agreement(s) and/or Extension Agreement(s), whereby the original Contract amount or the total Project length may be increased by as much as 20 percent without the written assent of the Surety.

Now, therefore, the condition of these obligations is such that if the above named bound Principal shall in all respects comply with the terms and conditions of said contract, including all modifications or extensions thereof, and his obligations thereunder, including the notice to contractors, the plans, general conditions, specifications, special provisions and proposals, therein referred to and made a part thereof, and shall complete the said contract in accordance with its terms and shall save Obligee free from all cost and charge that may accrue on account of the doing of the work specified, then this bond, construed as a “performance bond” shall be void, otherwise of full force and effect.

Provided further, that upon the failure of the said Principal to promptly and efficiently prosecute said work, in any respect, in accordance with the contract, the above bound Surety or Sureties shall take charge of said work and complete the contracts at its own expense, pursuant to its terms, receiving, however, any balance of funds in the hands of said Department of Transportation under said contract.

And, further, the condition of these obligations is such that if the above bound Principal shall make prompt payment to all subcontractors and all other persons supplying labor, materials, machinery and equipment furnished for the performance of the work provided for in said contract, as well as all duly authorized modifications thereof which may hereafter be made, including any extension of time to complete the same, then this bond, as a “payment bond”, shall be void, otherwise of full force and effect.

It is agreed that, in the event that this bond is executed by more than one surety company, the term “Surety” as used in this bond shall be construed to mean any one or all of such surety companies executing this bond. It is further agreed that such surety companies herein named and executing this bond as surety for the Principal, by mutual agreement between themselves, and with the Principal, and with the Obligee herein named, do hereby designate and authorize:

LIBERTY MUTUAL INSURANCE COMPANY

as the “controlling surety”

It is further agreed that the term, “controlling surety”, shall be defined as that one of such sureties herein designated and authorized by all of such sureties, upon whom any notice or other demand may be made by the Obligee herein named, or other person having a claim against the Principal under the provisions of this bond, or with whom such Obligee, or other such person, may negotiate or deal as to any matter pertaining to the obligations of this bond, and against whom any right of action growing out of this bond may be enforced, as provided by Sections 36-82-102 through 36-82-105 of the Official Code of Georgia Annotated as fully and effectively as though the same were had or done with each of such named sureties individually, and with the right upon the part of such “controlling surety” to vouch such co-sureties into court to defend any action against it or them arising out of the obligations of this bond, as provided by Section 9-10-13 of the Official Code of Georgia Annotated, or to call upon such co-sureties, in accordance with the terms of any notice, demand, suit, suit at law, or other action, commenced or brought against it by the Obligee named herein, or any other person having a claim against the Principal under the conditions and provisions of this bond, or in accordance with any private contract between the sureties executing this bond on behalf of said Department of Transportation.
Principal, it being the purpose and intent of this contract that the Obligee named in this bond, or such other person having a claim under the provisions of this bond, may enforce any right that it or they may have growing out of this bond by notice, demand, negotiation, suit, or other appropriate action against the controlling surety only, and such action shall be deemed to be binding upon all the sureties named herein; Provided however, the foregoing notwithstanding, the Obligee, or such other person having a claim under this bond, at its or their option, may take such action against any or all of the said surety companies.

It is agreed by the parties hereto that in the event the Department of Transportation in making the contract with the Principal herein shall be acting as Agent for the United States Government, or for the Chatham County.

or for both, as well as for itself, then the said Department of Transportation shall have the right in the event of a breach of the contract resulting in loss to the said County or to the United States Government; or to itself, to maintain a suit hereon for the use of itself, or the United States Government, or said County as well as for itself; or said County and said United States Government shall have the right in their own names to maintain a suit herein in the same manner and to the same extent as the Department of Transportation has by virtue of Sections 36-82-104 and 36-82-105 of the Official Code of Georgia Annotated.

IN WITNESS WHEREOF, the said “Authorized Signer” and the said “Surety” have duly executed this bond under seal this date 8/3/2020.

Signed, Sealed, and Delivered in the presence of us.

IN WITNESS WHEREOF THE PARTIES HAVE SET THEIR HANDS AND AFFIXED THEIR SEALS

REEVES CONSTRUCTION COMPANY

Signature of Contractor (SEAL)

Lee Rushbrooke

Printed Name of Signee:

LIBERTY MUTUAL INSURANCE COMPANY

Signature of Attorney-In-Fact (SEAL)

Joshua Sanford

Printed Name of Signee:
EXHIBIT 1

ACRONYMS AND DEFINITIONS

Unless otherwise specified, wherever the following abbreviations or terms are used in this Agreement and the Technical Provisions, they have the meanings set forth below:

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>AASHTO</td>
<td>American Association of State Highway and Transportation Officials</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>AGC</td>
<td>Associated General Contractors of America</td>
</tr>
<tr>
<td>AMRL</td>
<td>AASHTO Materials Reference Laboratory</td>
</tr>
<tr>
<td>ANSI</td>
<td>American National Standards Institute</td>
</tr>
<tr>
<td>APE</td>
<td>Area of Potential Effects</td>
</tr>
<tr>
<td>ARC</td>
<td>Atlanta Regional Commission</td>
</tr>
<tr>
<td>AREMA</td>
<td>American Railway Engineering and Maintenance of Way Association</td>
</tr>
<tr>
<td>ASTM</td>
<td>American Society of Testing and Materials</td>
</tr>
<tr>
<td>ATC</td>
<td>Alternative Technical Concept</td>
</tr>
<tr>
<td>BFI</td>
<td>Bridge Foundation Investigation</td>
</tr>
<tr>
<td>AWS</td>
<td>American Welders Society</td>
</tr>
<tr>
<td>BMP</td>
<td>Best Management Practice</td>
</tr>
<tr>
<td>CAD</td>
<td>Computer Aided Design</td>
</tr>
<tr>
<td>CAPWAP</td>
<td>Case Pile Wave Analysis program</td>
</tr>
<tr>
<td>CCTV</td>
<td>Closed Circuit Television</td>
</tr>
<tr>
<td>CE</td>
<td>Categorical Exclusion</td>
</tr>
<tr>
<td>CEI</td>
<td>Construction Engineering and Inspection</td>
</tr>
<tr>
<td>CEPP</td>
<td>Comprehensive Environmental Protection Plan</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CIA</td>
<td>Contract Item Agreement</td>
</tr>
<tr>
<td>CMS</td>
<td>Changeable Message Sign</td>
</tr>
<tr>
<td>CPI</td>
<td>Consumer Price Index</td>
</tr>
<tr>
<td>CQAM</td>
<td>Construction Quality Assurance Manager</td>
</tr>
<tr>
<td>CQMP</td>
<td>Construction Quality Management Plan</td>
</tr>
<tr>
<td>CSJ</td>
<td>Control Section Job</td>
</tr>
<tr>
<td>CWA</td>
<td>Clean Water Act</td>
</tr>
<tr>
<td>DB</td>
<td>Design-Build</td>
</tr>
<tr>
<td>DBA</td>
<td>Design-Build Agreement</td>
</tr>
<tr>
<td>DBE</td>
<td>Disadvantaged Business Enterprise, as set forth in 49 CFR Part 26</td>
</tr>
<tr>
<td>DEIS</td>
<td>Draft Environmental Impact Statement</td>
</tr>
<tr>
<td>DMS</td>
<td>Dynamic Message Signs</td>
</tr>
<tr>
<td>DNR</td>
<td>Georgia Department of Natural Resources</td>
</tr>
<tr>
<td>DQAM</td>
<td>Design Quality Assurance Manager</td>
</tr>
<tr>
<td>DQMP</td>
<td>Design Quality Management Plan</td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
</tr>
<tr>
<td>DSS</td>
<td>Decent, Safe and Sanitary</td>
</tr>
<tr>
<td>EA</td>
<td>Environmental Assessment</td>
</tr>
<tr>
<td>ECM</td>
<td>Environmental Compliance Manager</td>
</tr>
<tr>
<td>EDG</td>
<td>GDOT Electronic Data Guidelines</td>
</tr>
<tr>
<td>EP</td>
<td>Extraction Procedure (toxicity)</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>EPD</td>
<td>Georgia Department of Natural Resources, Environmental Protection Division</td>
</tr>
<tr>
<td>EPIC</td>
<td>Environmental Permits Issues and Commitments</td>
</tr>
<tr>
<td>ESA</td>
<td>Endangered Species Act of 1973, 16 U.S.C. §§1531 et seq., as amended from time to time</td>
</tr>
<tr>
<td>EUC</td>
<td>Emergency Utility Coordinator</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>FAPG</td>
<td>Federal-Aid Policy Guide</td>
</tr>
<tr>
<td>FEMA</td>
<td>Federal Emergency Management Agency</td>
</tr>
<tr>
<td>FHWA</td>
<td>U.S. Federal Highway Administration</td>
</tr>
<tr>
<td>FEIS</td>
<td>Final Environmental Impact Statement</td>
</tr>
<tr>
<td>FONSI</td>
<td>Finding of No Significant Impact</td>
</tr>
<tr>
<td>FTP</td>
<td>File Transfer Protocol</td>
</tr>
<tr>
<td>FWCA</td>
<td>Fish and Wildlife Coordination Act, 16 U.S.C. §§661 et seq., as amended from time to time</td>
</tr>
<tr>
<td>GDOT</td>
<td>Georgia Department of Transportation</td>
</tr>
<tr>
<td>GEPA</td>
<td>Georgia Environmental Policy Act, Section 12-16-1, et seq. of the Official Code of Georgia Annotated</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographical Information System</td>
</tr>
<tr>
<td>HEC-FFA</td>
<td>Hydraulic Engineering Circular – Flood Frequency Analysis</td>
</tr>
<tr>
<td>HCR</td>
<td>Highway Conditions Report</td>
</tr>
<tr>
<td>ICD</td>
<td>Interface Control Document</td>
</tr>
<tr>
<td>ID</td>
<td>Form of Identification</td>
</tr>
<tr>
<td>IH</td>
<td>Interstate Highway</td>
</tr>
<tr>
<td>IRI</td>
<td>International Roughness Index</td>
</tr>
<tr>
<td>ISO</td>
<td>International Organization for Standardization</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation System</td>
</tr>
<tr>
<td>IVHS</td>
<td>Intelligent Vehicle Highway System</td>
</tr>
<tr>
<td>IWP</td>
<td>Investigative Work Plan</td>
</tr>
<tr>
<td>MDS</td>
<td>Microwave Detection System</td>
</tr>
<tr>
<td>MASH</td>
<td>Manual for Assessing Safety Hardware</td>
</tr>
<tr>
<td>MOA</td>
<td>Memorandum of Agreement</td>
</tr>
<tr>
<td>MOT</td>
<td>Maintenance of Traffic</td>
</tr>
<tr>
<td>MOU</td>
<td>Memorandum of Understanding</td>
</tr>
<tr>
<td>MPH</td>
<td>Miles Per Hour</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Definition</td>
</tr>
<tr>
<td>--------------</td>
<td>------------</td>
</tr>
<tr>
<td>MS4</td>
<td>Municipal Separate Storm Sewer System</td>
</tr>
<tr>
<td>MSDS</td>
<td>Materials Safety Data Sheets</td>
</tr>
<tr>
<td>MSE</td>
<td>Mechanically Stabilized Earth</td>
</tr>
<tr>
<td>MUTCD</td>
<td>Manual of Traffic Control Devices</td>
</tr>
<tr>
<td>NAVD</td>
<td>North American Vertical Datum</td>
</tr>
<tr>
<td>NBIS</td>
<td>National Bridge Inspection Standards</td>
</tr>
<tr>
<td>NCHRP</td>
<td>National Cooperative Highway Research Program</td>
</tr>
<tr>
<td>NCR</td>
<td>Nonconformance Report</td>
</tr>
<tr>
<td>NEPA</td>
<td>National Environmental Policy Act, 42 U.S.C. § 4321 et seq., as amended from time to time</td>
</tr>
<tr>
<td>NFIP</td>
<td>National Flood Insurance Program</td>
</tr>
<tr>
<td>NMFS</td>
<td>National Marine Fisheries Service</td>
</tr>
<tr>
<td>NOI</td>
<td>Notice of Intent</td>
</tr>
<tr>
<td>NOAA</td>
<td>National Oceanic and Atmospheric Administration</td>
</tr>
<tr>
<td>NOT</td>
<td>Notice of Termination</td>
</tr>
<tr>
<td>NPDES</td>
<td>National Pollutant Discharge Elimination System</td>
</tr>
<tr>
<td>NRCS</td>
<td>Natural Resource Conservation Service</td>
</tr>
<tr>
<td>NRHP</td>
<td>National Register of Historic Places</td>
</tr>
<tr>
<td>NTP</td>
<td>Notice to Proceed</td>
</tr>
<tr>
<td>NTAS</td>
<td>National Terrorism Advisory System</td>
</tr>
<tr>
<td>OCGA</td>
<td>Official Code of Georgia Annotated</td>
</tr>
<tr>
<td>OCR</td>
<td>Optical Character Recognition</td>
</tr>
<tr>
<td>OSAH</td>
<td>Georgia Office of State Administrative Hearings</td>
</tr>
<tr>
<td>OSHA</td>
<td>Occupational Safety and Health Administration</td>
</tr>
<tr>
<td>OVF</td>
<td>Owner Verification Firm</td>
</tr>
<tr>
<td>PA</td>
<td>Programmatic Agreement</td>
</tr>
<tr>
<td>PACES</td>
<td>Pavement Condition Evaluation System</td>
</tr>
<tr>
<td>PDP</td>
<td>GDOT Plan Development Process</td>
</tr>
<tr>
<td>PIC</td>
<td>Public Information Coordinator or Public Information Contact, depending on context</td>
</tr>
<tr>
<td>PICP</td>
<td>Public Information and Communications Plan</td>
</tr>
<tr>
<td>PLS (or RPLS)</td>
<td>Professional Land Surveyor</td>
</tr>
<tr>
<td>PMC</td>
<td>Program Management Consultant</td>
</tr>
<tr>
<td>PMCS</td>
<td>Project Management Controls System</td>
</tr>
<tr>
<td>PMP</td>
<td>Project Management Plan</td>
</tr>
<tr>
<td>PPE</td>
<td>Personal Protection Equipment</td>
</tr>
<tr>
<td>PQMP</td>
<td>Project Quality Management Plan</td>
</tr>
<tr>
<td>PUA</td>
<td>Possession and Use Agreement</td>
</tr>
<tr>
<td>QA</td>
<td>Quality Assurance</td>
</tr>
<tr>
<td>QC</td>
<td>Quality Control</td>
</tr>
<tr>
<td>QMP</td>
<td>Quality Management Plan</td>
</tr>
<tr>
<td>Acronym</td>
<td>Full Form</td>
</tr>
<tr>
<td>---------</td>
<td>-----------</td>
</tr>
<tr>
<td>RCP</td>
<td>Reinforced Concrete Pipe</td>
</tr>
<tr>
<td>RFC</td>
<td>Release for Construction</td>
</tr>
<tr>
<td>RFI</td>
<td>Request for Information</td>
</tr>
<tr>
<td>RFQ</td>
<td>Request for Qualifications</td>
</tr>
<tr>
<td>RFP</td>
<td>Request for Proposals</td>
</tr>
<tr>
<td>RLM</td>
<td>Residual Life Methodology</td>
</tr>
<tr>
<td>ROD</td>
<td>Record of Decision</td>
</tr>
<tr>
<td>ROW</td>
<td>Right of Way</td>
</tr>
<tr>
<td>ROW AM</td>
<td>Right of Way Acquisition Manager</td>
</tr>
<tr>
<td>ROWIS</td>
<td>Right of Way Information System</td>
</tr>
<tr>
<td>RTF</td>
<td>Related Transportation Facilities</td>
</tr>
<tr>
<td>SDPP</td>
<td>Special Deposit and Possession Procedure</td>
</tr>
<tr>
<td>SDEIS</td>
<td>Supplemental Draft Environmental Impact Statement</td>
</tr>
<tr>
<td>SH</td>
<td>State Highway</td>
</tr>
<tr>
<td>SHPO</td>
<td>State Historic Preservation Officer</td>
</tr>
<tr>
<td>SME</td>
<td>Subject Matter Expert</td>
</tr>
<tr>
<td>SOQ</td>
<td>Statement of Qualifications</td>
</tr>
<tr>
<td>SOV</td>
<td>Schedule of Values</td>
</tr>
<tr>
<td>SR</td>
<td>State Route</td>
</tr>
<tr>
<td>SSTR</td>
<td>Single Slope Traffic Railing</td>
</tr>
<tr>
<td>STA</td>
<td>State Transportation Agency</td>
</tr>
<tr>
<td>SUA</td>
<td>Standard Utility Agreement</td>
</tr>
<tr>
<td>SUE</td>
<td>Subsurface Utility Engineering</td>
</tr>
<tr>
<td>TCLP</td>
<td>Toxicity Characteristic Leaching Procedure</td>
</tr>
<tr>
<td>TIR</td>
<td>Traffic Interruption Request</td>
</tr>
<tr>
<td>TMC</td>
<td>Traffic Management Center</td>
</tr>
<tr>
<td>TMP</td>
<td>Transportation Management Plan</td>
</tr>
<tr>
<td>UAM</td>
<td>Utility Accommodation Manual</td>
</tr>
<tr>
<td>UAT</td>
<td>Utility Adjustment Team</td>
</tr>
<tr>
<td>UCS</td>
<td>User Classification Subsystem</td>
</tr>
<tr>
<td>UDC</td>
<td>Utility Design Coordinator</td>
</tr>
<tr>
<td>UJJA</td>
<td>Utility Joint Use Acknowledgment or Utility Joint Use Agreement</td>
</tr>
<tr>
<td>UM</td>
<td>Utility Manager</td>
</tr>
<tr>
<td>US</td>
<td>United States</td>
</tr>
<tr>
<td>USACE</td>
<td>United States Army Corps of Engineers</td>
</tr>
<tr>
<td>U.S. DOT</td>
<td>United States Department of Transportation</td>
</tr>
<tr>
<td>USFWS</td>
<td>United States Fish and Wildlife Service</td>
</tr>
<tr>
<td>U.S. GAAP</td>
<td>U.S. Generally Accepted Accounting Principles</td>
</tr>
<tr>
<td>USPAP</td>
<td>Uniform Standard of Professional Appraisal Practices</td>
</tr>
<tr>
<td>UST</td>
<td>Underground Storage Tank</td>
</tr>
<tr>
<td>UTM</td>
<td>Universal Transverse Mercator</td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>VDS</td>
<td>Video Detection System</td>
</tr>
<tr>
<td>VES</td>
<td>Video Exception Sub-system</td>
</tr>
<tr>
<td>WBS</td>
<td>Work Breakdown Structure</td>
</tr>
<tr>
<td>WFI</td>
<td>Wall Foundation Investigation</td>
</tr>
<tr>
<td>WECS</td>
<td>Worksite Erosion Control Supervisor</td>
</tr>
<tr>
<td>WTCS</td>
<td>Worksite Traffic Control Supervisor</td>
</tr>
<tr>
<td>WUCS</td>
<td>Worksite Utility Coordination Supervisor</td>
</tr>
</tbody>
</table>
**Abandonment** means that Design-Build Team abandons all or a material part of the Project, which abandonment shall have occurred if (a) Design-Build Team demonstrates through acts or omissions an intent not to continue, for any reason other than a Relief Event that materially interferes with ability to continue, to construct or operate all or a material part of the Project and (b) no significant Work (taking into account the Project Schedule, if applicable, and any Relief Event) on the Project or a material part thereof is performed for a continuous period of more than 45 days.

**Addenda/Addendum/Amendment** means supplemental additions, deletions, and modifications to the provisions of the RFP after the release of the draft RFP.

**Adjust** means to perform a Utility Adjustment.

**Adjustment** means a Utility Adjustment.

**Adjustment Standards** means the standard specifications, standards of practice, and construction methods that a Utility Owner customarily applies to facilities (comparable to those being Adjusted on account of the Project) constructed by the Utility Owner (or for the Utility Owner by its contractors), at its own expense. Unless the context requires otherwise, references in the DB Documents to a Utility Owner’s “applicable Adjustment Standards” refer to those that are applicable pursuant to Article 7.5.3 (Requirements).

**Administrative Information Submittals** means those submittals Proposers are required to submit with their respective Proposal.

**Affidavit of Property Interest** means the form of documentation of Existing Utility Property Interests described in Volume 2, Section 6.2.2 (Communications).

**Affiliate** means:

(a) any shareholder, member, partner or joint venture member of Design-Build Team,

(b) any Person which directly or indirectly through one or more intermediaries’ controls, or is controlled by, or is under common control with, Design-Build Team or any of its shareholders, members, partners or joint venture members; and

(c) any Person for which ten percent (10%) or more of the equity interest in such Person is held directly or indirectly, beneficially or of record by (i) Design-Build Team, (ii) any of Design-Build Team’s shareholders, members, partners or joint venture members or (iii) any Affiliate of Design-Build Team under clause (b) of this definition.

For purposes of this definition the term “control” means the possession, directly or indirectly, of the power to cause the direction of the management of a Person, whether through voting securities, by contract, family relationship or otherwise.

**Age** means the elapsed time since an Element was first constructed or installed or, if applicable, last reconstructed, rehabilitated, restored, renewed or replaced.
Agreement, DBA, Design-Build Agreement, or DB Agreement means this certain Design-Build Agreement executed by GDOT and Design-Build Team, including any and all exhibits, attachments, riders, and amendments thereto.

Allowable Design Exceptions means design exceptions identified in Section 11.3.2 (Design Criteria Order of Precedence) that are allowed to be implemented on the Project.

Alternative Technical Concept (ATC) means a Proposer’s suggested change or variance to the requirements of the RFP that results in performance and quality of the end product that is equal to or better than the performance and quality of the Project on an overall basis with the proposed change or variance. GDOT’s determination of any Proposer’s ATC is conclusive as to the acceptability of an ATC for inclusion in the Proposal.

Apparent Successful Proposer means the Proposer with the apparent Successful Proposal, taking into consideration the evaluation criteria and procedures.

Area of Potential Effects (APE) means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of Historic Properties, if such properties exist.

Attorney General means the Attorney General of the State of Georgia.

Authorized Representative has the meaning set forth in Article 24.6.1 and shall be applicable person(s) and/or party(ies) authorized to act on behalf of GDOT and the Design-Build Team respectively, as initially set forth pursuant to Exhibit 22 (Initial Designation of Authorized Representative). All notices, deliveries, responses, approvals, and other communications among GDOT and/or the Design-Build Team shall be directed to the respective Authorized Representative for each of the aforementioned, unless expressly provided to the contrary in this Agreement.

Available Day(s) means any calendar day exclusive of Saturdays, Sundays, and State of Georgia holidays on which GDOT determines that the DB Team is not prevented from accomplishing at least five hours of productive work on the controlling item or items of work which would be in progress at that time. If DB Team is prevented from accomplishing at least five hours of productive work to the controlling item or items of work, it must be caused by circumstances beyond the DB Team’s control, and not due to the DB Team’s fault or negligence, including but not restricted to unsuitable weather and its aftermath, suspension order of GDOT, a Force Majeure Event, or acts of other GDOT contractors with preceding executed contracts within the Project limits (excluding contractors, subcontractors or utility owners performing Work for the Project on behalf of the DB Team).

Baseline Project Schedule shall have the meaning set forth in Volume 2, Section 2.5 (Project Schedule Requirements).


Best Value Proposal means the Proposal meeting the standards set by the RFP that GDOT determines, through the evaluation process and evaluation criteria described in this ITP, to present the best value and to be in the best interest of GDOT and the State.
Betterment has, with respect to a given Utility being Adjusted, the meaning (if any) set forth in the Utility Agreement(s) applicable to the Utility; in all other cases, “Betterment” means any upgrading of the Utility in the course of such Utility Adjustment that is not attributable to the construction of the Project and is made solely for the benefit of and at the election of the Utility Owner, including an increase in the capacity, capability, efficiency or function of an Adjusted Utility over that which was provided by the existing Utility. Notwithstanding the foregoing, the following are not considered Betterments unless otherwise provided in the applicable Utility Agreement(s):

(a) any upgrading which is required for accommodation of the Project;
(b) replacement devices or materials that are of equivalent standards although not identical;
(c) replacement of devices or materials no longer regularly manufactured with an equivalent or next higher grade or size;
(d) any upgrading required by applicable Law;
(e) replacement devices or materials that are used for reasons of economy (e.g., non-stocked items may be uneconomical to purchase); and
(f) any upgrading required by the Utility Owner’s applicable Adjustment Standards.

With respect to any Replacement Utility Property Interest, “Betterment” has the meaning (if any) set forth in the applicable Utility Agreement(s). In all other cases, a Replacement Utility Property Interest shall be considered a Betterment, except to the extent that reinstallation of a Utility in the Replacement Utility Property Interest (i) is necessary in order to meet the requirements of the DB Documents, or (ii) is called for by Design-Build Team in the interest of overall economy for the Project.

**Business Day, work day, or working day** means any Calendar Day less Saturday, Sunday and State of Georgia holidays.

**Calendar Day** means any day shown on the calendar, beginning and ending at midnight.

**Change in Law** means (a) the adoption of any Law after the date that is 90 days prior to the Proposal Due Date, or (b) any change, amendment to, repeal or revocation of any Law or in the interpretation or application thereof by any Governmental Entity after the date that is 90 days prior to the Proposal Due Date, in each case that is materially inconsistent with Laws in effect 90 days prior to the Proposal Due Date; excluding, however, any such Change in or new Law that also constitutes or causes a change in or new Adjustment Standards, as well as any change in or new Law passed or adopted but not yet effective as of the date that is 90 days prior to the Proposal Due Date.

**Change of Control** means any assignment, sale, financing, grant of security interest, transfer of interest or other transaction of any type or description, including by or through voting securities, asset transfer, contract, merger, acquisition, succession, dissolution, liquidation or otherwise, that results, directly or indirectly, in a change in possession of the power to direct or control or cause the direction or control of the management of Design-Build Team or a material
aspect of its business. A change in the power to direct or control or cause the direction or control of the management of a shareholder, member, partner or joint venture member of Design-Build Team may constitute a Change of Control of Design-Build Team if such shareholder, member, partner or joint venture member possesses the power to direct or control or cause the direction or control of the management of Design-Build Team. Notwithstanding the foregoing, the following shall not constitute a Change of Control:

(a) A change in possession of the power to direct or control the management of Design-Build Team or a material aspect of its business due solely to a bona fide open market transaction(s) in securities effected on a recognized public stock exchange, including such transactions involving an initial public offering;

(b) A change in possession of the power to direct or control the management of Design-Build Team or a material aspect of its business due solely to a bona fide transaction involving beneficial interests in the ultimate parent organization of a shareholder, member, partner or joint venture member of Design-Build Team, (but not if the shareholder, member, partner or joint venture member is the ultimate parent organization), unless the transferee in such transaction is at the time of the transaction suspended or debarred or subject to a proceeding to suspend or debar from bidding, proposing or contracting with any federal or State department or agency;

(c) An upstream reorganization or transfer of direct or indirect interests in Design-Build Team so long as there occurs no change in the entity with ultimate power to direct or control or cause the direction or control of the management of Design-Build Team;

(d) A transfer of interests between managed funds that are under common ownership or control other than a change in the management or control of a fund that manages or controls Design-Build Team;

(e) The exercise of minority veto or voting rights (whether provided by applicable Law, by Design-Build Team’s organizational documents or by related member or shareholder agreements or similar agreements) over major business decisions of Design-Build Team, provided that if such minority veto or voting rights are provided by shareholder or similar agreements, GDOT has received copies of such agreements; or

**Change Order** means a written approval by GDOT, counter-signed by Design-Build Team, with respect to a GDOT Change or Change Request, which shall set forth any adjustments to the Contract Sum and/or the Contract Time, including on account of a Relief Event or Compensation Event, as provided in the Agreement.

**Change Request** means a written request from Design-Build Team seeking to change the character, quantity, quality, description, scope or location of any part of the Work, to modify the DB Documents.

**Claimant** means any Person that would be entitled to protection of payment bond under Code Section 13-10-63, including any P&P Bonds.

**Code** means the Official Code of Georgia Annotated.
**Commissioner** means the Commissioner of GDOT appointed by the State Transportation Board and any successor thereto having substantially similar powers and authority.

**Communications Support Plan** has the meaning set forth in Volume 2, Section 2.2.3 (Communications Support).

**Compensation Amount** means the amount of compensation to be paid to Design-Build Team for a Compensation Event as set forth and subject to the limitations of the Agreement, including Article 14.2 (Compensation Events) therein.

**Compensation Event** means any of the following events, subject to any limitations, claims submission requirements, and other conditions set forth in the Agreement, provided that no relief will be available to the extent that (i) the events are within Design-Build Team’s control, or are due to any wrongful act, wrongful omission, negligence, recklessness, willful misconduct, breach of contract or Law or violation of a Governmental Approval of any of the Design-Build Team-Related Entities; (ii) the events (or the effects of such events) could have been avoided by the exercise of reasonable caution, due diligence, or other reasonable efforts by Design-Build Team:

(a) Change in Law;

(b) Discriminatory Action;

(c) Material breach by GDOT of its material obligations under the Agreement or other DB Documents, including unreasonable failure to issue a certificate of Substantial Completion or a certificate of satisfaction of conditions precedent to Final Acceptance after Design-Build Team satisfies all applicable conditions and requirements for obtaining such certificates;

(d) GDOT-Caused Delay, other than with respect to GDOT’s failure to provide response to Design-Build Team Submittals as provided under clause (d) of the definition of a GDOT-Caused Delay;

(e) GDOT Change;

(f) A GDOT Release of Hazardous Material or remediation of Pre-Existing Hazardous Materials, but excluding the extent of any Design-Build Team Release of Hazardous Materials;

(g) Issuance by a court in a legal proceeding challenging any approval of Environmental Documents or a temporary restraining order or other form of temporary injunction that prohibits prosecution of any material portion of the Work, unless the injunction is the result of an action or inaction by the Design-Build Team;

(h) Any change in the design concept of the Project or any portion thereof resulting from judicial or administrative action taken with respect to a legal challenge to any approval of Environmental Documents as compared to the design concept indicated in the alternative that was the subject of the approval of Environmental Documents, except to the extent the change in design concept had already been incorporated into Design-Build Team’s design schematics as approved pursuant to this Agreement;
(i) Subject to clause (n) of this definition of a Compensation Event, failure to obtain, or unreasonable and unjustified delay in obtaining or otherwise maintaining once issued, a Governmental Approval from any Governmental Entity, except to the extent that such failure or delay results from failure by any Design-Build Team-Related Entity to locate or design the Project or carry out the work in accordance with the approval of Environmental Documents or other Governmental Approval (which failure may include (i) modification by or on behalf of Design-Build Team of the design concept included in the approval of Environmental Documents, (ii) means or methods used by any Design-Build Team-Related Entity for carrying out the Work, or (iii) decision or action by or on behalf of Design-Build Team to use or acquire Additional Property);

(j) GDOT’s (i) lack of good and sufficient title to any parcel in the Existing Right of Way or the State Proposed/State Acquired Right of Way or Property owned by GDOT, to the extent it interferes with or adversely affects performance of Work, (ii) inability or failure to obtain an interest (including by easement or other right of access) to real property not identified in the State Proposed/State Acquired Right of Way and required for construction of the Project as demonstrated by Design-Build Team, exclusive of any Additional Properties, Project Specific Locations, or parcels that are solely for the convenience of Design-Build Team, to the extent it interferes with or adversely affects performance of Work, or (iii) the existence at any time following issuance of NTP 3 of any title reservation, condition, easement or encumbrance on any parcel in the Existing Right of Way or Property owned by GDOT, of record or not of record, to the extent it interferes with or adversely affects performance of Work, except any title reservations, conditions, easements or encumbrances (A) concerning Utilities or (B) caused, permitted or suffered by a Design-Build Team-Related Entity;

(k) Failure to obtain, or unreasonable and unjustified delay in obtaining, an approval from GDOT with respect to a Permitted Design Exception, except to the extent that such failure or delay in obtaining the GDOT approval results from failure by any Design-Build Team-Related Entity to carry out the Work in accordance with the DB Documents;

(l) Failure to obtain, or unreasonable and unjustified delay in obtaining, a Governmental Approval required for a re-evaluation of an approval of Environmental Documents due to an approved ATC; provided that Design-Build Team shall only be entitled to compensation for such failure or delay after expiration of the applicable GDOT Re-evaluation Period;

(m) Performance of work in the Construction Maintenance Limits or Operations and Maintenance Limits, by Separate Contractors within the ROW, carried out by or on behalf of GDOT or a Governmental Entity, excluding any Utility Adjustment Work by a Utility Owner, that directly disrupts DB Team’s onsite Work; or

(n) Material delays as a result of any modification to the approval of Environmental Documents, as a result of the Environmental Documents, and all approved supplements and re-evaluations pertaining to the Project as of the Effective Date provided that any such modifications are not the result of an ATC, Additional Properties, or attributable to Design-Build Team’s design.

Compensation Event Determination has the meaning set forth in the term “Compensation Event” in Exhibit 1 (Acronyms and Definitions).
Compensation Event Notice means the written notice submitted by Design-Build Team in accordance with Article 13.3.2 (DB Team’s Notice of Compensation Event and/or Relief Event).

Completion Date means the date the Design-Build Team has satisfied all conditions and requirements of and for a Completion Deadline, including Interim Completion Deadlines, the Substantial Completion Deadline, and Final Acceptance, as may be adjusted pursuant to any Supplemental Agreement, including on account of any Relief Events.

Completion Deadline means the critical milestones for commencement or completion of the Work as set forth in Exhibit 9 (Milestone Deadlines), including without limitation Interim Completion Deadlines, the Substantial Completion Deadline, and Final Acceptance Deadline, as may be adjusted upon approval of the Baseline Project Schedule as set forth in Article 3.2 (Project Schedule), and as further adjusted pursuant to any Supplemental Agreement, including on account of any Relief Events.

Comprehensive Environmental Protection Plan has the meaning set forth in Volume 2, Section 4.3.3 (Comprehensive Environmental Protection Plan).

Conceptual Layout Plan means the schematic layout which provides alignment and lane configuration information necessary to verify lane continuity and general scope compliance for the entire Project.

Construction Commencement Date means for the date on which Design-Build Team first commences construction of the Project or such relative phase thereof.

Construction Documents means all shop drawings, working drawings, fabrication plans, material and hardware descriptions, specifications, construction quality control reports, construction quality assurance reports and samples necessary or desirable for construction of the Project and/or the Utility Adjustments included in the Construction Work, in accordance with the DB Documents.

Construction Maintenance Limits means the physical boundaries of Design-Build Team’s maintenance responsibilities for the Construction Work.

Construction Phase has the meaning set forth in Volume 2, Section 2.2.4 (Construction Phasing and Staging Plan).

Construction Phasing and Staging Plan has the meaning set forth in Section 2.2.4 of the Technical Provisions.

Construction Work means all portions of the Work necessary to build or construct, make, form, manufacture, furnish, install, supply, deliver or equip the Project and/or the Utility Adjustments. Construction Work includes landscaping.

Contract means any agreement, and any supplement or amendment thereto, by either (a) Design-Build Team with any other Person or Contractor, or (b) any Contractor with any Person or Subcontractor, to perform any part of the Work or provide any materials, equipment or supplies for any part of the Work, or any such agreement, supplement or amendment at a lower tier, between a Subcontractor and its lower tier sub-subcontractor or supplier. The term “Contract” excludes Utility Agreements and any agreement with GDOT.
**Contract Item Agreement (CIA)** means an Agreement used for including Utility work in the Department’s project and performed by the Department’s Contractor awarded by competitive bid.

**Contract Sum** means the total contract sum to be paid to Design-Build Team on account of the fully and properly performed Work as set forth in the Agreement (preceding signatures under Article 24 (Miscellaneous)), as adjusted pursuant to Supplemental Agreements (including to reflect adjustments for Compensation Events or Change Orders as provided in the Agreement), including without limitation all of Design-Build Team’s profit, fees, financing costs and interest expense for Design-Build Team Debt, all costs of work and services, materials, equipment, supplies, general conditions costs, overhead and administrative expenses, professional fees and subconsultant costs, acquisition and other costs associated with acquisition of any Approved Properties, insurance and bond premiums, sales taxes, assessments, tariffs, permit, license and registration fees, and all other related costs and expenses.

**Contract Time** means the time period provided for Design-Build Team’s completion of the Work as provided in Article 3.3.1.

**Contractor** means any Person, including any Subcontractor with whom Design-Build Team has entered into any Contract to perform any part of the Work or provide any materials, equipment or supplies for the Project and/or the Utility Adjustments included in the Construction Work, on behalf of Design-Build Team. The term “Contractor” excludes GDOT.

**Cost to Cure** means an appraisal method applied to estimate a proper adjustment for damages to a property that can be physically and economically corrected, as described in further detail in the GDOT ROW Manual.

**Critical Path** means the sequence of activities that must be completed on schedule for the entire Project to be completed in accordance with the Milestone Deadlines. This is the longest duration path through the work plan, in terms of time, of logically connected activities on the Baseline Project Schedule ending with the relative Milestone Deadline in respect thereof.

**Customer Groups** means groups, Persons and entities having a perceived stake or interest in the Project, including: the media, elected officials, Governmental Entities, general public residing or working within the general vicinity of the Project or traveling within or across the limits of the Project, business owners within or adjacent to the Project corridor, Utility Owners, railroads, transportation authorities and providers, community groups, local groups (neighborhood associations, business groups, chambers of commerce, convention and visitors bureaus, contractors, etc.) and other Persons or entities affected by the Project.

**Day** or **day** means calendar day unless otherwise expressly specified.

**DBE Commitments List** means Design-Build Team’s commitment for meeting the Disadvantaged Business Enterprises (DBE) participation goals set forth in Article 10.9.2 (DBE Participation Goals) and Exhibit 14 (Design-Build Team’s DBE Commitments List).

**Decent, Safe and Sanitary (DSS)** means the condition of a dwelling such that it meets applicable housing and occupancy codes.
**Default Interest Rate** means the statutory interest rate applicable to GDOT for contract payment defaults.

**Default Termination Event** means each of the Design-Build Team Defaults listed in Article 19.3.1 (DB Team Defaults Triggering GDOT Termination Rights).

**Defect** means any Work that does not otherwise conform with the DB Documents, or otherwise is a defect, whether by design, construction, installation, affecting the condition, use, functionality or operation of any portion of the Work which, ordinary wear and tear excepted, would cause or have the potential to cause one or more of the following:

(a) a hazard, nuisance or other risk to public or worker health or safety, including the health and safety of Users;

(b) a structural deterioration of the affected Element or any other part of the Project;

(c) damage to a third party’s property or equipment;

(d) damage to the Environment;

(e) failure of the affected Element or any other part of the Project to meet a Performance Requirement; or

(f) failure of an Element to meet the Target for a measurement record as set forth in the columns headed “Target” and “Measurement Record” in the Performance and Measurement Table Baseline.

**Demobilization** means Work performed to remove offices, plants, and facilities; and to move personnel, equipment, and supplies from the Project site to complete Construction Work.

**Design-Build Agreement, DB Agreement, DBA** - see definition for Agreement.

**Design-Build Documents** or **DB Documents** means those documents as set forth in Article 1.2 (DB Documents; Order of Precedence) and all such other agreements entered into by GDOT and Design-Build Team or any Design-Build Team-Related Entity, or otherwise executed by Design-Build Team or a Design-Build Team-Related Entity and delivered to GDOT, with respect to or in connection with this Agreement, including without limitation Supplemental Agreements.

**Design-Build Period** means the period commencing with NTP 1 and ending when Design-Build Team achieves Final Acceptance.

**Design-Build Team** or **DB Team** means the party identified as such in the opening paragraph of this Agreement, together with its permitted successors and assigns.

**Design-Build Team Default** or **DB Team Default** has the meaning set forth in Article 17.1.1 (DB Team Default).

**Design-Build Team’s Interest** or **DB Team’s Interest** means all right, title, and interest of Design-Build Team in, to, under or derived from the Agreement and the other DB Documents.
Design-Build Team Proposed/Design-Build Team Acquired Right of Way means Additional Properties; see Volume 2, Section 7 (ROW Additional Properties).

Design-Build Team-Related Entities or DB Team-Related Entities means (a) Design-Build Team, (b) Design-Build Team’s shareholders, partners, joint venture members and/or members, (c) the Contractor and all other Subcontractors (including Suppliers), (d) any other Persons performing any of the Work, (e) any other Persons for whom Design-Build Team may be legally or contractually responsible, and (f) the employees, agents, officers, directors, shareholders, representatives, consultants, successors and assign of any of the foregoing; provided, however, that GDOT shall not be considered Design-Build Team-Related Entities.

Design-Build Team Release(s) of Hazardous Material or DB Team Release(s) of Hazardous Material means (a) Release(s) of Hazardous Material, or the exacerbation of any such release(s), attributable to the culpable actions, culpable omissions, negligence, willful misconduct, or breach of applicable Law or contract by any Design-Build Team-Related Entity; (b) Release(s) of Hazardous Materials arranged to be brought onto the Site or elsewhere by any Design-Build Team-Related Entity; regardless of cause, or (c) use, containment, storage, management, handling, transport and disposal of any Hazardous Materials by any Design-Build Team-Related Entity in violation of the requirements of the DB Documents or any applicable Law or Governmental Approval.

Design-Build Team Vehicle or DB Team Vehicle means any vehicle authorized by Design-Build Team performing construction, maintenance or operation of the Project, or other related activity.

Design Deviation means any deviation from criteria defined in the GDOT Design Policy Manual as a “guideline”. Failure to adhere to the “10 Controlling Criteria” mandated by FHWA and/or the GDOT Standard Design Criteria mandated by GDOT does not qualify as a Design Deviation.

Design Documents means all drawings (including plans, profiles, cross-sections, notes, elevations, typical sections, details and diagrams), specifications, reports, studies, calculations, electronic files, records and submittals necessary for, or related to, the design of the Project and/or the Utility Adjustments included in the Design Work and/or the Construction Work.

Design Speed means the speed used to determine the various geometric design features of the roadway.

Design Work means all Work of design, engineering or architecture for the Project or Utility Adjustments.

Deviation means any proposed or actual change, deviation, modification, alteration or exception from this Agreement, the Technical Provisions, Technical Documents or Governmental Approvals.


Disadvantaged Business Enterprise or DBE has the meaning set forth 49 CFR 23 and further described in Attachment 6 (Disadvantaged Business Enterprise Program Criteria for Acceptability) to Exhibit 8 (Federal Requirements).
Discipline Groups has the meaning set forth in Volume 2, Section 3.3.7.10 (GDOT Design Review Process).

Discriminatory or Discriminatory Action means (a) materially more onerous application to Design-Build Team or the Project of changes or additions to Technical Provisions or Technical Documents than the application thereof to other Comparable Limited Access Highways, or (b) selective application of changes or additions to Technical Provisions or Technical Documents to Design-Build Team or the Project and not to other Comparable Limited Access Highways. Notwithstanding the foregoing, the following actions are not Discriminatory or Discriminatory Actions: (i) any such application in response to any act or omission by or on behalf of Design-Build Team in violation of Law or the DB Documents; (ii) Safety Compliance; (iii) any such application in response to a directive by the U.S. Department of Homeland Security or comparable State agency, unless such directive is directed solely at or solely affects the Project and such application requires specific changes in Design-Build Team’s normal design, construction, operation or maintenance procedures in order to comply; and (iv) any other actions necessary to address potential safety concerns arising from a specific condition or feature peculiar to the Project.

Dispute means any claim, dispute, disagreement or controversy between GDOT and Design-Build Team concerning their respective rights and obligations under the DB Documents, including concerning any alleged breach or failure to perform and remedies.

Dispute Resolution Procedures means the procedures for resolving Disputes set forth in Article 17.7 (Dispute Resolution Procedures).

Early Adjustment means a Utility identified as such in Volume 2, Section 6 (Utility Adjustments).

Early Portions of the Work means those usable portions of the Project, which should be opened so that they are contiguous; each of which must be completed within the Interim Completion Deadline identified in Exhibit 9 (Milestone Deadlines).

Early Termination Date means the effective date of termination of the Agreement for any reason prior to the stated expiration Final Acceptance Deadline, as specified in the relevant provisions of Article 19 (Termination).

Effective Date means the date of the Agreement or such other date as shall be mutually agreed upon in writing by GDOT and Design-Build Team.

Element means an individual component, system or subsystem of the Work.

Emergency means an unforeseen event affecting the Project whether directly or indirectly which (a) causes or has the potential to cause disruption to the free flow of traffic on the Project or a threat to the safety of the public; (b) is an immediate or imminent threat to the long term integrity of any part of the infrastructure of the Project, to the Environment, to property adjacent to the Project or to the safety of Users or the traveling public; or (c) is recognized by the Georgia Department of Public Safety as an emergency.

Engineer of Record means a Professional Engineer as defined in this Exhibit 1 (Acronyms and Definitions) on the Design-Build Team who is responsible and liable for the
adequacy and safety of the design. This individual will sign and seal the Released for Construction plans, as well as revisions on construction.

**Environment** means air, soils, surface waters, groundwater, land, stream sediments, surface or subsurface strata, biological resources, including endangered, threatened and sensitive species, natural systems, including ecosystems, and historic, archeological and paleontological resources.

**Environmental Approvals (also Environmental Document Approvals)** means all Governmental Approvals arising from or required by any Environmental Law in connection with development of the Project, including approvals and permits required under NEPA/GEPA.

**Environmental Commitment (also Environmental Permits, Issues and Commitments)** means an environmental requirement that must be fulfilled before, during or after construction. Environmental Commitments include commitments to avoid impacts in specified areas, complete environmental investigations before construction impacts, or to perform specified actions after completion of construction.

**Environmental Documents** means all required documents and submittals pertaining to either federal or state laws and permits which are necessary to complete the Project. This may include but not be limited to NEPA, GEPA, and/or other state and federal environmental laws.

**Environmental Law** means any Law applicable to the Project or the Work regulating or imposing liability or standards of conduct that pertains to the Environment, Hazardous Materials, contamination of any type whatsoever, or environmental health and safety matters, and any lawful requirements and standards that pertain to the Environment, Hazardous Materials, contamination of any type whatsoever, or environmental health and safety matters, set forth in any permits, licenses, approvals, plans, rules, regulations or ordinances adopted, or other criteria and guidelines promulgated, pursuant to Laws applicable to the Project or the Work, as such have been or are amended, modified, or supplemented from time to time (including any present and future amendments thereto and reauthorizations thereof) including those relating to:

(a) The manufacture, processing, use, distribution, existence, treatment, storage, disposal, generation, and transportation of Hazardous Materials;

(b) Air, soil, surface and subsurface strata, stream sediments, surface water, and groundwater;

(c) Releases of Hazardous Materials;

(d) Protection of wildlife, Threatened or Endangered Species, sensitive species, wetlands, water courses and water bodies, historical, archeological, and paleontological resources, vegetative buffers, and natural resources;

(e) The operation and closure of underground storage tanks;

(f) and safety of employees and other persons; and

(g) Notification, documentation, and record keeping requirements relating to the foregoing.
Without limiting the above, the term “Environmental Laws” shall also include the following:

(i) The National Environmental Policy Act (42 U.S.C. §§ 4321 et seq.), as amended;

(ii) The Georgia Environmental Policy Act (Section 12-16-1, et seq. of the Official Code of Georgia Annotated), as amended;

(iii) State species laws, including Georgia Endangered Wildlife Act and/or, Georgia Wildflower Preservation Act;


(v) The Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act (42 U.S.C. §§ 6901 et seq.);


(vii) The Clean Air Act (42 U.S.C. §§ 7401 et seq.), as amended;

(viii) The Federal Water Pollution Control Act, as amended by the Clean Water Act (33 U.S.C. §§ 1251 et seq.);


(xii) The Oil Pollution Act (33 U.S.C. §§ 2701, et seq.), as amended;


(xv) The Federal Radon and Indoor Air Quality Research Act (42 U.S.C. §§ 7401 et seq.), as amended;

(xvi) The Occupational Safety and Health Act (29 U.S.C. §§ 651 et seq.);


(xviii) The Fish and Wildlife Coordination Act (16 U.S.C. §§ 661 et seq.), as amended;


(xx) The Coastal Zone Management Act (33 U.S.C. §§ 1451 et seq.), as amended;
(xxi) Georgia Water Quality Act (O.C.G.A. § 12-5-20);

(xxii) Georgia Erosion and Sedimentation Act (O.C.G.A. § 12-7-1), as amended;

(xxiii) Best Management Practices (O.C.G.A. § 12-7-6(b)(15)); and

(xxiv) Georgia Underground Storage Act (O.C.G.A. § 12-13-1)).

**Environmental Mitigation Plan** means the plan to address and cause action on any mitigation effort that is defined in the project’s Environmental Commitment Table (Volume 2, Attachment 4-1), permits, environmental document, Standard Specifications, Supplemental Specifications, Special Provisions or Technical Provisions for impacts caused by the project’s construction activities or required mitigation of existing site conditions.

**Escrow Agent** has the meaning set forth in Exhibit 24 (Escrow Bid Documentation).

**Evaluation Score** means the numerical score resulting from the adjectival evaluation and numerical conversion of a particular portion of the Proposals.

**Exhibits** means all exhibits, riders, and other attachments to the DB Documents, including without limitation Volume 1 and Volume 2, as well as, any of the aforementioned, which are incorporated into any DB Documents by reference, and all amendments, modifications, and supplements thereto.

**Existing Improvements** means the existing highway, bridge, and related improvements as of the date that are in effect at the date of the RFP advertisement within the Construction Maintenance Limits.

**Existing Right of Way** or **Existing ROW** means any real property (which term is inclusive of all estates and interests in real property), improvements and fixtures (i) as provided in Article 2.2 (Right of Way; Construction Easement; Ownership) and more specifically described and identified as “Existing ROW” within Exhibit 4 (Right of Way (Existing Right of Way and Required Right of Way) in which GDOT has a leasehold estate and interest pursuant to the Estate for Years or other property right or interest, and (ii) any Proposed Right of Way, which GDOT at any time after the Effective Date, shall acquire a leasehold estate or other property interest. The term specifically includes all air space, surface rights and subsurface rights within the limits of the Existing Right of Way.

**Existing Utility Property Interest** means any right, title or interest in real property (e.g., a fee or an easement) claimed by a Utility Owner as the source of its right to maintain an existing Utility in such real property, which is compensable in eminent domain.

**Federal Requirements** means the provisions required to be part of federal-aid construction contracts, including the provisions set forth in Exhibit 8 (Federal Requirements).

**Final Acceptance** means the occurrence of all the events and satisfaction of all the conditions set forth in Article 7.7.2 (Punch List), as and when confirmed by GDOT’s issuance of a certificate in accordance with the procedures and within the timeframe established in Article 7.7.2.
Final Acceptance Date means the date upon which Design-Build Team has satisfied all conditions of and for Final Acceptance and GDOT has certified same.

Final Acceptance Deadline means the deadline for achieving Final Acceptance, as set forth in Exhibit 9 (Milestone Deadlines) as such deadline may be extended for any Relief Event or Change Order as and to extend provided in the Agreement.

Final Design shall have the meaning set forth in Article 3.3.1.2.

Final Plans means the Design Documents which provide the complete and final documents necessary for the construction, operations, and maintenance of the Project or any portion thereof including any Utility Adjustments required by the Project.

Final ROW Lines means the final location of all Right of Way within the project limits.

Fiscal Year means the 12 month fiscal year used by GDOT for budgeting purposes.

Float means the amount of time that any given activity or logically connected sequence of activities shown on the Project Schedule, as the case may be, may be delayed before it will affect completion of any Work as required to achieve any Milestone Deadlines, including the Substantial Completion Deadline and Final Acceptance Deadline.

Force Majeure Event means the occurrence of any of the following events that materially and adversely affects performance of Design-Build Team’s obligations, provided that such events (or the effects of such events) could not have been avoided by the exercise of caution, due diligence, or reasonable efforts by Design-Build Team: (a) war (including civil war and revolution), invasion, armed conflict, violent act of foreign enemy, military or armed blockade, or military or armed takeover of the Project, in each case occurring within the State; (b) any act of terrorism or sabotage that causes direct physical damage to the Project; (c) nuclear explosion or contamination, in each case occurring within the State; (d) riot and civil commotion on or in the immediate vicinity of the Project; (e) fire, explosion, flood, earthquake, hurricane, or tornado, in each case that causes direct physical damage to the Project; or (f) national or statewide (i.e., State of Georgia) strike that has a direct adverse impact on Design-Build Team’s ability to obtain materials, equipment or labor for the Project.

Formal Consultation means during Section 7 Consultation (Endangered Species Act) that a Federal agency determines, through a biological assessment or other review, that its action is likely to adversely affect a listed species.

GDOT means the Georgia Department of Transportation, as set forth in the recitals of the Agreement, and any entity succeeding to the powers, authorities and responsibilities of GDOT invoked by or under the DB Documents.

GDOT-Caused Delay means any of the following events, to the extent they result in a material delay or interruption in performance of any material obligation under the Agreement, and provided such events are beyond Design-Build Team’s control and are not due to any act, omission, negligence, recklessness, willful misconduct, breach of contract or Law of any of the Design-Build Team-Related Entities, solely to the extent not concurrent or overlapping with any delay attributable to Design-Build Team, and further provided that such events (or the effects of such events) could not have been avoided by the exercise of caution, due diligence, or reasonable efforts by Design-Build Team, and with respect to any Compensation Event, solely
to the extent that the cumulative effect of any such delays as set forth below have or shall result in delays, after taking into account any available Float, in excess of 90 days:

(a) Failure of GDOT to issue NTP 1 as provided pursuant to Article 3.3.1.1 and/or failure to issue NTP 2 or NTP 3 as provided pursuant to Article 3.3.1.2 and Article 3.3.1.3;

(b) GDOT Changes;

(c) Failure of GDOT to provide the GDOT-Provided Approvals within the time periods set forth in Volume 2, Section 4.3.2 (GDOT Review and Approval of Environmental Documents and Permits), subject to Article 6.2.1; or

(d) Failure of GDOT to provide responses to proposed schedules, plans, Design Documents, condemnation and acquisition packages, and other Submittals and matters submitted to GDOT after the Effective Date for which response is required under the DB Documents as an express prerequisite to Design-Build Team’s right to proceed or act, within the time periods (if any) indicated in the DB Documents, or if no time period is indicated, within a reasonable time, taking into consideration the nature, importance and complexity of the submittal or matter, following delivery of written notice from Design-Build Team requesting such action in accordance with the terms and requirements of the DB Documents;

(e) Failure of GDOT to provide Design-Build Team with access to the Right of Way as required; or


Any proper suspension of Work pursuant to Article 17.3.7 (Suspension of Work) shall not be considered a GDOT-Caused Delay.

**GDOT Change** means:

(a) Any change in the scope of the Work or terms and conditions of the Technical Provisions or Technical Documents (including changes in the standards applicable to the Work) that GDOT has directed Design-Build Team to perform through a Supplemental Agreement as described in Article 13 (GDOT Changes; DB Team Changes; Directive Letters) or a Directive Letter pursuant to Article 13.1; and

(b) Any other event that the DB Documents expressly state shall be treated as a GDOT Change.

**GDOT Claims Account** means the designated account for the benefit of GDOT and Design-Build Team to be administered and maintained by GDOT for payments on account of claims as required by GDOT pursuant to Article 17.3.4 (Damages; Offset).

**GDOT Default** has the meaning set forth in Article 17.5.1 (GDOT Default).

**GDOT Recoverable Costs** means:

(a) The costs of any assistance, action, activity or Work undertaken by GDOT which Design-Build Team is liable for or is to reimburse under the terms of the DB Documents, including the charges of third-party contractors, and reasonably allocated wages, salaries,
compensation and overhead of GDOT staff and employees, performing such action, activity or Work (exclusive of ordinary and customary administration and review activities by GDOT employees or consultants, except for such consultant fees and expenses as expressly reserved in the Agreement); plus

(b) Third-party costs GDOT incurs to publicly procure any such third-party contractors; plus

(c) Reasonable fees and costs of attorneys (including the reasonably allocable fees and costs of the Georgia Attorney General’s Office), financial advisors, engineers, architects, insurance brokers and advisors, investigators, traffic and revenue consultants, risk management consultants, other consultants, and expert witnesses, as well as court costs and other litigation costs, in connection with any such assistance, action, activity or Work, including in connection with defending claims by and resolving disputes with third-party contractors; plus

(d) Any expense or cost for which GDOT is to be reimbursed by Design-Build Team pursuant to the express terms of the Agreement; plus

(e) Interest on all the foregoing sums at the Default Interest Rate from the date due under the applicable terms of the DB Documents and continuing until paid.

**GDOT Re-evaluation Period (Re-evaluation Period)** means the specified amount of time set forth as a condition in an approved ATC for GDOT to obtain the applicable Governmental Approval required for a re-evaluation of the NEPA/GEPA Approval, prior to Design-Build Team being entitled to a Relief Event or Compensation Event; provided, however, that such time shall commence upon the date that GDOT has received a full and complete document package from Design-Build Team required for GDOT to process such re-evaluation.

**GDOT Release(s) of Hazardous Materials** means, except as provided below, the introduction in, on or under the Construction Maintenance Limits or Operation and Maintenance Limits of Hazardous Material directly by GDOT, and their respective agents and contractors (excluding Design-Build Team). GDOT Release(s) of Hazardous Material excludes, however, (i) any Hazardous Materials so introduced that are in or part of construction materials and equipment incorporated into the Project and (ii) any Hazardous Materials identified in the phase 1 investigation and report described in clause (i) of the definition of Pre-Existing Hazardous Materials.

**GDOT Standard Specifications** means the Georgia Department of Transportation Standard Specifications, Construction of Transportation Systems.

**General Purpose Lanes** means Limited Access Highway lanes within the Existing Right of Way other than the Managed Lanes.

**Geotechnical Engineering Reports** means the reports which meet the requirements described in Volume 2, Section 8.3 (Design Requirements).

**GEPA** means the Georgia Environmental Policy Act, as amended and as it may be amended from time to time.

**GEPA Approval** means the (a) GEPA document as approved by GDOT including any studies, reports, Environmental Commitments, and all other procedural requirements and
documents required for the Project or a portion of the Project, as (b) may be modified pursuant to all Georgia EPD, USACE, USFWS approvals, and approved supplements and re-evaluations pertaining to the Project.

**Good Industry Practice** means the exercise of the degree of skill, diligence, prudence and foresight which would reasonably and ordinarily be expected from time to time from a skilled and experienced designer, engineer, or constructor, seeking in good faith to comply with its contractual obligations, complying with the DB Documents, all applicable Laws and Governmental Approvals, and engaged in the same type of undertaking in the United States under similar circumstances and conditions.

**Governmental Approval** means any permit, license, consent, concession, grant, franchise, authorization, waiver, variance or other approval, guidance, protocol, mitigation agreement, special provision, or memoranda of agreement/understanding, and any amendment or modification of any of them provided by Governmental Entities including State, local, or federal regulatory agencies, agents, or employees, which authorize or pertain to the Project or the Work.

**Governmental Entity** means any federal, State or local government and any political subdivision or any governmental, quasi-governmental, judicial, public or statutory instrumentality, administrative agency, authority, body or entity other than GDOT.

**Guarantor** means any Person that is the obligor under any guaranty in favor of GDOT required under the Agreement, including any Design-Build Guaranty.

**Hazardous Materials** means any element, chemical, compound, material or substance, whether solid, liquid or gaseous, which at any time is defined, listed, classified or otherwise regulated in any way under any Environmental Laws, or any other such substances or conditions (including mold and other mycotoxins or fungi) which may create any unsafe or hazardous condition or pose any threat to human health and safety. “Hazardous Materials” includes the following:

(a) Hazardous wastes, hazardous material, hazardous substances, hazardous constituents, and toxic substances or related materials, whether solid, liquid, or gas, including substances defined as or included in the definition of “hazardous substance”, “hazardous waste”, “hazardous material”, “extremely hazardous waste”, “acutely hazardous waste”, “radioactive waste”, “radioactive materials”, “bio-hazardous waste”, “pollutant”, “toxic pollutant”, “contaminant”, “restricted hazardous waste”, “infectious waste”, “toxic substance”, “toxic waste”, “toxic material”, or any other term or expression intended to define, list or classify substances by reason of properties harmful to health, safety or the indoor or outdoor environment (including harmful properties such as ignitability, corrosivity, reactivity, carcinogenicity, toxicity, reproductive toxicity, “TCLP” toxicity” or “EP toxicity” or words of similar import under any applicable Environmental Laws);

(b) Any petroleum, including crude oil and any fraction thereof, and including any refined petroleum product or any additive thereto or fraction thereof or other petroleum derived substance; and any waste oil or waste petroleum byproduct or fraction thereof or additive thereto;

(c) Any drilling fluids, produced waters and other wastes associated with the exploration, development or production of crude oil, natural gas or geothermal resources;
(d) Any flammable substances or explosives;

(e) Any radioactive materials;

(f) Any asbestos or asbestos-containing materials;

(g) Any lead and lead-based paint;

(h) Any radon or radon gas;

(i) Any methane gas or similar gaseous materials;

(j) Any urea formaldehyde foam insulation;

(k) Electrical equipment which contains any oil or dielectric fluid containing regulated levels of polychlorinated biphenyls;

(l) Pesticides;

(m) Any other chemical, material or substance, exposure to which is prohibited, limited or regulated by any Governmental Entity or which may or could pose a hazard to the health and safety of the owners, operators, Users or any Persons in the vicinity of the Project or to the indoor or outdoor Environment; and

(n) Soil, or surface water or ground water, contaminated with Hazardous Materials as defined above.

**Hazardous Materials Management** means procedures, practices and activities to address and comply with Environmental Laws and Environmental Approvals with respect to Hazardous Materials encountered, impacted, caused by or occurring in connection with the Project or the Work, as well as investigation and remediation of such Hazardous Materials. Hazardous Materials Management may include sampling, stock-piling, storage, backfilling in place, asphalt batching, recycling, treatment, clean-up, remediation, transportation and/or off-site disposal of Hazardous Materials, whichever approach is effective, most cost-efficient and authorized under applicable Law.

**Hazardous Materials Management Plan** has the meaning set forth in Volume 2, Section 4.3.4 (Hazardous Materials Management Plan).

**Highway** means a travel way for vehicular traffic that is included in the State or federal highway system.

**Highway Service Systems** means GDOT’s or a Governmental Entity’s lighting and electrical systems, traffic control systems, communications systems and irrigation systems serving street or highway purposes (including ITS and Intelligent Vehicle Highway System facilities).

**Historic Property** means any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in, either the National Register of Historic Places or the Georgia Register of Historic Places.

**Incident** means any unplanned event during the course of construction.

**Incident Management Plan** means Design-Build Team’s plan for detection and response to Incidents or Emergencies, as part of the PMP.

**Indemnified Parties** means GDOT, the State, the State Transportation Board, and their respective successors, assigns, officeholders, officers, directors, commissioners, agents, representatives, consultants and employees. Indemnified Party shall mean any of the aforementioned.

**Informal Consultation** means during Section 7 Consultation (Endangered Species Act) that a Federal agency determines that its action may affect a listed species.

**Instructions to Proposers (ITP)** means the document that provides instructions to be followed by Proposers in their responses to the RFP.

**Insurance Policies** means all of the insurance policies Design-Build Team is required to carry pursuant to Article 16.1 (Insurance Policies and Coverage).

**Intellectual Property** means all current and future legal and/or equitable rights and interests in know-how, patents (including applications), copyrights (including moral rights), trademarks (registered and unregistered), service marks, trade secrets, designs (registered and unregistered), utility models, circuit layouts, plant varieties, business and domain names, inventions, solutions embodied in technology, and other intellectual activity, and applications of or for any of the foregoing, subsisting in or relating to the Project, Project design data or Project traffic data. Intellectual Property includes toll-setting and traffic management algorithms, and software used in connection with the Project (including but not limited to software used for management of traffic on the Project), and Source Code. Intellectual Property also includes the trade secret information contained in proprietary pricing information. Intellectual Property is distinguished from physical construction and equipment itself and from drawings, plans, specifications, layouts, depictions, manuals and other documentation that disclose Intellectual Property.

**Intelligent Transportation System (ITS)** has the meaning set forth in Volume 2, Section 17.

**Intelligent Vehicle Highway System (IVHS)** means smart vehicle and smart highway technologies to improve the safety, efficiency and environmental impact of highway facilities.

**Interim Completion** means satisfaction of the criteria for opening an Early Portion of the Work so that it is safe to open to the traveling public.

**Interim Completion Date** means the date upon which Design-Build Team has satisfied all conditions for opening an Early Portion of the Work so that it is safe to open to the traveling public.

**Interim Completion Deadline** means the deadline and required date for each of the Early Portions of the Work Interim Completion Deadlines are set forth in the Milestone
Deadlines shown on Exhibit 9 to the Agreement, as such deadline(s) may be extended for Relief Events pursuant to the Agreement.

**Interim Design** means any submittal of Design Documents after the Preliminary Plans have been accepted but prior to submittal of Final Plans for the entire Project or any approved Project segment. Interim Designs are intended to resolve conflicts and unresolved comments from the Preliminary Plans submittal.

**Joint Project Inspection** has the meaning set forth in Volume 2, Section 19.3.2.

**Key Contract** means any one of the following Contracts for Work that Design-Build Team or Design-Build Team’s Contractor’s causes to be performed:

(a) All prime construction Contracts;

(b) All project or program management services, architectural design, or engineering Contracts; and

(c) All other Contracts with a single Contractor or Subcontractor which individually or in the aggregate total in excess of $25 million.

**Key Contractor** means any Contractor or Subcontractor, as the case may be, under any Key Contract.

**Key Personnel** or **Key Team Members** means those individuals appointed by Design-Build Team and approved by GDOT from time to time to fill the “Key Personnel” positions. The specific individuals appointed by Design-Build Team and approved by GDOT to initially fill certain of the Key Personnel positions are identified in Exhibit 2 (Key Personnel and Other Proposal Commitments) to the Agreement.

**Landscape Enhancement Plan** has the meaning set forth in Volume 2, Section 15.3.1 (Landscape and Hardscape Enhancement Principles and Strategies).

**Law** or **Laws** means (a) any statute, law, code, regulation, ordinance, rule or common law, (b) any binding judgment (other than regarding a Dispute), (c) any binding judicial or administrative order or decree (other than regarding a Dispute), (d) any written directive, guideline, policy requirement or other governmental restriction (including those resulting from the initiative or referendum process, but excluding those by GDOT within the scope of its administration of the DB Documents or in the normal course of its adoption of new or revised technical standards pursuant to Article 7.2.5) or (e) any similar form of decision of or determination by, or any written interpretation or administration of any of the foregoing by, any Governmental Entity, in each case which is applicable to or has an impact on the Project or the Work, whether taking effect before or after the Effective Date, including Environmental Laws. “Laws”, however, excludes Governmental Approvals.

**Lead Contractor** shall mean the entity designated as a Proposer’s “Lead Contractor” in its SOQ. There may only be one Lead Contractor per Proposer team.

**Lead Engineering Firm** shall mean the entity designated as a Proposer’s “Lead Engineering Firm” in its SOQ. There may only be one Lead Engineering Firm per Proposer team.
**Line** or **line** means, in the context of Utilities or Highway Service Systems, a line, pipeline, conduit or cable used for utility purposes, including underground, surface or overhead facilities.

**Liquidated Damages** means such liquidated damages as may accrue and be due and payable by Design-Build Team to GDOT as set forth under Article 17.4 (Liquidated Damages and Nonrefundable Deductions) and as set forth under Exhibit 18 (Measures of Liquidated Damages and Nonrefundable Deductions) thereto.

**Loss** or **Losses** means any loss, damage, injury, liability, obligation, cost, response cost, expense (including attorneys’, accountants’ and expert witnesses’ fees and expenses (including those incurred in connection with the enforcement of any indemnity or other provision of the Agreement)), fee, charge, judgment, penalty or fine. Losses include injury to or death of persons, damage or loss of property, and harm or damage to natural resources.

**Maintenance Acceptance** means the point at which the DB Team has determined a portion of the Project has met all of the conditions of Substantial Completion for that portion of the Project and has made a written request for GDOT consideration, and GDOT has issued a written determination of Maintenance Acceptance, subject to the following:

(a) all work for that portion of the Project shall meet the standards for completion listed in Articles 7.7.1.3 through 7.7.1.5 and Article 7.7.2.1;

(b) upon satisfactory completion of all Punch List items for that portion of the Project, GDOT will issue a determination of Maintenance Acceptance for only that portion of the Project; and

(c) Maintenance Acceptance does not constitute Substantial Completion or Final Acceptance of the Work and is for the limited purpose of relieving the DB Team of responsibility for damage to that portion of the Project other than that attributable to the DB Team’s actions or inadequate construction.

**Maintenance Management Plan** has the meaning set forth in Volume 2, Section 19.3.3 (Maintenance Management Plan).

**Major Culvert** means a culvert that provides an opening of more than 35 square feet in a single or multiple installations. A Major Culvert may consist of a single round pipe, pipe arch, open or closed-bottom box, bottomless arch, or multiple installations of these structures placed adjacent or contiguous as a unit. Certain Major Culverts are classified as bridges when they provide an opening of more than 20 feet, measured parallel to the roadway; such culverts may be included in the bridge inventory.

**Major Non-Participating Member** means a Proposer’s Lead Contractor and Lead Engineering Firm. If any of these entities qualify as a Participating Member, then that entity shall not be treated as a Major Non-Participating Member. Major Non-Participating Members are not considered Contractors to Proposer regardless of their role in the performance of Project-related services.

**Major River Crossing** means a crossing with a 100-year storm event flow in excess of 10,000 cubic feet per second (cfs).
Management Plans means all of the management plans identified in Volume 2, Section 2.

Memorandum of Understanding (MOU) means a formal agreement between GDOT and one or more agencies, organizations or providers.

Milestone Deadline shall have the same meaning as Completion Deadline.

Minor Culvert means any culvert not classified as a Major Culvert.

Mobilization means Work performed to establish offices, plants, and facilities; and to move personnel, equipment, and supplies to the Project site to begin Construction Work.

NavigAtor Contractor means that certain Separate Contractor engaged by GDOT to provide the NavigAtor System to be included and integrated into the ITS to be incorporated into the Project, if such system is identified in Volume 2, Section 17 (Intelligent Transportation Systems) to be incorporated into the Project.

NavigAtor System means the “NavigAtor” advanced transportation management system to be included as a part of the ITS as set forth pursuant to Volume 2, Section 17.2.4 (Transportation Management Center (TMC) Improvements).

NavigAtor Work means the work to be provided by the NavigAtor Contractor, coordinated with the Work, for completion of the NavigAtor System for the Project.

NEPA means the National Environmental Policy Act, 42 U.S.C. § 4321 et seq., as amended and as it may be amended from time to time.

NEPA Approval means the (a) NEPA document as approved by FHWA including any studies, reports, Environmental Commitments, and all other procedural requirements and documents required for FHWA approval for the Project or a portion of the Project, as (b) may be modified pursuant to all approved supplements and re-evaluations pertaining to the Project.

NEPA Finality Date means the date NEPA Approval becomes final and non-appealable and the federal statute of limitations for commencing legal action to challenge the validity of any NEPA Approval has expired.

Nonconforming Work means Work that does not conform to the requirements of the DB Documents, the Governmental Approvals, applicable Law or the Design Documents.

Nonrefundable Deductions means such nonrefundable deductions as may accrue and be due and payable by Design-Build Team to GDOT as set forth under Article 17.4 (Construction Requirements) and as set forth under Exhibit 18 (Measures of Liquidated Damages and Nonrefundable Deductions) thereto.

Notice of Award means formal acceptance of the Apparent Successful Proposer.

Notice of Termination for Convenience means written notice issued by GDOT to Design-Build Team terminating the Agreement in whole or in part for convenience.
NTP means a written notice issued by GDOT to Design-Build Team authorizing Design-Build Team to proceed with the portion or phase of the Work as being designated as subject to such notice to proceed in the Proposal Schedule, Project Schedule, or otherwise in the Agreement Documents, including without limitation NTP 1, NTP 2, and NTP 3.

NTP 1 means a written notice issued by GDOT to Design-Build Team authorizing Design-Build Team to proceed with the portion of the Work described in Article 3.3.1.1.

NTP 1 Conditions Deadline means the outside date set forth in the Milestone Deadlines (or the Baseline Project Schedule as to the extent such outside date is adjusted thereby) by which Design-Build Team is obligated under the Agreement to satisfy all conditions to issuance of NTP 1, as such deadline may be extended for Relief Events from time to time pursuant to the Agreement.

NTP 2 means a written notice issued by GDOT to Design-Build Team authorizing Design-Build Team to proceed with the portion of the Work described in Article 3.3.1.2 of the Agreement.

NTP 2 Conditions Deadline means the outside date set forth in the Milestone Deadlines (or the Baseline Project Schedule as to the extent such outside date is adjusted thereby) by which Design-Build Team is obligated under the Agreement to satisfy all conditions to issuance of NTP 2, as such deadline may be extended for Relief Events from time to time pursuant to the Agreement.

NTP 3 means a written notice issued by GDOT to Design-Build Team pursuant to Article 3.3.1.3 authorizing Design-Build Team to proceed with the remaining Work and other activities pertaining to the Project.

NTP 3 Conditions Deadline means the outside date set forth in the Milestone Deadlines (or the Baseline Project Schedule as to the extent such outside date is adjusted thereby) by which Design-Build Team is obligated under the Agreement to satisfy all conditions to issuance of NTP 3, as such deadline may be extended for Relief Events from time to time pursuant to the Agreement.

Open Book Basis means allowing the relevant Party to review all underlying assumptions and data associated with the issue in question, including, but not limited to, assumptions as to costs of the Work, schedule, composition of equipment spreads, equipment rates, labor rates, productivity, estimating factors, design and productivity allowance, contingency and indirect costs, risk pricing, discount rates, interest rates, inflation and deflation rates, and other items reasonably required by the relevant Party.


Optical Character Recognition (OCR) means the process of converting an image to text.

P&P Bonds or Performance and Payment Bonds means the bonds meeting the requirements of Article 16.2.1.
**P&P Obligor** means the Person identified as the obligor or account party in the P&P Bonds, as applicable.

**Participating Agency** means a public, quasi-public, or private agency that has agreed to cooperate with and assist Design-Build Team during an Emergency.

**Participating Member** means (a) if the Proposer is a joint venture, partnership, or limited liability company, each member of the joint venture, partnership or limited liability company; or (b) if the Proposer is a corporation or other corporate entity, the Proposer.

**Party** means Design-Build Team or GDOT, as the context may require, and “**Parties**” means Design-Build Team and GDOT, collectively.

**Payment Activity** shall have the meaning set forth in Volume 2, Section 2.6.

**Payment for Work Product** means the Stipulated Fee to be paid to unsuccessful responsive Proposers for their Work Product as described in Form N to the ITP.

**Payment Request** means the request for payment on account of the Work all in accordance with Volume 2, Section 2.6 (Payment Requests and Payment), and with the terms and conditions set forth in GDOT Standard Specification 109.03.

**Permanent Works** are permanent structures and parts thereof required of the completed DB Documents.

**Person** means any individual, corporation, joint venture, limited liability company, company, voluntary association, partnership, trust, unincorporated organization, Governmental Entity, or GDOT.

**Phase 1 Hazardous Materials Investigation** means an environmental assessment conducted in accordance with the DB Documents and ASTM E-1527-05, or any future revision or replacement thereof, to identify Recognized Environmental Conditions and potential Recognized Environmental Conditions.

**Plans** means (only where capitalized) contract drawings, working drawings, supplemental drawings, detail sheets or exact reproductions thereof, which show the location, character, dimensions and details of the Construction Work to be done.

**Pre-existing Hazardous Materials** means Hazardous Materials that meet all the following criteria:

(a) The Hazardous Materials are in, on or under the Right of Way as of the date GDOT makes available to Design-Build Team the affected parcel; or

(b) The Hazardous Materials are not located in, on or under any Project Specific Locations or Additional Properties, except Additional Properties required due to GDOT Changes (including GDOT Changes regarding the initial construction).

For purposes of determining whether Hazardous Materials were in, on or under the Right of Way or any Additional Properties required by GDOT to be included in the Property as a result of GDOT Changes, as of the date on which GDOT makes available to Design-Build Team the
affected parcel, Design-Build Team shall have the burden of proof to demonstrate it was not a Design-Build Team Release of Hazardous Materials:

(i) As to any Hazardous Materials not identified as being present as of such date in the Phase 1 investigations of the Project conducted by GDOT prior to the Effective Date or any Phase 1 Hazardous Materials Investigation or Phase 2 Hazardous Materials Investigation supplementing the foregoing report prepared prior to the Effective Date; and

(ii) As to any Additional Properties required by GDOT to be included in the Property as a result of GDOT Changes, any Phase 1 Hazardous Materials Investigation thereof prepared and delivered prior to the Effective Date.

For the purpose of this definition, “makes available” means:

(i) The Effective Date, except for parcels not yet acquired as of the Effective Date; and

(ii) As to parcels not yet acquired as of the Effective Date and as to Additional Properties required by GDOT to be included in the Property as a result of GDOT Changes, the date Design-Build Team first receives the right to take and maintain possession of the parcel for all purposes for the remainder of the Term in accordance with the DB Documents, including commencement of construction, as the result of GDOT’s having secured title or right of possession by contract or title instrument or by a special commissioners’ award through the eminent domain process or otherwise.

**Preliminary Plans** means the Design Documents which provide the preliminary design necessary for the related to construction, operations, and maintenance of the entire Project including any Utility Adjustments required by the Project.

**Presidential Disaster Declaration** means a declaration of a major disaster by the President of the United States triggering assistance from FEMA pursuant to the Disaster Relief Act of 1974 (Pub.L. No. 93-288, as amended).

**Price Proposal** means the price component of the Proposal evaluation as described in the ITP.

**Price Proposal Score** means the score calculated in accordance with the Price Proposal formula as described in the ITP.

**Principal Project Documents** means the Security Instruments and the Design-Build Contract.

**Professional Engineer** means a person who is duly licensed and registered by the Georgia State Board of Registration for Professional Engineers and Land Surveyors to engage in the practice of engineering in the State of Georgia.

**Professional Land Surveyor** means a person registered by the Georgia State Board of Registration for Professional Engineers and Land Surveyors to practice the profession of land, boundary, or property surveying or other similar professional practices.
**Project** means the Project as defined in the RFP, that is the subject of this Agreement, and which shall include the transportation facilities and all related structures, and improvements, including integration of the ITS, and communications systems used in connection with operation of such transportation facilities, to be designed and constructed pursuant to the terms of the DB Documents.

**Project Extension** means a linear addition to the original Project by Design-Build Team, including any at either terminus of the original Project and any linear improvement that interconnects with the original Project.

**Project Information Contact** means the person designated by Design-Build Team to manage Design-Build Team’s public information activities as more particularly described in Volume 2, Section 2.2.3 (Communications Support).

**Project Manager** means the individual designated by Design-Build Team and approved in writing by GDOT in the position to take full responsibility for the prosecution of the Work and will act as a single point of contact on all matters on behalf of Design-Build Team.

**Project Schedule** shall have the meaning set forth in Volume 2, Section 2.5 (Project Schedule Requirements).

**Project Schedule Narrative** shall have the meaning set forth in Volume 2, Section 2.5 (Project Schedule Requirements).

**Project Specific Locations** means any additional temporary property interests or rights, other than ROW or Additional Properties, which are not contiguous to the Property, that Design-Build Team may require for performance of the Work, including for temporary activities in connection with the Construction Work, such as construction work sites, temporary work areas, staging areas, storage areas, and earthwork material borrow sites.

**Project Schedule Update** shall have the meaning set forth in Volume 2, Section 2.5 (Project Schedule Requirements).

**Property** has the meaning set forth in Article 2.2.1 and shall include only such property as identified in the Environmental Document Approval.

**Proposal** means the complete response to the RFP which may include the Proposer’s Administrative Information Submittals, Technical Proposal for the Project, and Price Proposal for the Project.

**Proposal Bond** means the security that Proposers submit to GDOT with their Proposals

**Proposal Commitments** means statements, offers, terms, concepts, or designs in DB Team’s Proposal that are to a standard higher than required by the Agreement or Technical Provisions, or include terms advantageous to GDOT.

**Proposal Due Date** means the deadline for submission of the Proposal to GDOT as defined in the ITP Section 1.4 (Procurement Schedule).

**Proposal Revisions** has the meaning set forth in Section 5.4 (Request for Proposal Revisions) of the ITP.
**Proposal Schedule** means the high level, logic based, critical path schedule representing Design-Build Team’s plan to complete performance of the Work beginning on the date of NTP 1 to Final Acceptance of the Work, submitted with the Proposal.

**Proposed Right of Way or Proposed ROW** means the State Proposed/DB Team Acquired Right of Way and the State Proposed/State Acquired Right of Way.

**Proposed Supplemental Agreement** has the meaning set forth in Article 13 (GDOT Changes; DB Team Changes; Directive Letters).

**Proposer** or **Proposers** has the meaning set forth in Section 1.1 (Introduction) in the ITP.

**Proprietary Intellectual Property** means Intellectual Property created, used, applied or reduced to practice in connection with the Project or the Work that derives commercial value from its protection as a trade secret under applicable Law or from its protection under patent law.

**Protection in Place** means any action taken to avoid damaging a Utility which does not involve removing or relocating that Utility, including staking the location of a Utility, exposing the Utility, avoidance of a Utility’s location by construction equipment, installing steel plating or concrete slabs, encasement in concrete, temporarily de-energizing power lines, and installing physical barriers. The term includes both temporary measures and permanent installations meeting the foregoing definition.

**Provided Approvals** means the Governmental Approvals for the Project obtained or to be obtained by GDOT, as specifically listed in Volume 2, Section 4.3 (Environmental Approvals) (including any such approvals as may be required from GDOT independent of GDOT’s Project administration pursuant to Article 6.2 (Governmental Approvals and Third-Party Agreements)).

**Public Information and Communications Plan (PICP)** has the meaning set forth in Volume 2, Section 2.2.3 (Communications Support).

**Punch List** means an itemized list of Construction Work that remains to be completed following Substantial Completion but as a condition to Final Acceptance, provided that the nature of any such incomplete Work, and the correction and completion of same, will have no material or adverse effect on the normal and safe use and operation of the Project.

**Punch List Period** means the time provided for Design-Build Team’s completion of Punch List Work, which shall be the time between Substantial Completion and Final Acceptance as provided in the Project Schedule.

**QA** means quality assurance.

**QA/QC** means quality assurance and quality control.

**Quality Management Plan (QMP)** means the set of GDOT-approved plans for quality management and control of the Project and Work, as set forth in Volume 2, Section 2.3 (Quality Management Requirements).
**Quality Assurance Manager (QAM)** means the individual retained by Design-Build Team as the Key Personnel with the authority and responsibility for ensuring establishment and maintenance of, and compliance with, the Quality Management Plan. The Quality Assurance Manager shall be a Professional Engineer as defined in this Exhibit 1.

**Quitclaim Deed** means a quitclaim deed to be executed by a Utility Owner relinquishing its rights to maintain a Utility in a particular location, as more particularly described in Volume 2, Section 6.2.2.2 (Real Property Matters).

**Railroad** means, depending on the context, either the right of way, tracks, and systems used for rail traffic in the vicinity of the Project, or the owners and/or operators of such rail systems.

**Railroad Right of Entry Agreement** has the meaning described in Volume 2, Section 14.2.3.2 (Railroad Contractor Right of Entry (CROE) Agreement(s)).

**Recognized Environmental Condition** has the meaning set forth in ASTM E-1527-00.

**Record Drawings** (also known as As-Builts, as-builts, or as-built drawings) means construction drawings and related documentation revised to show as-built changes to the Project at Final Acceptance. Interim marked-in-the-field or red-lined drawings to be provided during the progress of the Work as required pursuant to the Technical Provisions shall not constitute the final Record Drawings.

**Reference Information Documents (RIDs)** means the collection of information, data, documents and other materials that GDOT has provided to Design-Build Team for general or reference information only.

**Related Transportation Facility(ies)** means all existing and future highways, streets and roads, including upgrades and expansions thereof, that is/are or will be adjacent to, connecting with or crossing under or over the Project, as specifically identified in the Technical Provisions.

**Release for Construction** or **RFC** means the written authorization by GDOT to proceed with any designated phase of the Construction Work based on the approved Final Plans.

**Release of Hazardous Materials** means any spill, leak, emission, release, discharge, injection, escape, leaching, dumping or disposal of Hazardous Materials into the soil, air, water, groundwater or environment, including any exacerbation of an existing release or condition of Hazardous Materials contamination.

**Relief Event** means any one or more of the following events, subject to any limitations, claims, submission requirements, and other conditions set forth in the Agreement, provided that no relief will be available to the extent that (i) the events are within DB Team’s control or are due to any wrongful act, wrongful omission, negligence, recklessness, willful misconduct, breach of contract or Law or violation of a Governmental Approval of any of the DB Team-Related Entities; or (ii) the events (or the effects of such events) could have been avoided by the exercise of reasonable caution, due diligence, or other reasonable efforts by Design-Build Team:

(a) Force Majeure Event;
(b) Latent defects in Existing Improvements;

(c) Change in Law;

(d) Discriminatory Action;

(e) GDOT’s failure to perform or observe any of the covenants or obligations of GDOT under the Agreement or other DB Documents;

(f) GDOT Change;

(g) GDOT-Caused Delay;

(h) Performance of work in the Construction Maintenance Limits or Operations and Maintenance Limits, by Separate Contractors within the ROW, carried out by or on behalf of GDOT or a Governmental Entity, excluding any Utility Adjustment Work by a Utility Owner, that directly disrupts DB Team’s onsite Work, and delays the Critical Path of the Work;

(i) Discovery at, near or on the Existing Right of Way or Property of (a) any Pre-existing Hazardous Materials or Hazardous Materials not otherwise constituting a DB Team Release of Hazardous Materials, provided that where such condition was identified in the existing Phase 1 Hazardous Materials Investigation in the RIDs, in which case DB Team shall account for same in the Project Schedule and impacts shall be limited to such conditions not identified therein (whether in type or quantity), or (b) any archeological, paleontological or cultural resources not known or which could not have reasonably been known to the DB Team prior to the Proposal Due Date;

(j) Discovery at, near or on the Existing Right of Way or Property of any Threatened or Endangered Species (regardless of whether the species is listed as threatened or endangered as of the Proposal Due Date), excluding any such presence of species known to DB Team prior to the Proposal Due Date or that would become known to DB Team by undertaking reasonable investigation prior to the Proposal Due Date;

(k) Any spill of Hazardous Material by a third party who is not acting in the capacity of a DB Team-Related Entity which (i) occurs after the Proposal Due Date, (ii) is required to be reported to a Governmental Entity and (iii) renders use of the roadway or construction area unsafe or potentially unsafe absent assessment, containment and/or remediation;

(l) Issuance of a temporary restraining order or other form of injunction by a court that prohibits prosecution of any material portion of the Work, unless the injunction is the result of an action or inaction by the Design-Build Team;

(m) Suspension, termination or interruption of an approval of Environmental Documents, except to the extent that such suspension, termination or interruption results from failure by any DB Team-Related Entity to locate or design the Project or carry out the work in accordance with the approval of Environmental Documents or other Governmental Approval (which failure may include (i) modification by or on behalf of Design-Build Team of the design concept included in the Environmental Documents approval, (ii) means or methods used by any Design-Build Team-Related Entity for carrying out the Work, or (iii) decision or action by or on behalf of Design-Build Team to use or acquire Additional Property);
(n) Any change in the design concept of the Project or any portion thereof resulting from judicial or administrative action taken with respect to a legal challenge to any approval of Environmental Documents as compared to the design concept indicated in the alternative that was the subject of the approval of Environmental Documents, except to the extent the change in design concept had already been incorporated into Design-Build Team’s design schematics assumed in connection with the Contract Sum;

(o) Subject to clause (s) of this definition of a Relief Event, failure to obtain, or unreasonable and unjustified delay in obtaining or otherwise maintaining once issued, a Governmental Approval from any Governmental Entity, except to the extent that such failure or delay results from failure by any Design-Build Team-Related Entity to locate or design the Project or carry out the work in accordance with the approval of Environmental Documents or other Governmental Approval (which failure may include (i) modification by or on behalf of Design-Build Team of the design concept included in the approval of Environmental Documents, (ii) means or methods used by any Design-Build Team-Related Entity for carrying out the Work, or (iii) decision or action by or on behalf of Design-Build Team to use or acquire Additional Property);

(p) GDOT’s (i) lack of good and sufficient title to any parcel in the Existing Right of Way or the Property, to the extent it interferes with or adversely affects performance of Work, (ii) inability or failure to obtain an interest (including by easement or other right of access) to real property not identified in the Proposed Right of Way and required for construction of the Project as demonstrated by Design-Build Team, exclusive of any Additional Properties, Project Specific Locations, or parcels that are solely for the convenience of Design-Build Team, to the extent it interferes with or adversely affects performance of Work, or (iii) the existence at any time following issuance of NTP 3 of any title reservation, condition, easement or encumbrance on any parcel in the Existing Right of Way or Property owned by GDOT, of record or not of record, to the extent it interferes with or adversely affects performance of Work, except any title reservations, conditions, easements or encumbrances concerning Utilities or otherwise caused, permitted or suffered by a Design-Build Team-Related Entity;

(q) Unreasonable and unjustified delay by a Utility Owner with whom Design-Build Team has been unable to enter into a Utility Agreement in connection with a Utility Adjustment, or failure or delay of any Utility in obtaining any required easement, right of way, or other property interest as may be required, provided that all of the “conditions to assistance” described in Article 7.5.4 (Failure of Utility Owners to Cooperate/Escalation) have been satisfied;

(r) Failure to obtain, or unreasonable and unjustified delay in obtaining, an approval from GDOT with respect to a Permitted Design Exception, except to the extent that such failure or delay results from the GDOT approval results from failure by any Design-Build Team-Related Entity to carry out the Work in accordance with the DB Documents;

(s) Failure to obtain, or unreasonable and unjustified delay in obtaining, a Governmental Approval required for a re-evaluation of an approval of Environmental Documents due to an approved ATC; provided that Design-Build Team shall only be entitled to relief for such failure or delay after expiration of the applicable GDOT Re-evaluation Period; or

(t) Material delays as a result of any modification to the approval of Environmental Documents, as a result of the Environmental Documents, and all approved supplements and re-evaluations pertaining to the Project as of the Effective Date provided that any such
modifications are not the result of an ATC, Additional Properties, or attributable to Design-Build Team’s design.

**Relief Event Determination** has the meaning set forth in the term “Relief Event” in Exhibit 1 (Acronyms and Definitions).

**Relief Event Notice** means the written notice required to be provided by Design-Build Team under Article 13.3.2 (DB Team’s Notice of Compensation Event and/or Relief Event).

**Replacement Housing Calculation** means the opportunity to provide the displaced person with the financial assistance to purchase or rent and occupy a comparable replacement dwelling without involuntarily incurring additional financial means due to the displacement.

**Replacement Utility Property Interest** means any permanent right, title or interest in real property outside of the Property (e.g., a fee or an easement) that is acquired for a Utility being reinstalled in a new location as a part of the Utility Adjustment Work. The term specifically excludes any statutory right of occupancy or permit granted by a Governmental Entity for occupancy of its real property by a Utility.

**Request for Change Proposal** means a written notice issued by GDOT to Design-Build Team setting forth a proposed GDOT Change and requesting Design-Build Team’s assessment of cost, and Project Schedule impacts thereof, as set forth in Article 13.2.1 (GDOT’s Request for Change Proposal).

**Request for Information (RFI)** means a written request by the Design-Build Team to GDOT requesting clarification of the DB Document requirements.

**Request for Proposals (RFP)** means all documents, whether attached or incorporated by reference, utilized for soliciting proposals. The RFP is the only solicitation utilized by the Department in the One Phase Low Bid selection method. The RFP is the second phase utilized by the Department for the Two Phase Low Bid and Best Value selection methods.

**Request for Qualifications (RFQ)** means all documents, whether attached or incorporated by reference, utilized by the Department for soliciting interested Proposers to apply for prequalification including instruction for submitting a Statement of Qualification (SOQ), evaluation criteria and minimum qualifications required of a Design-Build Team. The RFQ is the first phase of a two-phase process utilized by the Department for the Two Phase Low Bid and Best Value selection methods.

**Reserved** means a section of the DB Documents (Design-Build Agreement, Technical Provisions, or Programmatic Provisions) that is not being utilized for this contract. Sections marked Reserved have no requirements and references to sections marked Reserved shall mean that there are no additional requirements beyond the reference point.

**Revised Baseline Project Schedule** shall have the meaning set forth in Volume 2, Section 2.5 (Project Schedule Requirements).

**Right of Way (ROW)** means the Existing Right of Way and Proposed Right of Way.

**Right of Way Acquisition Plan** or **ROW Acquisition Plan** has the meaning set forth in Volume 2, Section 7 (Right of Way (ROW) – Additional Properties).
**Rules** means Chapter 672-18 of the Rules of the State Department of Transportation, Governing the Design-Build Procedures.

**Safety Compliance** means any and all improvements, repair, reconstruction, rehabilitation, restoration, renewal, replacement and changes in configuration or procedures respecting the Project to correct a specific safety condition or risk of the Project that GDOT has reasonably determined to exist by investigation or analysis and that is in violation of the requirements of the DB Documents.

**Safety Compliance Order** means a written order or directive from GDOT to Design-Build Team to implement Safety Compliance measures.

**Safety Plan** has the meaning set forth in Volume 2, Section 2.4.1 (Safety Plan).

**Safety Standards** means those provisions of the Technical Provisions or Technical Documents that GDOT, FHWA, OSHA, or AASHTO considers to be important measures to protect public safety or worker safety. As a matter of clarification, provisions of Technical Provisions or Technical Documents primarily directed at durability of materials or equipment, where the durability is primarily a matter of life cycle cost rather than protecting public or worker safety, are not Safety Standards.

**Schedule of Values (SOV)** shall have the meaning set forth in Volume 2, Section 2.6 (Payment Requests and Payment).

**Schematic Plan of Project** means Design-Build Team's Schematic Plan specific to the preliminary roadway plans showing the concept and technical solutions in accordance with the provisions of Exhibit C (Technical Proposal Submittal Requirements) of the ITP. A Schematic Plan may include but is not limited to standard design plan sheets, roll plots, and conceptual drawings.

**Security Document** means any mortgage, deed of trust, pledge, lien, indenture, trust agreement, hypothecation, assignment, collateral assignment, financing statement under the Uniform Commercial Code of any jurisdiction, security instrument or other charge or encumbrance of any kind, including any lease in the nature of a security instrument, given to any Person as security for Design-Build Team Debt or Design-Build Team's obligations pertaining to Design-Build Team Debt and encumbering the Design-Build Team's Interest.

**Selection Recommendation Committee** means the group of individuals authorized by GDOT (if any) to recommend the Best Value Proposer to the Steering Committee.

**Separate Contractor(s)** means each and any separate contractor or vendor engaged by GDOT or any other governmental authority or agency of the State to perform, provide, and/or supply work, services, labor or materials for the Project that is expressly excluded from Design-Build Team's Work pursuant to the DB Documents.

**Service Line** means a Utility line, the function of which is to directly connect the improvements on an individual property to another Utility line located off such property, which other Utility line connects more than one such individual line to a larger system. However, unless otherwise noted in the Technical Provisions, the term “Service Line” excludes any line that supplies an active feed from a Utility Owner’s facilities to supply, activate or energize GDOT’s or a Governmental Entity’s Highway Service System. Such line, including its actual
connection to the Utility facility, shall instead be considered to be part of the applicable Highway Service System.

**Site** means the Property and any temporary rights or interests that Design-Build Team may acquire in connection with the Project or the Utility Adjustments included in the Construction Work, including Project Specific Locations.

**Source Code** and **Source Code Documentation** mean software written in programming languages including all comments and procedural code, such as job control language statements, in a form intelligible to trained programmers and capable of being translated into object or machine readable code for operation on computer equipment through assembly or compiling, and accompanied by documentation, including flow charts, schematics, statements of principles of operations, architectural standards, and commentary, explanations and instructions for compiling, describing the data flows, data structures, and control logic of the software in sufficient detail to enable a trained programmer through study of such documentation to maintain and/or modify the software without undue experimentation. Source Code and Source Code Documentation also include all modifications, additions, substitutions, updates, upgrades and corrections made to the foregoing items.

**Staged Design Submittals** shall have the meaning set forth in Volume 2, Section 3.3.7.1 (Staged Design Submittals).

**Standard Utility Agreement (SUA)** means an Agreement providing for relocation or adjustment work to be performed by the Utility and/or its consultant or contractor and modification of easement limited provisions, if applicable. To the extent practical, reimbursement by the Department will be made based upon the Department’s specifications, agreements and forms or consultant and construction contract work. The payment method may be actual cost, unit price, or lump sum as appropriate.

**State** means the State of Georgia.

**State and Local Government Series (SLGS) Index** means the State and Local Government Series (SLGS) Index published and maintained by the United States Department of the Treasury.

**State Highway** means a highway designated as part of the state highway system under Code 32-4-21.

**Statement of Qualifications** or **SOQ** has the meaning set forth in Section 1.1 (Introduction) of the ITP.

**Stipulated Fee** means the amount GDOT will pay unsuccessful responsive Proposers for their Work Product.

**Subcontractor** means any other Person, including any Supplier with whom any Contractor has further subcontracted, purchased or procured any part of the Work, at all tiers.

**Submittal** means any document, work product or other written or electronic end product or item required under the DB Documents to be delivered or submitted to GDOT, as applicable.
**Substantial Completion** means satisfaction of the criteria for completion of Construction Work as set forth in Article 7.7 (Substantial Completion, Punch List, Final Acceptance; Early Opening of Portions of the Project), as and when confirmed by GDOT’s issuance of a certificate in accordance with the procedures and within the time frame established in Article 7.7.1 (Substantial Completion).

**Substantial Completion Date** means the date upon which Design-Build Team has satisfied all conditions of and for Substantial Completion.

**Substantial Completion Deadline** means the deadline and required date for Substantial Completion of the Project as set forth in Exhibit 9 (Milestone Deadlines), as such deadline may be extended for Relief Events from time to time pursuant to the Agreement, time being of the essence.

**Subsurface Utility Engineering (SUE)** means an engineering process for accurately identifying the quality of overhead/underground utility information needed for highway plans, and for acquiring and managing that level of information during the development of a highway project, as more particularly described at the FHWA website [http://www.fhwa.dot.gov/programadmin/sueindex.cfm](http://www.fhwa.dot.gov/programadmin/sueindex.cfm).

**Supplemental Agreement** means a mutual agreement between GDOT and Design-Build Team for changes in the Work under Article 13 (GDOT Changes; DB Team Changes; Directive Letters), including on account of any Relief Event Determination and/or Compensation Event Determination as set forth under Article 13.4 (Final Relief Event and Compensation Event Determinations).

**Supplier** means any Person not performing work at or on the Site that supplies machinery, equipment, materials, hardware, software, systems or any other appurtenance to the Project to Design-Build Team or to any Contractor in connection with the performance of the Work. Persons who merely transport, pick up, deliver or carry materials, personnel, parts or equipment or any other similar items or persons to or from the Site shall not be deemed to be performing Work at the Site.

**Surety** means each properly licensed surety company, insurance company or other Person approved by GDOT, which has issued any of the P&P Bonds.

**Taxes** means federal, State, local or foreign income, margin, gross receipts, sales, use, excise, transfer, consumer, license, payroll, employment, severance, stamp, business, occupation, premium, windfall profits, environmental (including taxes under Section 59A of the Internal Revenue Code of 1986, as amended), customs, permit, capital stock, franchise, profits, withholding, social security (or similar), unemployment, disability, real property, personal property, registration, value added, alternative or add-on minimum, estimated or other taxes, levies, imposts, duties, fees or charges imposed, levied, collected, withheld or assessed at any time, whether direct or indirect, relating to, or incurred in connection with, the Project, the performance of the Work, or act, business, status or transaction of Design-Build Team, including any interest, penalty or addition thereto, and including utility rates or rents, in all cases whether disputed or undisputed.

**Technical Documents** means all the standards, criteria, requirements, conditions, procedures, specifications and other provisions set forth in the manuals and documents identified in the DB Documents, as such provisions may (a) have been generally revised from
time to time up the RFP advertisement date, or (b) be changed, added to or replaced pursuant to the Agreement.

**Technical Proposal** means the technical component of the Proposal evaluation as described ITP.

**Technical Provisions** means Volume 2 as such documents may (a) have been generally revised from time to time that are in effect at the date of the RFP advertisement, or (b) be changed, added to or replaced pursuant to the Agreement.

**Temporary Works** is any temporary construction work necessary for the construction of the Permanent Works. This includes falsework, formwork, scaffolding, shoring, temporary earthworks, sheeting, cofferdams, special erection equipment, etc.

**Term** has the meaning set forth in Article 3.1 (Term of Agreement).

**Termination by Court Ruling** has the meaning set forth in Article 19.11.

**Termination Compensation** means each of the measure of compensation owing from GDOT to Design-Build Team upon termination of the Agreement prior to the stated expiration of the Term, pursuant to Article 19 (Termination), and as set forth in Exhibit 20 (Terms for Termination Compensation).

**Termination Date** means (a) the date of expiration of the Term or (b) if applicable, the Early Termination Date.

**Termination for Convenience** has the meaning set forth in Article 19.1.1.

**Third-Party Claim** means, subject to Article 16.5.4, any and all claims, disputes, disagreements, causes of action, demands, suits, actions, investigations, or legal or administrative proceedings asserted, initiated or brought by a Person that is not an Indemnified Party or Design-Build Team with respect to any Third-Party Loss.

**Third-Party Loss** means, subject to Article 16.5.4, any actual or alleged Loss sustained or incurred by a Person that is not an Indemnified Party or Design-Build Team.

**Threatened or Endangered Species** means any species listed by the USFWS as threatened or endangered pursuant to the Endangered Species Act, as amended, 16 U.S.C. §§ 1531, et seq.

**Time-Impact Analysis (TIA)** shall have the meaning set forth in Volume 2, Section 2.5 (Project Schedule Requirements).

**Traffic Management Center** is a center for the management and distribution of information to Users on a regional or statewide basis.

**Transferee** means any party as defined pursuant to Article 21.2.2.1, solely for purposes of Articles 21.2 Standards and Procedures for GDOT Acceptance) through 21.5 (Change of Organization or Name).
Transportation Management Plan means Design-Build Team’s plan for transportation management throughout the Term, as more particularly described in Article 9.2.2 and Volume 2, Section 18.3.1 (Transportation Management Plan).

Travel Lane means the portion of roadway for the movement of vehicles, exclusive of shoulders.

Two-Week Detail Schedule shall have the meaning set forth in Volume 2, Section 2.5 (Project Schedule Requirements).


Uninsurable Risk means a risk, or any component of a risk, against which Design-Build Team or a Contractor is required to insure pursuant to the Agreement and for which, at any time after the Effective Date, either:

(a) the insurance coverage required under the Agreement is not available in relation to that risk from insurers that meet the qualifications set forth in Article 16.1.2; or

(b) the terms and conditions for insuring that risk are such that the risk is not generally being insured against in the insurance market under commercially reasonable terms from insurers that meet the qualifications set forth in Article 16.1.2.

Utility or utility means any of the following:

(a) a public, private, cooperative, municipal and/or government line, facility or system used for the carriage, transmission and/or distribution of cable television, electric power, telephone, telegraph, water, gas, oil, petroleum products, steam, chemicals, hydrocarbons, telecommunications, sewage, and similar commodities, that directly or indirectly serves the public;

(b) a line, facility or system which (i) carries or transmits a commodity referenced in clause (a) above but does not directly or indirectly serve the public, and (ii) is designated in Volume 1 or Volume 2 to be treated, for purposes of the DB Documents only, in the same manner as a line, facility or system that qualifies as a Utility under clause (a) above; and

(c) a radio tower or transmission tower (including cellular) that directly or indirectly serve the public.

Notwithstanding the foregoing, the term “Utility” or “utility” excludes:

(a) all storm water lines, facilities, and systems that are part of the drainage system for the Property or connect to that system; and

(b) GDOT’s or a Governmental Entity’s Highway Service Systems.

The necessary appurtenances to each Utility facility shall be considered part of such Utility. Any Service Line connecting directly to a Utility shall be considered an appurtenance to that Utility, regardless of the ownership of such Service Line.
**Utility Accommodation Manual (UAM)** means the Utility Accommodation Manual issued by GDOT, as the same may be amended, supplemented or replaced by GDOT from time to time.

**Utility Adjustment Field Modification** means any horizontal or vertical design change to a Utility Adjustment required by Design-Build Team or proposed by a Utility Owner due either to roadway design or to conditions not accurately reflected in the corresponding Utility Work Plan for which the review and comment/approval process has been completed, that alters the design included in the approved Utility Work Plan. An example would be shifting the alignment of an 8” water line to miss a roadway drainage structure. A minor change (e.g., an additional water valve, an added Utility marker at ROW line, a change in vertical bend, etc.) will not be considered a Utility Adjustment Field Modification, but shall be shown in the Record Drawings.

**Utility Adjustment** means each relocation (temporary or permanent), abandonment, Protection in Place, removal (of previously abandoned Utilities as well as of newly abandoned Utilities), replacement, reinstallation, and/or modification of existing Utilities necessary to accommodate construction, operation, maintenance and/or use of the Project; provided, however, that the term “Utility Adjustment” shall not refer to any of the work associated with facilities owned by any railroad. For any Utility crossing the Property, the Utility Adjustment Work for each crossing of the Property by that Utility shall be considered a separate Utility Adjustment. For any Utility installed longitudinally within the Property, the Utility Adjustment Work for each continuous segment of that Utility located within the Property shall be considered a separate Utility Adjustment.

**Utility Adjustment Work** means all efforts and costs necessary to accomplish the required Utility Adjustments, including all coordination, design, design review, permitting, construction, inspection, maintenance of records, relinquishment of Existing Utility Property Interests, preparation of Utility Joint Use Acknowledgements, and acquisition of Replacement Utility Property Interests, whether provided by Design-Build Team or by the Utility Owners. The term also includes any reimbursement of Utility Owners which is Design-Build Team’s responsibility pursuant to Article 7.5 (Utility Adjustments). Any Utility Adjustment Work furnished or performed by Design-Build Team is part of the Work; any Utility Adjustment Work furnished or performed by a Utility Owner is not part of the Work.

**Utility Enhancement** means a Betterment or a Utility Owner Project, as referenced in Volume 2, Section 6.3.6.1 (Betterments).

**Utility Joint Use Acknowledgment** or **Utility Joint Use Agreement** means an agreement between GDOT and a Utility Owner that establishes the rights and obligations of GDOT and the Utility Owner with respect to occupancy of the Property by such Utility Owner’s Utility.

**Utility Manager (UM)** means the senior staff person designated by Design-Build Team to be responsible for coordination and oversight of Utility Adjustment operations during the planning, design, and construction phases of the Work, as more particularly described in Section 6.3.

**Utility Owner** means the owner or operator of any Utility (including both privately held and publicly held entities, cooperative utilities, and municipalities and other governmental agencies).
Utility Owner Project means the design and construction by or at the direction of a Utility Owner (or by Design-Build Team) of a new Utility installation other than (a) as part of a Utility Adjustment or (b) to provide service to the Project. Betterments are not Utility Owner Projects. Utility Owner Projects are entirely the financial obligation of the Utility Owner.

Utility Tracking Report means the report regarding Utilities likely to be impacted by the Project, which Design-Build Team shall maintain on a current basis, as more particularly described in Section 6.3.

Utility Work Plan has the meaning set forth in Volume 2, Section 6.3.8.5 (Utility Work Plan). Depending on the context, the term also refers to Supplemental Utility Work Plans and Utility Work Plan Retention Requests (both also described in Section 6.3.8.5).

Utility Work Plan Checklist means a checklist listing the required components of a Utility Work Plan, as referenced in Volume 2, Section 6.3.8.5 (Utility Work Plan).

Utility Work Plan Retention Request means the collection of plans and other information and materials which Design-Build Team is required to submit to GDOT in connection with each Utility proposed to remain at its original location within the Existing Right of Way or Property, as more particularly described in Volume 2, Section 6.3.2.2 (DB Team Design Activities); a single Utility Work Plan Retention Request may address more than one such Utility.

Volume 1 means the Design-Build Agreement or the Agreement.

Volume 2 means the project-specific and programmatic GDOT technical provisions entitled “Technical Provisions - Volume 2”.

Warning Notice means a written notice that GDOT delivers to Design-Build Team pursuant to Article 17.2 (Warning Notices).

Work means all of the work required to be furnished and provided by Design-Build Team under the DB Documents for the Project, including without limitation, all administrative, management, design, engineering, other professional services, construction, Utility Adjustment, utility accommodation, support services, ETCS and software integration, and coordination, except for those efforts which such DB Documents expressly specify will be performed by Persons other than Design-Build Team-Related Entities.

Work Breakdown Structure (WBS) means a deliverable-oriented hierarchical structure that breaks the Work into elements that have distinct identification and that contain specific scope characteristics. Each descending WBS level represents an increasingly detailed delineation of elements of the total Project scope. The WBS will contain all elements of the Work.

Work Code means a code assigned to a contract line item. Example: 400 is asphalt paving, 653 is highway traffic striping. The Work Codes were established and predefined by a GDOT Committee comprised of the Office of EEO, Construction, Bidding Administration, and Prequalification, in 2012. Not every item has a work code, only those items that are predominantly used on Highway construction projects. Contractors and Subcontractors in the GDOT directories are assigned work codes based upon their work description. Work codes are the most refined data available.
**Work Product** means any design files, concepts, ideas, technology, techniques, methods, processes, drawings, reports, plans and specifications used in the development of the Proposal including the proposal and any ATCs being acquired by GDOT from unsuccessful responsive Proposers.
EXHIBIT 2

KEY PERSONNEL AND OTHER PROPOSAL COMMITMENTS

• Proposal organization chart
• Form G – Form of Participating Members, Major Non-Participating Members, Contractors and Key Personnel Commitment of the Proposal
• Form K – Use of Contract Funds for Lobbying Certification
• Form L – Debarment and Suspension Certification
• Proposal Commitments as set forth in the Proposal as defined in the Agreement and hereby incorporated by reference, subject to the provisions of Article 1.2.2
FORM G

Form of Participating Members, Major Non-Participating Members, Contractors and Key Personnel Commitment

Proposer's Name: Reeves Construction Company (the "Proposer")

The Proposer hereby commits that, if awarded the SR 307/Dean Forest Road at I-16 DDI Project (the "Project"), the Proposer will use the entities and individuals listed below for their stated positions and that, to the extent within the Proposer's control, such entities and individuals will be available to fulfill their Project-related responsibilities.

Lead Contractor: Reeves Construction Company

Participating Member: Reeves Construction Company

Lead Design Consultant: Infrastructure Consulting & Engineering, PLLC

Key Personnel (Participating Members and Major Non-Participating Members, as appropriate):

- Lead Contractor Project Manager: Ronnie Edmonds
- Lead Design Consultant Project Manager: Tyler McIntosh, PE
- Engineer of Record: Sam Wade, PE
- Contractor Superintendent: Shawn Callaway
- Construction Quality Assurance Manager: Chris Hernandez

Signed: [Signature]

Printed Name: Scott Newman

Title: Assistant Secretary

Date: May 14, 2020
FORM K

Use of Contract Funds for Lobbying Certification

The undersigned Proposer certifies on behalf of itself and all contractors (at all tiers) the following:

1. The Proposer certifies, to the best of its knowledge and belief, that:
   a. No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
   b. If any funds (other than federal appropriated funds) received by the Proposer under the RFP or DBA have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions, and shall include a copy of said form in its proposal or bid, or submit it with the executed DBA or any or Subcontract.

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

3. The Proposer shall require that the language of this certification be included in all lower tier subcontracts which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

4. The undersigned certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the undersigned understands and agrees that the provisions of 31 USC §3801, et seq., apply to this certification and disclosure, if any.

[Note: Pursuant to 31 USC §1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each expenditure or failure.]
Date: May 14, 2020

Proposer: Reeves Construction Company

Signature: [Signature]

Title: Assistant Secretary
FORM L

Debarment and Suspension Certification

The undersigned Proposer certifies on behalf of itself, and all Participating Members, Major Non-Participating Members and Contractors identified by such Proposer as of the date hereof, as follows:

The undersigned certifies to the best of its knowledge and belief, that it and its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, State or local) transaction or contract under a public transaction; violation of federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, State or local) with commission of any of the offenses enumerated in paragraph b. of this certification; and

d. Have not within a three-year period preceding this application/proposal had one or more public transactions (federal, State or local) terminated for cause or default.

Where the Proposer is unable to certify to any of the statements in this certification, it shall attach a certification to its proposal or bid stating that it is unable to provide the certification and explaining the reasons for such inability.

Date: May 14, 2020

Proposer: Reeves Construction Company

Signature: Scott Newman

Title: Assistant Secretary
C.1.1 Proposal Schedule

Requirements
C.1 Technical Proposal

C.1.1 PROPOSAL SCHEDULE REQUIREMENTS

The RCC / ICE Team’s approach to planning, scheduling, and executing the Project begins with development of a detailed CPM schedule of all required activities to complete the Project along with any applicable constraints on these activities. The design tasks, utility coordination, environmental permitting, and construction tasks are created in the scheduling software. Each of these activities is given a duration, a calendar, and a list of constraints (predecessor and successor activities) that must occur before or after this activity. Once the entire Project has been mapped out in the scheduling software, the schedule can be analyzed for the activities that are critical to completing the Project on schedule. Monitoring the completion of these critical activities, and their predecessors, becomes the focus of the management team throughout the life of the Project. Each project status meeting includes a review of the critical schedule activities with discussion of potential recovery efforts if an activity becomes delayed. In addition, a two-week and four-week look ahead summary of upcoming activities is discussed to proactively anticipate any potential impacts to the schedule so they can be mitigated.

Due to the nature of this Project falling entirely within a separate, on-going project to widen I-16, our planning and scheduling must also include the status of the ongoing I-16 project and any conflicts between the construction being performed on I-16 versus SR 307 and its ramps. Our schedule assumption assumes no impacts from the adjacent I-16 project and that all daytime work hours, non-holiday weekdays will be Available Days. However, in an effort to accurately plan and schedule the work, our schedule was developed with an appropriate allowance for adverse weather days, which will vary depending on the year, but results in approximately the number of Available Days shown in the table below. These assumptions result in the substantial completion date shown on the schedule. However, coordination with the ongoing I-16 project, once RCC is under contract for SR 307, will likely reveal that not all days will be Available Days due to unavoidable conflicts. These unavailable days will be identified early through monthly coordination meetings with the I-16 contractor, and our schedule will be modified accordingly to complete the Project as quickly as possible.

<table>
<thead>
<tr>
<th>Calendar Years*</th>
<th>Weekdays</th>
<th>Holiday Work Restrictions</th>
<th>GDOT Weather Days</th>
<th>Available Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>09/03/20 – 12/31/20</td>
<td>86</td>
<td>8</td>
<td>0&lt;sup&gt;1&lt;/sup&gt;</td>
<td>78</td>
</tr>
<tr>
<td>01/01/21 – 12/31/21</td>
<td>261</td>
<td>20</td>
<td>26&lt;sup&gt;2&lt;/sup&gt;</td>
<td>215</td>
</tr>
<tr>
<td>01/01/22 – 12/31/22</td>
<td>260</td>
<td>20</td>
<td>37</td>
<td>203</td>
</tr>
<tr>
<td>01/01/23 – 12/31/23</td>
<td>260</td>
<td>20</td>
<td>37</td>
<td>203</td>
</tr>
</tbody>
</table>

<sup>* Key Assumptions for Schedule Preparation = Let Date (6/5/2020) and Estimated Award / NTP 1 (9/3/2020)</sup>

<sup>1 Assumes Design Only and No Weather Days</sup>

<sup>2 Assumes Design Only and No Weather Days January / February</sup>

Our proposal schedule was created as a result of the preliminary engineering, utility research, construction estimating, and constructability analyses performed during the proposal development period. Upon award of the contract and issuance of NTP 1, this proposal schedule will be updated and enhanced as additional data and coordination occurs, resulting in the Baseline Schedule. Baseline Schedule updates will occur throughout the life of the Project as a tool to monitor project progress and plan upcoming work activities.

Proposal Schedule | The comprehensive proposal schedule is included in Appendix I – Proposal Schedule. Based on our evaluation of the project schedule and as shown in Form M, the RCC / ICE Team is committed to completing the Project 41 Available Days faster than the allowable 600 Available Days with 32 less hours of ramp closure time. The weekend ramp closures for all of the ramps, including those impacting port traffic (I-16 EB Off Ramp and I-16 WB On Ramp), are reduced to a maximum of 48 hours each. A Milestone Deadline Commitments table can be found on the following page.
MILESTONE DEADLINE COMMITMENTS

<table>
<thead>
<tr>
<th>Item</th>
<th>RFP Allowable Duration</th>
<th>RCC / ICE Duration Commitment</th>
<th>Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekend Ramp Closures (Aggregate)</td>
<td>224 hours</td>
<td>192 Hours</td>
<td>32 hours</td>
</tr>
<tr>
<td>I-16 EB Off Ramp to Dean Forest Road</td>
<td>56 hours</td>
<td>48 Hours</td>
<td>8 hours</td>
</tr>
<tr>
<td>I-16 WB On Ramp from Dean Forest Road</td>
<td>56 hours</td>
<td>48 Hours</td>
<td>8 hours</td>
</tr>
<tr>
<td>I-16 WB Off Ramp to Dean Forest Road</td>
<td>56 hours</td>
<td>48 Hours</td>
<td>8 hours</td>
</tr>
<tr>
<td>I-16 EB On Ramp from Dean Forest Road</td>
<td>56 hours</td>
<td>48 Hours</td>
<td>8 hours</td>
</tr>
<tr>
<td>Substantial Completion</td>
<td>600 Available Days</td>
<td>559 Available Days</td>
<td>41 Available Days</td>
</tr>
<tr>
<td>Final Completion (after Substantial)</td>
<td>90 Calendar Days</td>
<td>90 Calendar Days</td>
<td>0 Calendar Days</td>
</tr>
</tbody>
</table>

Denotes Ramps Critical to Port Traffic

Below is a Conceptual Milestone Schedule for the SR 307 / Dean Forest Road at I-16 Project.
C.1.2 Construction Staging and Traffic Management Narrative
C.1.2 CONSTRUCTION STAGING AND TRAFFIC MANAGEMENT NARRATIVE

C.1.2 (a) Construction Phasing Approach and Challenges

A successful traffic management plan requires the experience and expertise of the design team and construction professionals to develop strategies that maximize construction operations while efficiently moving vehicles through the work zone and accommodating emergency response vehicles. The RCC / ICE Team has evaluated our proposed staging to ensure it minimizes impacts to the travelling public, recreational users, and area stakeholders. The work to be completed will be performed in phases, with only two major traffic shifts anticipated to construct the Project.

Our review of the progress schedule for the adjacent I-16 Widening Project indicates that the jacking of the existing SR 307 / Dean Forest bridge to meet the required 17-foot vertical clearance over I-16 that was included in the scope of the I-16 Widening Project is scheduled to be completed in July and August of 2020. The bridge jacking plans provided in the SR 307 RIDs indicate that all of the spans of the existing SR 307 / Dean Forest Road bridge are to be raised approximately 13 inches, and the asphalt approaches will be leveled up to transition to the higher bridge elevation. Since this work is scheduled to be performed before we receive NTP 3 for construction of the SR 307 / Dean Forest Road Interchange Project, our staging plans have been developed assuming the SR 307 / Dean Forest Road bridge jacking and approach roadway pavement leveling has been completed. The Team’s staging concepts, shown below, can also be found in Appendix II – Schematic Plans.

Phase IA – Construct new right bridge on SR 307 over I-16 proposed ramps and approach roadway work away from traffic.

Phases IB – Redirect ramp traffic east of SR 307 / Dean Forest Road onto the newly completed ramps (after Phase IA work is complete for the east facing ramps) to allow for the completion of the new widened roadway section tying into the new bridge.
Phase II A – The first major traffic shift consists of shifting SR 307 / Dean Forest Road traffic to the widened section of SR 307 / Dean Forest Road and the newly constructed right bridge, after it is complete, to allow for replacement of the existing SR 307 bridge and associated roadway work.

Phase II B – Redirect ramp traffic west of SR 307 / Dean Forest Road onto the newly completed SR 307 / Dean Forest Road to allow for the completion of the new widened roadway section tying into the new bridge.

Phase III - The second major traffic shift will consist of a weekend shutdown on I-16 and SR 307 / Dean Forest Road and will be used to place the interchange in the Diverging Diamond pattern which will occur over a 47 hour weekend period in accordance with the Design-Build Agreement (DBA). After the traffic is placed in the DDI configuration, the remaining permanent concrete islands, the permanent sidewalk on the proposed right bridge, asphalt overlay, and final striping will be completed.

Our Team plans to also utilize the weekend ramp closures allowed by the Contract to complete work that would otherwise be disruptive to traffic over a longer period of time.
To implement this phasing approach and accomplish our accelerated Substantial Completion and Ramp Closure commitments, the RCC / ICE Team must identify and proactively address risks that threaten to delay the critical path activities. The table below identifies the five greatest risks to accomplishing the construction staging and phasing approach and describes steps our Team has taken to reduce or eliminate these risks through design solutions, construction means and methods solutions, and Alternative Technical Concepts (ATCs), ensuring timely delivery of this Project to GDOT.

<table>
<thead>
<tr>
<th>#</th>
<th>Significant Known and Anticipated Project Challenges</th>
<th>Addressing the Challenge</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Coordination of Work with I-16 / I-95 Project</td>
<td>The RCC / ICE Team will be required to coordinate the work between the two projects. Our Team has proposed a phasing and staging plan that includes various early works packages that allow critical components of the Project to be constructed earlier, providing our Team more flexibility to manage the work.</td>
</tr>
<tr>
<td>2</td>
<td>Concrete Paving within the DDI Limits</td>
<td>The RCC / ICE Team will be required to install concrete paving on Dean Forest Road from the ends of the southernmost curb returns of the I-16 eastbound exit and entrance ramps across bridges to the ends of the northernmost curb returns of the I-16 westbound exit and entrance ramps. Due to cure times, joint layout, and other constraints, concrete paving is not well suited for maintaining traffic during construction. To address this challenge, our Team has developed a staging approach designed to maximize the amount of concrete paving that can be constructed outside of traffic and minimize the number of temporary traffic patterns required on the new concrete surface. In addition, we submitted ATC RBB-004 and received GDOT approval to retain the existing asphalt section as a base for the proposed concrete pavement section, resulting in less impacts to construction than the original full depth pavement section.</td>
</tr>
<tr>
<td>3</td>
<td>Substructure Construction within the I-16 Median</td>
<td>The RCC / ICE Team will need to construct foundations in stage two bridge construction that could potentially conflict with the existing bridge foundations. Our Team has superimposed the existing foundations and pile locations and will attempt to space proposed piles to avoid conflicts with the existing piles. Extraction of some existing piles may be necessary which can pose a risk, as extraction of existing wood piles can be difficult due to the pile breaking during extraction. To minimize the risk of existing pile extraction, we submitted ATC RBB-002 and received GDOT approval to retain existing piles that are within 12&quot; of existing timber piles and 18&quot; of existing steel piles, reducing the number of piles to be extracted from 22 to 8.</td>
</tr>
<tr>
<td>4</td>
<td>Scheduling the Work Utilizing Available Days</td>
<td>The RCC / ICE Team has evaluated the work necessary to complete the Project and is committing to an aggressive, early completion deadline (41 Available Days early). The coordination of the work between contractors and anticipating what will be counted as an Available Day makes it difficult to plan future construction activities. By phasing the work through early work packages, our Team is optimizing the schedule flexibility by providing opportunities to complete meaningful work as early in the project life as possible.</td>
</tr>
<tr>
<td>5</td>
<td>Utility Coordination and Relocation</td>
<td>The SR 307 corridor is heavily congested with utilities including both overhead utilities (power, telecom) and underground utilities (water, sewer, gas, and fiber). Our Team has coordinated throughout the proposal development process with the utility owners to identify solutions to minimize relocation work and keep the relocations off of the critical path. For example, our early coordination with Georgia Power resulted in a design solution to avoid relocation of the transmission pole in the SE quadrant of the interchange. Also, our ATC RBB-003 was approved by GDOT to retain the existing water main and sewer force main under I-16 by extending the existing casings to 10' beyond the edge of the shoulder pavement.</td>
</tr>
</tbody>
</table>
C.1.2 (b) Work Areas, Sequencing of Work, and Location of Lay Down Areas

i. Approach to minimizing impacts to the traveling public from staging or laydown yard locations. | To minimize impacts to the traveling public, storage and staging areas will primarily be located at offsite locations, a nearby project office location, and RCC’s regional office (R.B. Baker Construction’s headquarters – pictured in Location Map below) which is located on Dean Forest Road, less than two miles from the Project. Some on-site storage / staging will be necessary near the bridge ends, especially for the retaining walls, as well as areas along the roadway where storm drainage is to be installed (also pictured in Location Map below).

These material storage areas will be away from traffic to the maximum extent practical and behind barrier and / or other proper MOT devices. As much as possible, we will deliver materials directly to the work zone when needed to avoid double handling and additional hauling.

ii. Safe ingress and egress to and from the Work Zone during construction, including approach to addressing truck acceleration and deceleration when merging into or departing from traffic. | Controlling access to the site will be paramount for ensuring the safety of both workers and the traveling public. Designated ingress and egress points for construction traffic will be established to closely monitor activity entering and exiting the project site. In order to facilitate material deliveries to the Project, RCC will establish construction entry points that will be labeled alphanumerically and clearly marked based on geographic location. Each zone will have a defined entrance and exit to maintain a constant direction of flow. Subcontractors will be directed to the appropriate construction entrances according to the alphanumeric signing.

To provide a safe, predictable environment while maintaining the highest possible level of service during construction, our design allows traffic to remain in a particular traffic pattern (current or temporary) for long periods of time. In addition, the majority of the traffic consists of local motorists who will know what to expect each time they enter and exit the work zone. Specific contact will be made with Randy Weitman at the Georgia Ports Authority (GPA) to ensure that the Port is aware, in advance, of each traffic shift and the weekend ramp closures that could affect their truck traffic.

Our design allows for the existing I-16 on/off ramps to remain in service until new ramps are nearly completed which will allow truck acceleration and deceleration, when merging into or departing from traffic, to be maintained in its current condition to the maximum extent possible. In addition, construction access and deliveries to the I-16 median will be scheduled for “off-peak” times as much as possible to avoid additional congestion caused by construction related traffic entering / exiting the interstate.
C.1.2 (c) Approach to Staging

i. Traffic control phased to maximize flow within the allowable lane closures. | The RCC / ICE Team has developed an approach that places heavy emphasis on minimizing the need for lane closures in order to construct the Project, facilitated by approved ATC RBB-004. Our Team’s proposed staging plan allows existing traffic flow to be maintained on Dean Forest Road during Phase I construction. During Phase II construction, traffic will be switched to the newly constructed bridge without sacrificing the total number of travel lanes. When necessary, lane closures will only be installed during times allowed by the DBA.

ii. Establishing temporary visual barriers or other methods to minimize user distraction and impacts from the Work taking place in close proximity to the Travel Lanes. | The RCC / ICE Team’s staging approach allows for a majority of the work along Dean Forest Road and new ramp alignment (to the physical gore) to be constructed outside of the existing travel way. Since most of this work can be constructed without the use of lane closures, the visual impacts and distractions will be limited. All areas will be delineated with highly reflective traffic barrels or temporary barrier to provide the maximum visibility for the traveling public through the work zone, enhancing safety.

iii. Minimizing the impact of the construction during peak-time congestion. | Our Team has developed a staging plan which allows a large portion of the Project to be constructed without temporary lane closures or reductions in the number of travel lanes. Also, work directly adjacent to traffic for non-critical work items will be performed outside of peak-times. Where necessary, single lane closures will be utilized during non-peak hours as allowed by the DBA. Throughout these lane closures, RCC will monitor the traffic delay through the work zone to ensure that excessive delays are minimized to the greatest extent possible. As stated previously, RCC has also committed to a reduction in the number of hours of weekend ramp closures, further reducing potential congestion impacts.

C.1.2 (d) Approach to Optimizing Driving Conditions

i. Maintaining clear, easily identified temporary pavement markings. | The RCC / ICE proposed staging plan allows our Team to maintain temporary pavement markings throughout the duration of the Project. Our approach minimizes the amount of temporary traffic shifts (only two major shifts are required) and allows for the placement of all final surface pavement and pavement markings after all shifts have occurred. RCC will work closely with the Project Inspection Team to ensure all required temporary pavement markings are installed and maintained for optimum visibility throughout the duration of the Project.

ii. Minimizing degradation of pavement conditions from removal of existing pavement markings. | Our Team’s approach of leveling over existing pavement through the DDI will significantly reduce the amount of striping eradication required during construction. Temporary markings will be minimized on final surfaces but, where required, RCC will use water blasting methods to remove striping on all finished surfaces avoiding the potential for residual “ghost striping” on the asphalt paving.

iii. Minimizing the need for narrowed lanes and shoulders. | Our approach maintains the same need for narrowed lanes and shoulders as what is shown in the costing plans.

iv. Smooth, consistent transitions between temporary and permanent pavement. | Transitions between temporary and permanent pavement will be minimal based on our Team’s design. Approved ATC RBB-004 – PCC Overlay will allow us to retain the existing pavement structure and use asphalt leveling (temporary and permanent) to maintain smooth, consistent transitions between pavement surfaces on SR 307 and ramp returns within the DDI. Asphalt leveling will also be utilized to provide smooth transitions from existing ramps to new ramp alignments where required for staging. During all phases of construction, our Team will limit daily drop-offs in accordance with Section 150 of the GDOT Specifications.

v. Rapid response times to maintenance of the facilities. | The RCC / ICE Team will approach maintenance management in a manner that ensures alignment between GDOT Standard Specifications, technical provisions requirements, and all affected stakeholders. Our plan will further detail strategies for meeting our response to the maintenance responsibility items required in the general provision of the DBA. Our approach at a minimum includes the following:
✓ Daily monitoring of the maintenance limits for potential corrective action.
✓ Early identification and expeditious correction of maintenance concerns – Life safety issues will be corrected within 24-hours of identification of the issue.
✓ Implementation of reporting system for maintenance activities.
✓ Implementation of a plan and schedule for periodic inspections and corrective measures.
✓ Incorporating knowledge of traffic patterns, user behavior, and stakeholder input/communications into our maintenance plan.
✓ Detailed coordination and communication plan involving GDOT, first responders, utilities, stakeholders, municipalities, and other governmental authorities.

vi. Use of enhanced public outreach strategies to inform and update the traveling public. | A critical element in the management of traffic around and through the work zone will be the dissemination of information to the public. The RCC / ICE Team is committed to partnering with the Department in the development of a Public Information and Communication Plan to ensure all parties concur regarding traffic interruptions and messaging the public.

The RCC / ICE Team will work integrally with the GDOT Public Information Officers (PIO) assigned to this Project to facilitate all communications to the public through GDOT. At a minimum, we will provide information on events affecting the traveling public as early as possible including lane closures, changes to the traffic and signal patterns, and traffic shifts. The Team will also provide information on alternate routes that will avoid the construction zones which can be disseminated to the public prior to the start of construction. Additionally, the RCC / ICE Team will place, in accordance with the contract requirements, changeable message boards along the highway to provide appropriate work zone traffic messages to the traveling public prior to reaching the construction zone. Our Team understands that the SR 307 / Dean Forest Road and I-16 Interchange is a heavily traveled route and that any traffic disruptions will have a major impact on the surrounding property owners as well as the travelling public. Our Team will endeavor to provide updates and notices as early as possible to allow for appropriate reaction times to take alternate routes.

Due to the location of this Project within the limits of the larger I-16 widening project, the messaging to the public from the two projects must be consistent and coordinated. The traveling public will not recognize that the two projects are separate and will consider the impacts from both projects as a single project. During our coordination meetings between the two projects, messaging regarding upcoming activities impacting traffic on both projects will be discussed with the GDOT PIO so that conflicting messages to the public are avoided.

Significant truck traffic generated by the Port of Savannah passes through this interchange, with the majority of the truck traffic using the I-16 Westbound On-Ramp and I-16 Eastbound Off-Ramp. RCC has an ongoing relationship through their past and current work on other projects at the Port of Savannah with Randy Weitman, their point of contact with the Georgia Ports Authority. RCC will meet with Mr. Weitman regarding the timing of the weekend ramp closures, and the full closure of Dean Forest Road, well in advance of these closures to make sure that the Port informs their trucking partners to use alternate routes during these brief closure times.
C.1.3 Project Management Approach
C.1.3 PROJECT MANAGEMENT APPROACH

C.1.3.1 Organization, Management, and Key Personnel

The RCC / ICE Team is composed of highly motivated experienced individuals who have built strong working relationships through multiple Design-Build pursuits. RCC and ICE have each successfully designed or constructed numerous Design-Build projects for GDOT, which include two Diverging Diamond Interchanges using the Design-Build delivery process (pictured to the right). This success is the result of each member working together as a unified team, facilitating seamless and quick project-start up, and following a proven management style / approach used on previous projects.

Our organization and management will focus skilled and experienced resources on the Project, while promoting clear and effective lines of communication. Our approach is founded on the successful collective aspects of our previous projects. We are committed to successfully delivering this Project to GDOT and meeting the Project goals of safety, mobility, quality, environmental compliance, budget, and schedule. Our plan includes the following elements:

- Utilize our over-the-shoulder review process by multidisciplinary, environmental, and construction personnel to confirm constructability and environmental compliance and to eliminate conflicts.
- Establish a project specific SharePoint site for internal document management and Project coordination.
- Continue using GDOT’s E-Build application for document management and as a conduit for information sharing.
- Implement a communication strategy that pairs designers with their construction counterparts.
- Continue our task-force teams comprised of representatives from RCC and ICE, to expedite the resolution of issues, enhance plan development, and improve coordination through the design and construction phases of the Project. Members of GDOT and third parties will be invited to join these meetings after NTP 1.
- Conduct construction pre-task planning and activity work plan development that will involve the design team, construction staff, and quality control (QC) personnel.

The following sections provide additional details regarding our management approach.

C.1.3.1 (a) Organization Chart

RCC and ICE have taken a thoughtful and strategic approach to structuring our Team. We are organized to coordinate quickly and efficiently with GDOT, GDOT’s Construction Engineering and Inspection (CEI), and third-party stakeholders; we have the capability to self-perform critical design and construction tasks; and we have extensive experience in the successful integration of project components. Additionally, RCC has the local construction manpower, facilities, and equipment readily available to be mobilized to the Project site. We have tailored our Team organization for design and construction to place the most qualified people in key positions and to foster a partnering atmosphere with GDOT, the contractor for the adjacent I-16 widening project, Georgia Ports Authority, municipal and county transportation agencies, utilities, other stakeholders, and the community. Our Lead Contractor Project Manager, Ronnie Edmonds, with experience in large, complex transportation projects, will lead the design and construction phase. Ronnie and his Team will be responsible for all coordination and the execution of the design and construction activities.

ICE, an industry leader in the delivery of Design-Build interstate highway and interchange projects, will lead the RCC / ICE Team design efforts. ICE has selected Tyler McIntosh, PE as Lead Design Consultant Project Manager. Tyler will report directly to Ronnie Edmonds and has full authority to commit all personnel, equipment, and financial resources required to complete the design effectively. Additionally, the construction and design team has already selected several valuable subconsultants for their knowledge of the project area, working history with members of RCC and ICE, and knowledge of GDOT expectations.

Figure C.1.3.1 (a) | The Organizational Chart on the following page shows the reporting relationships among our key personnel. This figure reflects an integrated Design-Build organization with a clear delineation of each team member’s and firm’s role and responsibility, as well as a clear structure and reporting relationship for the personnel involved in the Project.
C.1.3.1 (b) Approach to Organization, Management, Design, Construction, Quality, Project Controls and Reporting

i. The Proposer's decision-making process and lines of communication up and down the organization. | During the construction phase of the Project, members of the construction team will operate from RCC’s office located off Dean Forest Road. Since RCC will be managing the Project from our local regional office, key members of the organization will be readily available for discussion and decision making.

The RCC / ICE Team’s partnering environment encourages resolution of potential issues at the lowest level possible and at the earliest possible time. If the issue cannot be resolved at this level, the issue will be referred to the next level of management and will be monitored by the Project Manager who will focus the Management Team on a timely resolution to avoid schedule or cost impacts. Issues affecting the Critical Path will be given the highest priority. The Project Manager will provide a protocol for documentation and communication to team members on the status of issues that may be in dispute or require escalation to higher management levels. In the event an issue is not resolved at the lowest level and requires escalation to higher levels, contract provisions already accepted by the Lead Designer and major subcontractors will provide for unimpeded continuation of all work while negotiating a resolution of the issue.

The Team’s Project Management Plan (PMP) will incorporate a management approach to ensure the Project is constructed in a safe, environmentally sensitive, and timely manner while maintaining GDOT’s high standards for quality. It is critical to the successful execution of the Project that there is staff continuity from the proposal development to the delivery of the Project to avoid the loss of critical institutional knowledge gained by the key personnel and task managers during the Project pursuit.

ii. How the design team will provide support during construction, and how construction will be coordinated among subcontractors to ensure consistency and quality. | During design and construction, an effective interface and clear communications between the entire Project Team are critical to delivering the Project with quality and to a successful completion. Resolving issues early during the design process saves considerable time and effort during construction and minimizes the risk of performing work that results in poor quality and rework. The RCC / ICE Team’s approach to integrating our design and construction work forces during the design and construction phases is described below.

◆ Weekly Meetings – During our weekly technical meetings, the key members of the design and construction team, including major subcontractors, will discuss the progress of the design work, including upcoming submittals, technical issues, constructability concerns, and schedule progress. Each of the major disciplines is represented at the meeting to ensure cross-discipline coordination occurs continuously, rather than just at the time of the quality reviews just prior to submittals. Once the design is significantly complete and construction begins, the focus of these meetings changes to construction submittals (shop drawings) as well as requests for information (RFIs) or discussion of engineering solutions to construction issues.

◆ Constructability Reviews – Prior to submittal of all design packages and as a part of our Quality Assurance / Quality Control (QA/QC) plan, RCC personnel assigned to construct each of the major scopes of work will review the design package for constructability. Any issues are resolved proactively during the design development process rather than while construction is ongoing in the field through the RFI process, thus avoiding schedule delays.

◆ Integrated Project Schedule – By integrating activities for design, permitting, right-of-way acquisition, utility relocation, and construction activities into a single critical path method (CPM) schedule, activities not traditionally managed by the contractor are easily identified. This approach allows our Team to focus on the aspects of the Project that directly affect the critical path. On this Project, we have phased the design packages to meet submittal guidelines, to support early utility relocation, and to meet deadlines for critical construction work elements.

◆ Field Design Coordination – Once construction begins, the design staff will be reduced to the critical discipline leads for Roadway, Structures, and Drainage. These lead personnel will assist construction personnel in evaluating design changes and interpreting specifications or any constructability modifications required during implementation of the design in the field.
Preconstruction Discipline Meetings – Prior to the start of major construction activities, RCC will conduct preconstruction meetings with craft and subcontractors to discuss the upcoming construction operation and solve potential issues prior to beginning the operation. These meetings will also involve environmental compliance personnel when activities are near Environmentally Sensitive Areas (ESAs).

Through RCC’s extensive experience in the market, we have developed a strong working relationship with local subcontractors capable of producing quality work in a timely manner. During construction, weekly meetings will be held discussing the following topics with our subcontractors:

- Safety | Quality | Schedule | RFIs | Any Outstanding Issues

iii. How the Proposer intends to interface with GDOT, its consultants, law enforcement agencies, and any major stakeholders.

Effective communication between the entire Project Team is essential to the Project’s overall success. The RCC / ICE Team’s approach to seamless integration is based on the following:

- Local Knowledge and Relationships – RCC, through its R.B. Baker Construction Division, is one of the only locally based contractors capable of self-performing the demolition, grading, drainage, base, asphalt paving, and bridge work activities along with supplying borrow and HMA materials from its existing facilities for this Project. Additionally, with RCC’s regional office located less than two miles from the Project, we have extensive knowledge of the current traffic conditions and the importance of this interchange to the traveling public, local municipalities, GDOT, and the Georgia Ports Authority. As a long-term member of the community, RCC can leverage our local relationships with City of Savannah utilities, Port of Savannah staff, local subcontractors, law enforcement, and emergency responders to facilitate delivery of this Project.

- Weekly Meetings – Our Team will meet weekly with members of GDOT / local agencies to discuss design and/or construction issues and develop specific solutions. Each meeting will facilitate communication and allow for input from all parties involved.

- Detailed Project “Look Ahead” Schedules – Detailed two and four week “look ahead” schedule summaries will be distributed during our regular coordination meetings to clearly identify upcoming proposed work, providing all stakeholders with advanced notice of project activity.

- Technology – The RCC / ICE Team will implement the newest technology available in order to communicate and share project updates with members of GDOT, utility owners, and all other stakeholders. Efforts will include the utilization of GDOT’s web-based project management system (E-BUILDER) for all submittal transmissions, communication, and correspondence. This system will provide automated tracking of time critical submittals and will be the official record of all Project communication.

GDOT personnel, consultants, and other relevant federal, state, and local agency representatives will attend any necessary task-force meetings that may affect their areas of work. In addition, the RCC / ICE Team has already contacted every utility owner that will be affected by the Project. We know and understand their concerns and have a plan to deal with conflicts. The utility owners have two major concerns on this Project:

1. Avoiding and/or minimizing impacts to their facilities.
2. Assigning work to the appropriate party.
Our Team has taken utility impacts into account on every aspect of our design and construction. We have used various design options, as well as approved ATC RBB-003, to avoid or minimize the impacts to utility facilities when possible. We have worked with the firms designated within these documents for each respective utility owner to establish estimated costs and schedules for required utility work. We will use utility task force meetings to coordinate with representatives of affected utilities so that, together, we can accomplish our objective of minimizing impacts to existing utilities and removing utility relocations from the Project critical path. We will build upon these already established relationships by inviting utility owners to weekly task force meetings, or we will go to their offices to coordinate specific issues as needed.

The Georgia Ports Authority is a major stakeholder associated with this project that our Team has an extensive history of working closely with for over 20 years. Our Team is committed to coordinating with the Georgia Ports Authority (GPA) regarding the construction activities and potential impacts to traffic that may affect their operations. Our proposed Lead Contractor Project Manager, Ronnie Edmonds, has been the Project Manager on all of RCC’s construction projects for GPA over the last 3 years and has developed a strong relationship with both GPA engineering and operations personnel. Ronnie understands the importance of communication with GPA and will be an asset in assuring successful coordination regarding this Project.

C.1.3.1 (c) Structure of Quality Processes for the Project and How the Team will Ensure Quality

Our Project Management Plan describes an approach that clearly defines, communicates, and implements responsibilities and authorities within the design, construction, and maintenance phases. Figure C.1.3.1 (a) – Organizational Chart shows the overall Project organization. We have organized our quality team in a way that facilitates the autonomy of the Quality Managers by enabling them to manage the quality program independent of production and report to the RCC / ICE Team and GDOT. This structure encourages decision making at the lowest possible level.

Our Quality Management Plan defines management practices for design, construction, maintenance, and documentation and verifies processes for meeting contract requirements. The Quality Management Plan defines all aspects of the RCC / ICE Team’s quality approach, including quality planning, quality acceptance, QC, and quality improvement. In addition, it contains procedures for compliance to GDOT standards for document control, the control of records, control of non-conformance items, internal auditing, corrective actions, and preventive actions. These procedures describe how to meet the Quality Management Plan requirements, who is responsible for each process, and how these individuals ensure processes are repeatable across work phases. All RCC / ICE Team members, including subcontractors, will follow the procedures for reporting, documenting, and evaluating the effectiveness of the quality program.

Plan Development Process

<Diagram of Plan Development Process>
Design Quality Approach | ICE has developed an extensive Quality Assurance / Quality Control (QA / QC) program which it requires its staff to follow. As the Lead Design Consultant Project Manager, Tyler McIntosh, PE, will oversee a team of Design QA / QC Leads for each design discipline. Tyler will be responsible for ensuring the Project follows ICE’s established QA / QC practices. As part of ICE’s project-specific QA / QC plan, the QA / QC Leads will develop internal plan checklists that ensure the Project meets the intended scope, adheres to the highest standard of quality, and reduces the need for re-work. ICE’s internal checklists will be built around the GDOT Design Policy Manual, GDOT EDG and PPG, and GDOT Bridge and Structures Policy Manual QC / QA process, including checklists from the Bridge and Structures Detailing Policy Manual, Field Plan Reviews, and GDOT QC / QA Manual — but will be expanded to ensure all data is appropriately shown and that the design meets project-specific local, state, and federal guidelines.

The Design QA / QC plan is not intended to be a check-off at the end of the day, but rather a procedure to be integrated into the design decision-making process when developing this Project. To formalize and document the QA / QC process, ICE will utilize Bluebeam’s Studio Sessions to perform interdisciplinary reviews and electronically document the “Quality Control conversation” between the designer and the checker. The Studio Sessions platform provides a repository for storing PDF plan sets and allows each reviewer to make comments simultaneously, in real time, on one document. The marked comments are then automatically processed to a comment log associated with each PDF document. Each comment or mark-up must be addressed by the designer and can only be confirmed by the comment originator. The internal QA phase ensures that appropriate QC measures were taken and that the documentation creates an auditable paper trail between the designer and the reviewer. These procedures ensure all project decisions are justified, properly coordinated, and documented across all design disciplines.

C.1.3.2 Safety Plan

Our Team’s policy and philosophy is that neither quality nor safety will be sacrificed for production. Our proactive approach to safety involves considering all aspects of a project and includes the workers as well as the traveling public, jobsite visitors, GDOT and its designated representatives, and our design professionals. As every project site is different and poses unique hazards, RCC will use a Job-Specific Safety Plan that blends and adapts our Corporate Safety Plan to the local site, weather conditions, work force, traffic conditions, project design, and schedule. Our Job-Specific Safety Plan will incorporate established policies, procedures, and best practices. We will include the following key elements in the plan:
The safety of our employees and the protection of the public are paramount to RCC. As such, we will empower employees at all levels to take ownership of safety in accordance with our goal of the complete eradication of incidents. RCC has adopted a zero-incident goal, as such the Safety Manager and staff have full support to take appropriate action, up to and including halting work activities, to ensure safe construction operations. This authority extends to every individual on the Project who believes there is a concern, without fear of reprimand.

We will strictly hold subcontractors and suppliers to the same policies and procedures as the RCC / ICE Team. We will customize the overall Safety Plan for the Project, combining the Corporate Safety Plan, the governing industry requirements, and any GDOT safety requirements.

Controlling access to the site will be paramount for ensuring the safety of both workers and the traveling public. Designated ingress and egress points will be established to closely monitor activity entering and exiting the project site. In order to facilitate material deliveries to the Project, RCC will divide the project into “zones” which will be labeled numerically and clearly marked based on geographic location. Each zone will have a defined entrance and exit to maintain a constant direction of flow.

C.1.3.3 Approach to Public Outreach
The RCC / ICE Team will work integrally with the GDOT public information officers assigned to this Project to facilitate all communications to the public through GDOT. At a minimum, we will provide information on events affecting emergency responders, the traveling public, schools, area residents, and other stakeholders as early as possible including lane closures, crossovers, and traffic shifts. The Team will also provide information on alternate routes that will avoid the construction zones which can be disseminated to the public prior to the start of construction.

Additionally, the RCC / ICE Team will place, in accordance with the contract requirements, changeable message boards along the highway to provide appropriate work zone traffic messages to the traveling public prior to reaching the construction zone. Our Team understands that the SR 307 / Dean Forest Road and I-16 Interchange is a heavily traveled route and that any traffic disruptions will have a major impact on the surrounding property owners as well as the travelling public. Our Team will endeavor to provide updates and notices as early as possible to allow for appropriate reaction times to take alternate routes.
C.2 Project Differences from Reference Information Documents (RIDs)
C.2 Project Differences from Reference Information Documents (RIDs)

HOW PROPOSER’S APPROACH TO DESIGN AND CONSTRUCTION DIFFERS FROM RIDS

Through a series of weekly design meetings and value engineering sessions, our Team identified several critical elements of this Project as candidates for innovative design and construction processes. Although numerous innovative ideas were vetted by our Team during the development of our proposal and conceptual design, only the ideas that provided the greatest benefit to the Project were submitted for approval by GDOT as Alternative Technical Concepts (ATCs). RCC / ICE submitted a total of six ATCs for GDOT review and acceptance. Of these six ATCs, four were accepted by GDOT and are included in our proposal, one was rejected completely, and one was rejected but included in an amendment to the RFP for the benefit of all bidders.

<table>
<thead>
<tr>
<th>APPROVED ATCs INCORPORATED INTO THE PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATC Number</td>
</tr>
<tr>
<td>------------</td>
</tr>
<tr>
<td>RBB-002</td>
</tr>
<tr>
<td>RBB-003</td>
</tr>
<tr>
<td>RBB-004</td>
</tr>
<tr>
<td>RBB-005</td>
</tr>
</tbody>
</table>

Schematic Plans | Schematic plans, with these differences clearly identified, can be found in Appendix II – Schematic Plans.

In addition to the ATC process, our Team also investigated several design optimizations to the Costing Plans that do not require any contract changes and therefore do not require an ATC approval. The minor optimizations listed below do not materially affect the design presented in the Reference Information Documents provided by GDOT.

<table>
<thead>
<tr>
<th>MINOR OPTIMIZATIONS INCORPORATED INTO THE PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Optimization</td>
</tr>
<tr>
<td>Drainage Modifications to Minimize Jack and Bores</td>
</tr>
<tr>
<td>Profile Optimizations</td>
</tr>
<tr>
<td>Retaining Wall Optimization</td>
</tr>
</tbody>
</table>

Form Q | A completed Form Q detailing the Team’s approved ATCs can be found following this page.
EXHIBIT 3

APPROVED ATCS
FORM Q

Approved ATCs

List all ATCs approved by GDOT that are included in Proposal:

<table>
<thead>
<tr>
<th>ATC Number</th>
<th>ATC title/name</th>
</tr>
</thead>
<tbody>
<tr>
<td>RBB-002</td>
<td>Minimum Pile Spacing</td>
</tr>
<tr>
<td>RBB-003</td>
<td>City of Savannah Water &amp; Sewer Casing</td>
</tr>
<tr>
<td>RBB-004</td>
<td>PCC Overlay</td>
</tr>
<tr>
<td>RBB-005</td>
<td>Temporary Spread on Bridge</td>
</tr>
</tbody>
</table>

...
March 27, 2020

Reeves Construction Company  
Attention: Scott Newman  
100 Morgan Industrial Boulevard  
Garden City, GA 31408

RE: ATC RBB-002 – Minimum Pile Spacing

Dear Mr. Newman:

The Georgia Department of Transportation has completed review of the above mentioned ATC and provides the following response:

☒ The ATC, as submitted, is acceptable for inclusion in the Proposal.

☐ The ATC is not acceptable for inclusion in the Proposal.

The ATC is not acceptable in its present form, but may be acceptable upon the satisfaction, in GDOT’s sole discretion, of certain identified conditions which must be met or clarifications or modifications that must be made, including, but not limited to, any required environmental reevaluation related to the ATC, which GDOT may condition upon a

☐ GDOT Re-evaluation Period.

The submittal does not qualify as an ATC but may be included in Proposer’s Proposal because it appears to be within the requirements of

☐ the RFP.

The submittal does not qualify as an ATC and may not be included in

☐ the Proposal.

Please see the attached comments that were generated relative to the decision provided above.
Any resubmitted ATC shall be provided with the same three digit number with an alpha numeric letter starting with the letter “A” for the first resubmittal and “B” for a second submittal, etc., if necessary and address all comments for re-review.

The Georgia Department of Transportation appreciates the effort by your team to provide innovation and improve the overall success of the SR 307 / Dean Forest Road at I-16 DDI Design-Build Project.

Sincerely,

Andrew Hoenig
ATC Review Team Chair

Attachment: ATC Review Form
CONFIDENTIAL

ATC Review Form

1. General comments:
   a. If the existing piles interfere with the placement of the proposed piles and an
      acceptable redesign is not possible, the existing piles would need to be pulled.

2. Environmental comments:
   a. N/A

3. Utilities comments:
   a. N/A

4. Right of Way comments:
   a. N/A

5. Geotechnical comments:
   a. Contractor shall ensure that 12” and 18” clear spacing is maintained, as stated.

6. Roadway comments:
   a. N/A

7. Drainage/Erosion Control comments:
   a. N/A

8. Bridges/Structures comments:
   a. N/A

9. ITS comments:
   a. N/A

10. Signing and Marking comments:
    a. N/A

11. Other
    a. N/A
CONFIDENTIAL

ALTERNATIVE TECHNICAL CONCEPT
RBB-002

Submitted for Review to:

THE SR 307/DEAN FOREST ROAD AT I-16
DDI DESIGN-BUILD PROJECT -
PI No. 0013727

Confidential ATC

Submitted by:

The Reeves Construction Design Build Team

March 20, 2020
March 20, 2020

Georgia Department of Transportation
Attention: Chip Meeks
Office of Innovative Delivery
One Georgia Center
600 West Peachtree Street, NW
Atlanta, Georgia 30308
E-mail: SR307DDI@dot.ga.gov

RE: SR 307 / Dean Forest Road at I-16 DDI Project – Confidential ATC
Request for GDOT Review of Alternative Technical Concept RBB-002 – Minimum Pile Spacing

Mr. Meeks,

Reeves Construction Company (RCC), in conjunction with our design partner, Infrastructure Consulting & Engineering, PLLC (ICE), appreciates the opportunity to present the subject Alternative Technical Concept to GDOT for consideration. In accordance with Section 3.1.2 of Addendum No. 1 of the Instructions to Proposers issued March 17, 2020, Reeves Construction Company is pleased to submit the referenced Alternative Technical Concept and requests review by GDOT of this ATC. The submittal includes one electronic copy in PDF format of the narrative and all associated technical information.

If GDOT has any questions or needs additional information, please do not hesitate to contact our Team.

Sincerely,

REEVES CONSTRUCTION COMPANY

Scott Newman
Assistant Secretary
R.B. Baker Construction Regional Manager
1. **Description:**

*The Reeves Construction Design-Build Team (RBB)* proposes to clarify that AASHTO LRFD Section 10.7.1.2 for minimum center to center pile spacing does not apply to the spacing between proposed piles and existing, unloaded piles. The practical minimum clear spacing of 12 inches between proposed concrete and existing timber piles and 18 inches between proposed concrete and existing concrete piles will be used.

2. **Usage:**

The proposed ATC will be used for the layout, design and construction of the interior bent pile footings for the Left Bridge on SR 307 over I-16.

3. **Contract Changes:**

The proposed ATC requests to add the following clarifying language to the contract related to AASHTO Section 10.7.1.2:

AASHTO Section 10.7.1.2 limits for minimum pile spacing does not apply to the spacing between proposed piles and existing unloaded piles. The practical limit for spacing between proposed piles and existing unloaded piles is as follows:

- Proposed concrete pile to existing timber pile = 12” clear spacing
- Proposed concrete pile to existing concrete pile = 18” clear spacing

4. **Justification:**

Minimum spacing between piles is established in AASHTO LRFD Section 10.7.1.2 as 2.5 times the pile diameter. This spacing is established by AASHTO to ensure that piles are spaced far enough apart to avoid the need to reduce the individual pile capacity due to group effects. If piles are spaced closer together, their individual capacity is reduced because the piles begin to act as a group. However, when a loaded pile is adjacent to an unloaded pile, there is no concern for the loaded pile’s capacity being reduced by its proximity to the unloaded pile. Additionally, if a proposed pile is driven too close to the void remaining from the extraction of an existing pile, there is greater potential for the proposed pile “walking” into the void or having developing reduced skin friction because of the lack of soil confinement between the proposed pile and the void.

Using a clear spacing of 12” from the existing timber piles and 18” from the existing concrete piles will provide for sufficient space to avoid direct conflict between the piles even if the existing or proposed piles are out of plan location, but still within the GDOT Standard Specifications tolerance of 3”. Existing piles will be cut off a minimum of 2 feet below the bottom of the proposed footing adjacent to the existing pile to avoid any interaction between the proposed footing and the existing piles. In addition, any existing piles located closer than the
specified clear distances to the proposed piles will be extracted prior to driving the proposed piles.

In the case of the reconstruction of the SR 307 Bridge over I-16, the new Left Bridge is located at the same location as the existing bridge and the proposed median bent for the new Left Bridge is at the same centerline location as the existing median bent. This causes a potential conflict between the existing piles (a combination of timber and concrete piles) and the proposed concrete piles for the new Left Bridge. The proposed footings and concrete piles must be laid out to maintain a separation between the existing unloaded piles and the proposed piles, ensuring that the proposed piles will not directly conflict with the existing piles. Where the proposed piles are in direct conflict with the existing piles or within 2.5 diameters of the existing piles, the existing piles will have to be extracted. Based on our conceptual layout of the median bent of the Left Bridge, we anticipate that only 4 existing piles are in direct conflict with the proposed piles, but 18 additional existing piles are within 2.5 diameters of the proposed piles and would have to be extracted if this ATC is not approved. If this ATC is approved, an additional 4 piles are subject to removal because they are closer than 18” clear from the proposed piles.

There is an inherent risk of extracting piles that have been in service for over 60 years. The pile may break and not completely come out of the ground or the pile may not release from the soil when attempting to vibrate the piles out. By reducing the number of piles to be extracted from 22 down to 8, this ATC greatly reduces the cost and schedule risk to the Project.

5. Impacts:

The use of the proposed ATC would have the following impacts:

- **Vehicular Traffic** – No Impacts
- **Environmental Impacts** – No Impacts
- **Construction Schedule Impacts** – If the pile spacing of 2.5 times the diameter is required between the existing and proposed piles, the footing size will have to be significantly increased or many of the existing piles will have to be extracted, resulting in additional construction schedule impacts. This ATC will provide the optimal design and least amount of piles requiring extraction.
- **Community Impacts** – No Impacts
- **Safety and Life-Cycle Costs** – No Impacts
6. **Cost Savings:**

RBB estimates the construction cost savings due to this ATC to be approximately $105,000. This savings was already incorporated into the Price Proposal submitted by RBB on October 18, 2019 and additional cost savings under this procurement would not be incorporated, consequently there would be an increase in the price proposal should this ATC not be incorporated.

7. **Time Savings:**

RBB estimates the overall project duration due to this ATC could be reduced by 14 Available Days. This time savings was already incorporated into the Proposal submitted by RBB on October 18, 2019 and additional time savings under this procurement is not anticipated, consequently time would be added to the overall schedule if this ATC is not incorporated.

8. **Risks:**

The use of the proposed ATC is expected to include risks to the following:
- *Post Construction – No Risks*
- *Operation – No Risks*
- *Maintenance – No Risks*

9. **Quality:**

The use of the proposed ATC will have no impact on the quality of the finished project.

10. **Costs:**

The use of the proposed ATC would not require any additional implementation or third party costs to GDOT.

11. **Operations:**

The use of the proposed ATC will not result in any change to the operations requirements of the project.

12. **Maintenance:**

The use of the proposed ATC does not require any changes in maintenance requirements.

13. **Anticipated Life:**

The use of the proposed ATC does not result in any change to the anticipated life of the project.
14. **Right-of-Way:**

The use of the proposed ATC does not require any additional Right-of-Way to be purchased for the construction of the project.

15. **Past Use:**

The installation of proposed piles within relatively close proximity to existing unloaded piles is standard practice in other states and is typically a part of the contractor’s means and methods of construction. There is no structural or geotechnical reason that the piles cannot be located as described in this ATC.

16. **Sale of Work Product:**

*RBB* is prepared to sell this ATC to GDOT in accordance with the terms of Section 3.8 of the ITP.
ATTACHMENT A

Form P
# NEPA Study Impacts

<table>
<thead>
<tr>
<th>No.</th>
<th>Area</th>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Purpose and Need</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Project Termini</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Property Acquisition</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Historic and Archeological</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Parklands and Other 4(f) Resources</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Air Quality</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Noise</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Hazardous Materials</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Water Resources/Water Quality</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Indirect and Cumulative Impacts</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Change in Selection of Preferred Alternative</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Environmentally Sensitive Areas</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Environmental Justice</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Operations</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Visual-Aesthetics</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Permits</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Environmental Commitments (Green sheet)</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

## DB Contract – Volume 2

<table>
<thead>
<tr>
<th>No.</th>
<th>Section</th>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Section 1 - General</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Section 2 - Project Management</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Section 3 - Design and Submittals</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Section 4 - Environmental</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Section 5 - Right of Way (ROW) DB Team Acquisitions</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Section 6 - Utility Adjustments</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
### Design Exceptions and Variances

<table>
<thead>
<tr>
<th>Design Exceptions and Variances</th>
<th>No</th>
<th>Yes</th>
<th>Description of each Design Exception or Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Does the ATC require any Design Exceptions?</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Does the ATC require any Design Variances?</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Volume 2, Attachment 3-1 (list any Manuals which require changes including section number)

<table>
<thead>
<tr>
<th>Manuals which require changes required</th>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 AASHTO LRFD Bridge Design Specifications</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
April 3, 2020

Reeves Construction Company
Attention: Scott Newman
100 Morgan Industrial Boulevard
Garden City, GA 31408

RE: ATC RBB-003 – City of Savannah Water & Sewer Casing

Dear Mr. Newman:

The Georgia Department of Transportation has completed review of the above mentioned ATC and provides the following response:

X The ATC, as submitted, is acceptable for inclusion in the Proposal.

____ The ATC is not acceptable for inclusion in the Proposal.

The ATC is not acceptable in its present form, but may be acceptable upon the satisfaction, in GDOT's sole discretion, of certain identified conditions which must be met or clarifications or modifications that must be made, including, but not limited to, any required environmental reevaluation related to the ATC, which GDOT may condition upon a

_____ GDOT Re-evaluation Period.

The submittal does not qualify as an ATC but may be included in Proposer's Proposal because it appears to be within the requirements of

_____ the RFP.

The submittal does not qualify as an ATC and may not be included in

_____ the Proposal.

Please see the attached comments that were generated relative to the decision provided above.
Any resubmitted ATC shall be provided with the same three digit number with an alpha numeric letter starting with the letter “A” for the first resubmittal and “B” for a second submittal, etc., if necessary and address all comments for re-review.

The Georgia Department of Transportation appreciates the effort by your team to provide innovation and improve the overall success of the SR 307 / Dean Forest Road at I-16 DDI Design-Build Project.

Sincerely,

[Signature]
Andrew Hoenig
ATC Review Team Chair

Attachment: ATC Review Form
CONFIDENTIAL

ATC Review Form

1. General comments:
   a. N/A

2. Environmental comments:
   a. N/A

3. Utilities comments:
   a. City of Savannah has tentatively approved the concept. DB Team will need to submit Final Design for approval.

4. Right of Way comments:
   a. N/A

5. Geotechnical comments:
   a. N/A

6. Roadway comments:
   a. N/A

7. Drainage/Erosion Control comments:
   a. N/A

8. Bridges/Structures comments:
   a. N/A

9. ITS comments:
   a. N/A

10. Signing and Marking comments:
    a. N/A

11. Other
    a. N/A
CONFIDENTIAL

ALTERNATIVE TECHNICAL CONCEPT
RBB-003

Submitted for Review to:

THE SR 307/DEAN FOREST ROAD AT I-16
DDI DESIGN-BUILD PROJECT -
PI No. 0013727

Confidential ATC

Submitted by:

R.B. Baker Construction

The Reeves Construction Design Build Team

03/20/2020
March 20, 2020

Georgia Department of Transportation
Attention: Chip Meeks
Office of Innovative Delivery
One Georgia Center
600 West Peachtree Street, NW
Atlanta, Georgia 30308
E-mail: SR307DDI@dot.ga.gov

RE: SR 307 / Dean Forest Road at I-16 DDI Project – Confidential ATC
Request for GDOT Review of Alternative Technical Concept RBB-003 – City of Savannah Water & Sewer Encasement

Mr. Meeks,

Reeves Construction Company (RCC), in conjunction with our design partner, Infrastructure Consulting & Engineering, PLLC (ICE), appreciates the opportunity to present the subject Alternative Technical Concept to GDOT for consideration. In accordance with Section 3.1.2 of Addendum No. 1 of the Instructions to Proposers issued March 17, 2020, Reeves Construction Company is pleased to submit the referenced Alternative Technical Concept and requests review by GDOT of this ATC. The submittal includes one electronic copy in PDF format of the narrative and all associated technical information.

If GDOT has any questions or needs additional information, please do not hesitate to contact our Team.

Sincerely,

REEVES CONSTRUCTION COMPANY

Scott Newman
Assistant Secretary
R.B. Baker Construction Regional Manager
1. **Description:**

*The Reeves Construction Design-Build Team (RBB)* proposes to extend the encasement for the City of Savannah Water and Sewer facilities (20' Ductile Iron Water Line and 12” Ductile Iron Sanitary Force Main) crossing under the interstate to 10-ft beyond the edge of shoulder pavement for the respective I-16 ramps.

2. **Usage:**

The proposed ATC will be utilized for the utility facility crossings under I-16 at approximate station 1119+00 on I-16 mainline (Costing Plans)

3. **Contract Changes:**

The use of this proposed ATC deviates from Attachment 3-1 Manuals – GDOT Utility Accommodation Policy and Standards Manual (UAM). Section 5.2.C.2 of this manual requires all utility facilities with a wash factor crossing under interstates to be encased from Right-of-Way to Right-of-Way. This ATC would modify this requirement to be 10-ft beyond the outside edge of shoulder pavement.

4. **Justification:**

The use of the proposed ATC allows the existing 20” water and 12” sanitary force main to remain in place and include the extension of the existing steel encasement with a split casing under the relocated ramp pavement. This existing alignment of the utility facilities includes two 90-degree bends that will now be located inside the right-of-way and limited access to be acquired by the Department for this project (see image below).
Per the UAM, the encasement would need to extend beyond the limit of these bends. It is not feasible to install encasement around these bends because it would prohibit access to the facilities located under the existing and proposed ramps/interstate. In addition, because the Sanitary Sewer Force Main is a pressure line, it cannot be extended outside right-of-way and tied in to new longitudinal facilities while still maintaining the use of these lines. In order to accommodate the UAM requirements, a new parallel facility would need to be installed crossing I-16/Ramps by jack-and-bore and tied in to new longitudinal facilities, creating an extensive cost burden to the project. Through our up front coordination it was determined that the 20” water line could be back-fed and the crossing could be isolated, allowing the extension of the existing water line with required encasement (See Attachment B).

By modifying the alignment of the proposed I-16 EB Exit ramp closer to the existing alignment, our Team is able extend the existing casing 10-ft beyond the proposed limits of shoulder paving without encroaching on the existing 90-degree bends. The alignment for the I-16-WB Ramp would not need to be modified to accommodate the encasement approach proposed by this ATC (See Attachment D). The remaining longitudinal facilities would remain inside the proposed right-of-way, uncased. During the previous pursuit, the answer to question #49 stated the GDOT would issue an Easement Limited Agreement to City of Savannah for their facilities to remain on GDOT Right-of-Way. This ATC does not limit the need for our Team to relocate other portions of the City of Savannah facilities that may be in conflict with the Project east of the Raspberry Canal.

5. **Impacts:**

The use of the proposed ATC would have the following impacts:

- **Vehicular Traffic – No Impacts**
- **Environmental Impacts – Reduction in impacts to Wetland 72 by reducing the amount of relocated water and sanitary sewer required to be constructed**
- **Construction Schedule Impacts – There would be a positive impact to the construction schedule by avoiding the need to jack-and-bore a new line under the interstate.**
- **Community Impacts – No Impacts**
- **Safety and Life-Cycle Costs – No Impacts**

6. **Cost Savings:**

The use of this ATC will reduce the amount of water and sanitary sewer relocation work that would be required to accommodate the project. **RBB** estimates the potential construction cost savings due to the implementation of this ATC to be approximately $425,000.

This estimated cost reduction is comprised of approximate savings in the following areas:
**Time Savings:**

The use of this proposed ATC will not reduce the amount of time required to construct the improvements for this project. Based on RBB’s preliminary analysis of the construction schedule for this project, the associated relocations are not on the critical path, there would however be a positive impact to the time required to construct the improvements in the area of these utilities.

7. **Risks:**

The use of the proposed ATC is expected to include risks to the following:
- *Post Construction – No Risks*
- *Operation – No Risks*
- *Maintenance – No Risks*

8. **Quality:**

The use of the proposed ATC will have no impact on the quality of the finished project.

9. **Costs:**

The use of the proposed ATC would not require any additional implementation or third party costs to GDOT.

10. **Operations:**

The use of the proposed ATC will not result in any change to the operations requirements of the project.

11. **Maintenance:**

The use of the proposed ATC does not require any changes in maintenance requirements.
12. **Anticipated Life:**

The use of the proposed ATC does not result in any change to the anticipated life of the project.

13. **Right-of-Way:**

The use of the proposed ATC does not require any additional Right-of-Way to be purchased for the construction of the project.

14. **Past Use:**

The use of this proposed ATC has been implemented on other GDOT Transportation projects where the existing facility was not encased right-of-way to right-of-way, including the Northwest Corridor Project and the I-285 at SR400 Interchange project.

15. **Sale of Work Product:**

*RBB* is prepared to sell this ATC to GDOT in accordance with the terms of Section 3.8 of the ITP.
ATTACHMENT A

Form P
<table>
<thead>
<tr>
<th>No.</th>
<th>Area</th>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Purpose and Need</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Project Termini</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Property Acquisition</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Historic and Archeological</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Parklands and Other 4(f) Resources</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Air Quality</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Noise</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Hazardous Materials</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Water Resources/Water Quality</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Indirect and Cumulative Impacts</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Change in Selection of Preferred Alternative</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Environmentally Sensitive Areas</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Environmental Justice</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Operations</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Visual-Aesthetics</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Permits</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Environmental Commitments (Green sheet)</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### DB Contract – Volume 2

<table>
<thead>
<tr>
<th>No.</th>
<th>Section</th>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1 - General</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>2 - Project Management</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>3 - Design and Submittals</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>4 - Environmental</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>5 - Right of Way (ROW) DB Team Acquisitions</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>6 - Utility Adjustments</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Description</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Section 7 - Right of Way (ROW)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Additional Properties</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Section 8 - Geotechnical</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Section 9 - Surveying and Mapping</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Section 10 - Grading</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Section 11 - Roadways</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Section 12 - Drainage</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Section 13 - Structures</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Section 14 - Rail</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Section 15 - Landscape and Hardscape Enhancements</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Section 16 - Signing, Pavement Marking, Signalization</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Section 17 - Intelligent Transportation Systems</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Section 18 - Traffic Control</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Section 19 - Maintenance During the Design-Build Period</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Section 20 - Bicycle and Pedestrian Facilities</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Section 21 - Reserved</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Section 22 - Noise Barriers</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Section 23 - Reserved</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 24        | Any related Attachments                                                     | X | Modification to Attachment 3-1 Manuals – GDOT UAM

<table>
<thead>
<tr>
<th>Design Exceptions and Variances</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Does the ATC require any Design Exceptions?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2 Does the ATC require any Design Variances?</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Volume 2, Attachment 3-1 (list any Manuals which require changes including section number)</th>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ATTACHMENT B

Design to Accommodate UAM
RBB-003 – City of Savannah Water & Sewer Encasement

The SR 307/Dean Forest Road at I-16 DDI
Design Build Project

Submittal Date: 03/20/2020

ATTACHMENT C

City of Savannah As-Built Plans
ATTACHMENT D

Proposed ATC Design Concept
April 3, 2020

Reeves Construction Company
Attention: Scott Newman
100 Morgan Industrial Boulevard
Garden City, GA 31408

RE: ATC RBB-004 – PCC Overlay

Dear Mr. Newman:

The Georgia Department of Transportation has completed review of the above mentioned ATC and provides the following response:

☐ The ATC, as submitted, is acceptable for inclusion in the Proposal.

☐ The ATC is not acceptable for inclusion in the Proposal.

The ATC is not acceptable in its present form, but may be acceptable upon the satisfaction, in GDOT’s sole discretion, of certain identified conditions which must be met or clarifications or modifications that must be made, including, but not limited to, any required environmental reevaluation related to the ATC, which GDOT may condition upon a

☐ GDOT Re-evaluation Period.

The submittal does not qualify as an ATC but may be included in Proposer’s Proposal because it appears to be within the requirements of the RFP.

☐ The submittal does not qualify as an ATC and may not be included in

☐ the Proposal.

Please see the attached comments that were generated relative to the decision provided above.
P.I. No. 0013727, SR 307 / Dean Forest Rd at I-16 DDI Design-Build Project  
ATC RBB-004 – PCC Overlay  
Page 2

Any resubmitted ATC shall be provided with the same three digit number with an alpha numeric letter starting with the letter “A” for the first resubmittal and “B” for a second submittal, etc., if necessary and address all comments for re-review.

The Georgia Department of Transportation appreciates the effort by your team to provide innovation and improve the overall success of the SR 307 / Dean Forest Road at I-16 DDI Design-Build Project.

Sincerely,

[Signature]

Andrew Hoenig  
ATC Review Team Chair

Attachment: ATC Review Form
P.I. No. 0013727, SR 307 / Dean Forest Rd at I-16 DDI Design-Build Project
ATC RBB-004 – PCC Overlay
Page 3

CONFIDENTIAL

ATC Review Form

1. General comments:
   a. N/A

2. Environmental comments:
   a. N/A

3. Utilities comments:
   a. N/A

4. Right of Way comments:
   a. N/A

5. Geotechnical comments:
   a. DB Team will be required to develop procedures to identify existing asphalt sections that will require repair, as well as detail steps or treatment to be done if asphalt has holes or cracks.

6. Roadway comments:
   a. N/A

7. Drainage/Erosion Control comments:
   a. N/A

8. Bridges/Structures comments:
   a. N/A

9. ITS comments:
   a. N/A

10. Signing and Marking comments:
    a. N/A

11. Other
    a. N/A
ALTERNATIVE TECHNICAL CONCEPT
RBB-004

Submitted for Review to:

THE SR 307/DEAN FOREST ROAD AT I-16
DDI DESIGN-BUILD PROJECT -
PI No. 0013727

Confidential ATC

Submitted by:

The Reeves Construction Design Build Team

March 25, 2020
March 25, 2020

Georgia Department of Transportation
Attention: Chip Meeks
Office of Innovative Delivery
One Georgia Center
600 West Peachtree Street, NW
Atlanta, Georgia 30308
E-mail: SR307DDI@dot.ga.gov

RE: SR 307 / Dean Forest Road at I-16 DDI Project – Confidential ATC
    Request for GDOT Review of Alternative Technical Concept RBB-004 – PCC Overlay

Mr. Meeks,

Reeves Construction Company (RCC), in conjunction with our design partner, Infrastructure Consulting & Engineering, PLLC (ICE), appreciates the opportunity to present the subject Alternative Technical Concept to GDOT for consideration. In accordance with Section 3.1.2 of Addendum No. 1 of the Instructions to Proposers issued March 17, 2020, Reeves Construction Company is pleased to submit the referenced Alternative Technical Concept and requests review by GDOT of this ATC. The submittal includes one electronic copy in PDF format of the narrative and all associated technical information.

If GDOT has any questions or needs additional information, please do not hesitate to contact our Team.

Sincerely,

REEVES CONSTRUCTION COMPANY

Scott Newman
Assistant Secretary
R.B. Baker Construction Regional Manager
1. **Description:**

The Reeves Construction Design-Build Team (RBB) proposes to retain the existing pavement on Dean Forest Road from the ends of the southernmost curb returns of the I-16 Eastbound exit and entrance ramps to the ends of the northernmost curb returns of the I-16 westbound exit and entrance ramps that would serve as the base course for the proposed concrete pavement. As part of the construction operation a minimum of 1.5” mill will be performed to strip the existing surface course. Any required leveling and a new 3” course of asphalt binder will be installed prior to placement of the final concrete pavement. The following table illustrates the final pavement structure for this portion of the project:

<table>
<thead>
<tr>
<th>Material</th>
<th>Spread Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain PC Conc Pvmnt, CL 3 Conc</td>
<td>12 inch</td>
</tr>
<tr>
<td>Recycled Asph Conc 19 mm Superpave, GP 1 or 2, Incl Bitum Matl &amp; H Lime</td>
<td>330 lb/cy</td>
</tr>
<tr>
<td>Recycled Asph Conc Leveling, Incl Bitum Matl and H Lime</td>
<td>Varies (as Required)</td>
</tr>
<tr>
<td>Mill Asph Conc Pvmnt, 1.5”</td>
<td>1.5”</td>
</tr>
<tr>
<td>Retain Existing Pavement Structure</td>
<td>Varies, Min 5.25” Asph on bituminous stabilized soil or sand (remaining)</td>
</tr>
</tbody>
</table>

2. **Usage:**

The proposed ATC will be utilized on SR307/Dean Forest Road between ends of the southernmost curb returns of the I-16 Eastbound exit and entrance ramps to the ends of the northernmost curb returns of the I-16 westbound exit and entrance ramps.

3. **Contract Changes:**

The use of this proposed ATC deviates from Attachment 11-2: Pavement Designs “SR 307/Dean Forest Road” since a PCC overlay section has not been provided. The pavement design included in the description section of this ATC would be added to attachment 11-2.

4. **Justification:**

The use of the proposed ATC allows for more efficient construction staging within the ramp intersections and on the bridge approaches. Because traffic must be maintained on SR307/Dean Forest Road, the proposed reconstruction of the pavement requires significant grade changes in order to place the required 8” GAB layer within the existing intersections.

The pavement evaluation survey report includes core data with typical asphalt depths of 9” or greater with one core showing 8” and one showing 5.25”. RBB has performed similar pavement cores with similar results, verifying that there is only one small area with less than 8” of existing pavement. Our design will ensure a minimum of 5.25” of existing pavement remains after milling.
in this area and any others identified during construction. The pavement description above presents a ‘worst case’ scenario of existing pavement section that would remain. Retaining the existing pavement section on top of bituminous stabilized soil or sand provides an equal or greater structural value than the 8” GABC required per table 11-2.

<table>
<thead>
<tr>
<th>Base Material</th>
<th>Unit Structural Number</th>
<th>Total Sn (structural value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8” GAB (RFP Design)</td>
<td>0.16/in</td>
<td>1.28</td>
</tr>
<tr>
<td>5.25” Existing Asphalt</td>
<td>0.3/in</td>
<td>1.57</td>
</tr>
</tbody>
</table>

The surface course will be milled removing any surface cracks that are present on the existing surface. Maintaining the existing pavement allows RBB to utilize the existing asphalt and proposed asphalt layers to facilitate traffic staging during construction and would minimize any ramp closures needed to construct this section of the project.

5. Impacts:

The use of the proposed ATC would have the following impacts:
- *Vehicular Traffic* – Positive impacts to vehicular traffic would be realized by minimizing ramp closures during construction
- *Environmental Impacts* – No Impacts
- *Construction Schedule Impacts* – There would be a positive impact to the construction schedule because the overlay of the existing pavement pavement is more conducive to tight urban sections than a full depth pavement re-construction operation.
- *Community Impacts* – No Impacts
- *Safety and Life-Cycle Costs* – No Impacts – the retained pavement section would provide the same or better base material as would be installed with the full depth pavement reconstruction.

6. Cost Savings:

RBB estimates the construction cost savings due to this ATC to be approximately $1,250,000. This savings was already incorporated into the Price Proposal submitted by RBB on October 18, 2019 and additional cost savings under this procurement would not be incorporated, consequently there would be an increase in the price proposal should this ATC not be incorporated.

Time Savings:

RBB estimates the overall project duration due to this ATC could be reduced by 120 available days. This time savings was already incorporated into the Proposal submitted by RBB on October 18, 2019 and additional time savings under this procurement is not anticipated, consequently time would be added to the overall schedule if this ATC is not incorporated.

7. Risks:

The use of the proposed ATC is expected to include risks to the following:
- *Post Construction – No Risks*
RBB-004 – PCC Overlay

The SR 307/Dean Forest Road at I-16 DDI
Design Build Project

Submittal Date: 03/25/2020

- Operation – No Risks
- Maintenance – No Risks

8. **Quality:**

The use of the proposed ATC will have no impact on the quality of the finished project.

9. **Costs:**

The use of the proposed ATC would not require any additional implementation or third party costs to GDOT.

10. **Operations:**

The use of the proposed ATC will not result in any change to the operations requirements of the project.

11. **Maintenance:**

The use of the proposed ATC would not require any additional maintenance requirements.

12. **Anticipated Life:**

The use of the proposed ATC does not result in any change to the anticipated life of the project.

13. **Right-of-Way:**

The use of the proposed ATC does not require any additional Right-of-Way to be purchased for the construction of the project.

14. **Past Use:**

The use of this proposed ATC for PCC overlays has been used extensively throughout the state when suitable pavement section exists.

15. **Sale of Work Product:**

*RBB* is prepared to sell this ATC to GDOT in accordance with the terms of Section 3.8 of the ITP.
ATTACHMENT A

Form P
<table>
<thead>
<tr>
<th>No.</th>
<th>Area</th>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Purpose and Need</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Project Termini</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Property Acquisition</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Historic and Archeological</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Parklands and Other 4(f) Resources</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Air Quality</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Noise</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Hazardous Materials</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Water Resources/Water Quality</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Indirect and Cumulative Impacts</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Change in Selection of Preferred Alternative</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Environmentally Sensitive Areas</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Environmental Justice</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Operations</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Visual-Aesthetics</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Permits</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Environmental Commitments (Green sheet)</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**DB Contract – Volume 2**

<table>
<thead>
<tr>
<th>No.</th>
<th>Section</th>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1 - General</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>2 - Project Management</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>3 - Design and Submittals</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>4 - Environmental</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>5 - Right of Way (ROW) DB Team Acquisitions</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>6 - Utility Adjustments</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Description</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>--------------------------------------------------</td>
<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Section 7 - Right of Way (ROW) Additional Properties</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Section 8 - Geotechnical</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Section 9 - Surveying and Mapping</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Section 10 - Grading</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Section 11 - Roadways</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Section 12 - Drainage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Section 13 - Structures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Section 14 - Rail</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Section 15 - Landscape and Hardscape Enhancements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Section 16 - Signing, Pavement Marking, Signalization</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Section 17 - Intelligent Transportation Systems</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Section 18 - Traffic Control</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Section 19 - Maintenance During the Design-Build Period</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Section 20 - Bicycle and Pedestrian Facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Section 21 - Reserved</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Section 22 - Noise Barriers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Section 23 - Reserved</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Any related Attachments</td>
<td>X</td>
<td>Add New Pavement Design to Attachment 11-2</td>
<td></td>
</tr>
</tbody>
</table>

### Design Exceptions and Variances

<table>
<thead>
<tr>
<th>Design Exceptions and Variances</th>
<th>Yes</th>
<th>No</th>
<th>Description of each Design Exception or Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Does the ATC require any Design Exceptions?</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Does the ATC require any Design Variances?</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Volume 2, Attachment 3-1 (list any Manuals which require changes including section number)

<table>
<thead>
<tr>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ATTACHMENT B

Core Data
Legend
- Core Location
- Visual Crack
- Survey Segment

Project:
I-16 at SR 307/Dean Forest Road Interchange Modifications
GDOT Project No. N/A
GDOT PI No. 0013727
Chatham County

Core Locations - South

Scale: Not to Scale
Drawn by: S. Miller
Checked by: W. Bailey
Date Drawn: 04/14/2016

Ranger Consulting, Inc.
# Pavement Core Summary

for

I-16 at SR 307 Interchange Operational Improvements

GDOT Project No. NA, Chatham County

GDOT PI No. 0013727

<table>
<thead>
<tr>
<th>Core Number</th>
<th>Roadway</th>
<th>Direction of Travel</th>
<th>Lane Number</th>
<th>Location in Lane (CTR=center, LWP=left wheel path, RWP=right wheel path)</th>
<th>Total Core Length (inches)</th>
<th>Pavement Material (A=asphalt, C=concrete, inches)</th>
<th>Core Condition</th>
<th>Base Material (inches)</th>
<th>Subgrade</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SR 307</td>
<td>N</td>
<td>NB 2</td>
<td>RWP</td>
<td>5.25</td>
<td>A=5.25</td>
<td>Poor</td>
<td>Stone=6</td>
<td>tan clayey silty fine sand</td>
</tr>
<tr>
<td>2</td>
<td>SR 307</td>
<td>N</td>
<td>NB 1</td>
<td>LWP</td>
<td>10.75</td>
<td>A=10.75</td>
<td>Fair</td>
<td>Bituminous Stabilized Sand=7</td>
<td>orange fine sand</td>
</tr>
<tr>
<td>3</td>
<td>SR 307</td>
<td>N/A</td>
<td>Turn Lane</td>
<td>CTR</td>
<td>10.25</td>
<td>A=10.25</td>
<td>Good</td>
<td>Bituminous Stabilized Sand=6</td>
<td>orange grey fine sand w/clay</td>
</tr>
<tr>
<td>4</td>
<td>SR 307</td>
<td>S</td>
<td>SB 1</td>
<td>RWP</td>
<td>11</td>
<td>A=11</td>
<td>Good</td>
<td>Bituminous Stabilized Sand=6</td>
<td>orange grey fine sand w/clay</td>
</tr>
<tr>
<td>5</td>
<td>SR 307</td>
<td>S</td>
<td>SB 2</td>
<td>RWP</td>
<td>10.5</td>
<td>A=10.5</td>
<td>Fair</td>
<td>Soil</td>
<td>orange grey fine sand w/clay</td>
</tr>
<tr>
<td>6</td>
<td>SR 307</td>
<td>N</td>
<td>NB 2</td>
<td>RWP</td>
<td>11.25</td>
<td>A=8 / C=3.25</td>
<td>Fair</td>
<td>Soil</td>
<td>tan medium to fine sand</td>
</tr>
<tr>
<td>7</td>
<td>SR 307</td>
<td>N</td>
<td>NB 1</td>
<td>LWP</td>
<td>19.5</td>
<td>A=19.5</td>
<td>Good</td>
<td>Soil</td>
<td>tan fine sand</td>
</tr>
<tr>
<td>8</td>
<td>SR 307</td>
<td>S</td>
<td>SB 1</td>
<td>LWP</td>
<td>15.75</td>
<td>A=15.75</td>
<td>Good</td>
<td>Bituminous Stabilized Sand=6</td>
<td>tan fine sand with clay</td>
</tr>
<tr>
<td>9</td>
<td>SR 307</td>
<td>S</td>
<td>SB 2</td>
<td>RWP</td>
<td>16.5</td>
<td>A=16.5</td>
<td>Good</td>
<td>Soil</td>
<td>orange brown grey fine sandy clay</td>
</tr>
<tr>
<td>CORE LOC</td>
<td>ASPHALT DEPTH</td>
<td>BASE TYPE</td>
<td>BASE DEPTH</td>
<td>SUBBASE</td>
<td>SUBBASE DEPTH</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>---------------</td>
<td>--------------------------</td>
<td>------------</td>
<td>---------</td>
<td>---------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>6&quot;</td>
<td>SOIL CEMENT</td>
<td>8&quot;</td>
<td>GUMBO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>6.25&quot;</td>
<td>LARGE CONCRETE ROCK/SAND MIX</td>
<td>3&quot;</td>
<td>GUMBO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 (2)</td>
<td>9&quot;-CONC-6.5&quot;</td>
<td>N/A</td>
<td>3&quot;</td>
<td>WHITE SAND</td>
<td>AUGURED 3'</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>9&quot;</td>
<td>CONCRETE</td>
<td>6.5&quot;</td>
<td>SAND</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>1.5&quot;</td>
<td>CONCRETE</td>
<td>10&quot;</td>
<td>WHITE SAND</td>
<td>AUGURED 3'</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>12&quot;</td>
<td>COULD NOT GET TO BASE</td>
<td></td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>5.75&quot;</td>
<td>SOIL CEMENT</td>
<td>7.5&quot;</td>
<td>GUMBO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
April 3, 2020

Reeves Construction Company
Attention: Scott Newman
100 Morgan Industrial Boulevard
Garden City, GA 31408

RE: ATC RBB-005 – Temporary Spread on Bridge

Dear Mr. Newman:

The Georgia Department of Transportation has completed review of the above mentioned ATC and provides the following response:

☒ The ATC, as submitted, is acceptable for inclusion in the Proposal.
☐ The ATC is not acceptable for inclusion in the Proposal.

The ATC is not acceptable in its present form, but may be acceptable upon the satisfaction, in GDOT's sole discretion, of certain identified conditions which must be met or clarifications or modifications that must be made, including, but not limited to, any required environmental reevaluation related to the ATC, which GDOT may condition upon a
☐ GDOT Re-evaluation Period.

The submittal does not qualify as an ATC but may be included in
☐ Proposer's Proposal because it appears to be within the requirements of

☐ The submittal does not qualify as an ATC and may not be included in
☐ the Proposal.

Please see the attached comments that were generated relative to the decision provided above.
P.I. No. 0013727, SR 307 / Dean Forest Rd at I-16 DDI Design-Build Project  
ATC RBB-005 – Temporary Spread on Bridge

Page 2

Any resubmitted ATC shall be provided with the same three digit number with an alpha numeric letter starting with the letter “A” for the first resubmittal and “B” for a second submittal, etc., if necessary and address all comments for re-review.

The Georgia Department of Transportation appreciates the effort by your team to provide innovation and improve the overall success of the SR 307 / Dean Forest Road at I-16 DDI Design-Build Project.

Sincerely,

[Signature]

Andrew Hoenig  
ATC Review Team Chair

Attachment: ATC Review Form
CONFIDENTIAL

ATC Review Form

1. General comments:
   a. Final staging drainage plans will need to be submitted and approved as part of final plan development.

2. Environmental comments:
   a. N/A

3. Utilities comments:
   a. N/A

4. Right of Way comments:
   a. N/A

5. Geotechnical comments:
   a. N/A

6. Roadway comments:
   a. N/A

7. Drainage/Erosion Control comments:
   a. N/A

8. Bridges/Structures comments:
   a. N/A

9. ITS comments:
   a. N/A

10. Signing and Marking comments:
    a. N/A

11. Other
    a. N/A
CONFIDENTIAL

ALTERNATIVE TECHNICAL CONCEPT
RBB-005

Submitted for Review to:

THE SR 307/DEAN FOREST ROAD AT I-16
DDI DESIGN-BUILD PROJECT -
PI No. 0013727

Confidential ATC

Submitted by:

The Reeves Construction Design Build Team

March 25, 2020
March 25, 2020

Georgia Department of Transportation  
Attention: Chip Meeks  
Office of Innovative Delivery  
One Georgia Center  
600 West Peachtree Street, NW  
Atlanta, Georgia 30308  
E-mail: SR307DDI@dot.ga.gov

RE: SR 307 / Dean Forest Road at I-16 DDI Project – Confidential ATC  
Request for GDOT Review of Alternative Technical Concept RBB-005 – Temporary Spread on Bridge

Mr. Meeks,

Reeves Construction Company (RCC), in conjunction with our design partner, Infrastructure Consulting & Engineering, PLLC (ICE), appreciates the opportunity to present the subject Alternative Technical Concept to GDOT for consideration. In accordance with Section 3.1.2 of Addendum No. 1 of the Instructions to Proposers issued March 17, 2020, Reeves Construction Company is pleased to submit the referenced Alternative Technical Concept and requests review by GDOT of this ATC. The submittal includes one electronic copy in PDF format of the narrative and all associated technical information.

If GDOT has any questions or needs additional information, please do not hesitate to contact our Team.

Sincerely,

REEVES CONSTRUCTION COMPANY

Scott Newman  
Assistant Secretary  
R.B. Baker Construction Regional Manager
RBB-005 – Temporary Spread on Bridge

The SR 307/Dean Forest Road at I-16 DDI
Design Build Project

Submittal Date: 03/25/2020

1. **Description:**

The Reeves Construction Design-Build Team (RBB) proposes to amend Volume 2, Section 12.3.1.1 to be consistent with the Department’s response to Question #3 and proposes to allow the width of the spread due to temporary deck drainage during construction to be a maximum width equal to that allowed for roadway curb and gutter sections.

2. **Usage:**

The proposed ATC will be used for the design of the temporary drainage on the bridges during the duration of construction.

3. **Contract Changes:**

The use of the proposed ATC deviates from current Volume 2, Section 12.3.2.3 – Gutter Spread / Ponding states:

<table>
<thead>
<tr>
<th>12.3.2.3 Gutter Spread/Ponding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design pavement drainage systems, in both staging of construction and the Project, to limit ponding to the maximum gutter spread listed in Table 6.3 in the GDOT Drainage Manual. Limit ponding for all bridge decks according to GDOT Drainage Manual, Section 13.2.2, Design Spread and Frequency.</td>
</tr>
</tbody>
</table>

This section states that the ponding for all bridge decks shall be checked according to the GDOT Drainage Manual Section 13.2.2 for both staging and permanent conditions. This section of the Drainage Manual does not differentiate between the required gutter spread for temporary or permanent conditions. It requires that for speed limits of 45 mph or less (SR 307 is 45 mph), “gutter flow may encroach into the outermost travel lane so long as at least 10 feet of the outermost lane remains open.”

This ATC proposes to limit the gutter spread for the temporary condition during construction to that required for curb and gutter roadways (Table 6.3 in GDOT Drainage Manual) in the permanent condition which is equal to the gutter (shoulder) plus ½ of the lane width.

4. **Justification:**

The temporary drainage condition during construction through an active work zone should not be more restrictive than the drainage condition on the approach roadway for the permanent condition. During construction, work zones are clearly identified, and the public is made aware through signing and marking to be cautious and reduce speed through the active work area. It is reasonable to assume that the traveling public will expect a similar amount of water in the travel lane during heavy rainfall events either on a bridge or on the roadway approach to the bridge. Because Dean Forest Road is a curb and gutter section on both approaches to the bridge over I-16, the design gutter spread on the roadway approaches in the permanent condition must be the...
gutter width plus $\frac{1}{2}$ of the lane width per Table 6.3 in the GDOT Drainage Manual. It is reasonable to require the gutter spread across the bridge during construction to meet this same requirement.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Curb-Opening Inlets</th>
<th>Grate Inlets</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Max Gutter Spread</td>
<td>Design</td>
</tr>
<tr>
<td></td>
<td>(ft)</td>
<td>Frequency (yr)</td>
</tr>
<tr>
<td>Pavement Drainage on Grade</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstates</td>
<td>All drainage confined to shoulder unless it can be safely released to the R/W</td>
<td>10</td>
</tr>
<tr>
<td>State Routes &gt; 45 mph</td>
<td>All drainage confined to shoulder unless it can be safely released to the R/W</td>
<td>10</td>
</tr>
<tr>
<td>State Routes &lt;= 45 mph</td>
<td>1/2 lane width + gutter $^2$</td>
<td>10</td>
</tr>
<tr>
<td>Hurricane Evacuation Routes &lt;= 45 mph</td>
<td>1/2 lane width + gutter $^2$</td>
<td>10</td>
</tr>
<tr>
<td>Nonstate Routes</td>
<td>1/2 lane width + gutter $^2$</td>
<td>10</td>
</tr>
<tr>
<td>Temporary Detours</td>
<td>1/2 lane width + gutter $^2$</td>
<td>10</td>
</tr>
</tbody>
</table>

Note: All storm events listed in this table are for 24-hour duration storm events.

$^1$Nonstate Route only
$^2$Entire width of bike lane may be included in allowable gutter spread.

5. **Impacts:**

The use of the proposed ATC would have the following impacts:
- **Vehicular Traffic** – No impacts as the gutter spread criteria proposed during construction are the same as that required for the existing roadway curb and gutter approaches.
- **Environmental Impacts** – No Impacts
- **Construction Schedule Impacts** – Improved construction schedule and time savings would be realized by allowing for simplified construction phasing and using the entire new bridge to carry all four lanes of the existing traffic while the existing bridge is reconstructed.
- **Community Impacts** – No Impacts
- **Safety and Life-Cycle Costs** – No Impacts
6. **Cost Savings:**

The use of the proposed ATC will reduce the cost of the bridge construction for the SR 307 Bridges over I-16 by simplifying the phasing to allow each bridge to be constructed in a single phase and by avoiding the need to over-widen the proposed bridge to accommodate larger temporary shoulder widths.

RBB estimates the potential construction cost savings due to the implementation of this ATC to be approximately $65,000.

7. **Time Savings:**

The use of the proposed ATC will reduce the amount of time required to construct the SR 307 Bridges over I-16 by allowing for construction of each bridge in a single phase and reducing the number of traffic shifts. Based on RBB’s preliminary analysis of the construction durations for the above referenced items, it is estimated that this ATC would save approximately 10 Available Days off the construction schedule.

8. **Risks:**

The use of the proposed ATC is expected to include risks to the following:

- **Post Construction – No Risks**
- **Operation – No Risks**
- **Maintenance – No Risks**

9. **Quality:**

The use of the proposed ATC will have no impact on the quality of the finished project.

10. **Costs:**

The use of the proposed ATC would not require any additional implementation or third party costs to GDOT.

11. **Operations:**

The use of the proposed ATC will not result in any change to the operations requirements of the project.

12. **Maintenance:**

The use of the proposed ATC does not require any changes in maintenance requirements.
12. **Anticipated Life:**

The use of the proposed ATC does not result in any change to the anticipated life of the project.

13. **Right-of-Way:**

The use of the proposed ATC does not require any additional Right-of-Way to be purchased for the construction of the project.

14. **Past Use:**

The use of an allowable gutter spread of the gutter plus ½ of the travel lane is standard for curb and gutter approach roadways in Georgia with a design speed of 45 mph or less. Extension of this allowable gutter spread to cover the temporary condition on a bridge is a reasonable approach.

15. **Sale of Work Product:**

*RBB* is prepared to sell this ATC to GDOT in accordance with the terms of Section 3.8 of the ITP.
RBB-005 – Temporary Spread on Bridge

The SR 307/Dean Forest Road at I-16 DDI
Design Build Project

Submittal Date: 03/25/2020

ATTACHMENT A

Form P
## NEPA Study Impacts

<table>
<thead>
<tr>
<th>No.</th>
<th>Area</th>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Purpose and Need</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Project Termini</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Property Acquisition</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Historic and Archeological</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Parklands and Other 4(f) Resources</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Air Quality</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Noise</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Hazardous Materials</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Water Resources/Water Quality</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Indirect and Cumulative Impacts</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Change in Selection of Preferred Alternative</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Environmentally Sensitive Areas</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Environmental Justice</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Operations</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Visual-Aesthetics</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Permits</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Environmental Commitments (Green sheet)</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

## DB Contract – Volume 2

<table>
<thead>
<tr>
<th>No.</th>
<th>Section</th>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Section 1 - General</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Section 2 - Project Management</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Section 3 - Design and Submittals</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Section 4 - Environmental</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Section 5 - Right of Way (ROW) DB Team Acquisitions</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Section 6 - Utility Adjustments</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Description</td>
<td>Required</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>-----------------------------------------------------------------------------</td>
<td>----------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Section 7 - Right of Way (ROW) Additional Properties</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Section 8 - Geotechnical</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Section 9 - Surveying and Mapping</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Section 10 - Grading</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Section 11 - Roadways</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Section 12 - Drainage</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Revise 12.3.1.1 and 12.3.2.3 to allow for temporary bridge deck drainage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>gutter spread to be equal to the shoulder plus 1/2 of the travel lane width.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Section 13 - Structures</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Section 14 - Rail</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Section 15 - Landscape and Hardscape Enhancements</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Section 16 - Signing, Pavement Marking, Signalization</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Section 17 - Intelligent Transportation Systems</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Section 18 - Traffic Control</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Section 19 - Maintenance During the Design-Build Period</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Section 20 - Bicycle and Pedestrian Facilities</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Section 21 - Reserved</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Section 22 - Noise Barriers</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Section 23 - Reserved</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Any related Attachments</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Design Exceptions and Variances**

| Does the ATC require any Design Exceptions? | X |
| Does the ATC require any Design Variances? | X |

**Volume 2, Attachment 3-1 (list any Manuals which require changes including section number)**

<table>
<thead>
<tr>
<th>No Change Required</th>
<th>Change Required</th>
<th>If change required, provide a brief description of the proposed change.</th>
</tr>
</thead>
</table>
EXHIBIT 4

RIGHT OF WAY (EXISTING RIGHT OF WAY AND REQUIRED RIGHT OF WAY)

See Attachment 5-1 for Right of Way (Existing Right of Way and Required Right of Way)
EXHIBIT 5

PROPOSAL SOV
FORM F
Design-Build Price Proposal

Proposer Name: Reeves Construction Company

The Proposer shall complete the required fields of Section A below. See Exhibit D for additional explanation and requirements.

The Proposer shall indicate its proposed Contract Sum on this Form F.

A. Proposal Schedule of Values (SOV)

All items shall be provided as Lump Sum amounts. If there are any differences between the sum of the individual line amounts and totals, the individual line amounts will prevail.
<table>
<thead>
<tr>
<th>Payment Activity Description</th>
<th>Scheduled Value</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DESIGN COMPLETE</strong></td>
<td></td>
</tr>
<tr>
<td>1. Design</td>
<td>$ 3,160,000.00</td>
</tr>
<tr>
<td><strong>CONSTRUCTION</strong></td>
<td></td>
</tr>
<tr>
<td>1. Field Office</td>
<td>$ 103,000.00</td>
</tr>
<tr>
<td>2. Work Zone Law Enforcement</td>
<td>$ 152,000.00</td>
</tr>
<tr>
<td>3. Structure Demolition</td>
<td>$ 908,000.00</td>
</tr>
<tr>
<td>4. Foundations</td>
<td>$ 882,000.00</td>
</tr>
<tr>
<td>5. Substructure Concrete</td>
<td>$ 710,000.00</td>
</tr>
<tr>
<td>6. Superstructure</td>
<td>$ 1,734,000.00</td>
</tr>
<tr>
<td>7. Superstructure Beams</td>
<td>$ 948,000.00</td>
</tr>
<tr>
<td>8. Approach Slabs</td>
<td>$ 315,000.00</td>
</tr>
<tr>
<td>9. Structural Walls</td>
<td>$ 2,893,000.00</td>
</tr>
<tr>
<td>10. Traffic Control</td>
<td>$ 1,287,000.00</td>
</tr>
<tr>
<td>11. Erosion Control</td>
<td>$ 548,000.00</td>
</tr>
<tr>
<td>12. Grading</td>
<td>$ 3,600,000.00</td>
</tr>
<tr>
<td>13. Drainage</td>
<td>$ 845,000.00</td>
</tr>
<tr>
<td>14. Barrier and Guardrail</td>
<td>$ 401,000.00</td>
</tr>
<tr>
<td>15. Aggregate Base Course</td>
<td>$ 1,243,000.00</td>
</tr>
<tr>
<td>16. Asphalt Paving*</td>
<td>$ 3,695,000.00</td>
</tr>
<tr>
<td>17. Concrete Paving</td>
<td>$ 3,556,000.00</td>
</tr>
<tr>
<td>18. Striping and Signing</td>
<td>$ 700,000.00</td>
</tr>
<tr>
<td>19. ITS</td>
<td>$ 729,000.00</td>
</tr>
<tr>
<td>20. Lighting</td>
<td>$ 684,000.00</td>
</tr>
<tr>
<td>21. Utilities</td>
<td>$ 1,750,000.00</td>
</tr>
<tr>
<td>22. Training Hours (7,000 hours)</td>
<td>$ 5,600</td>
</tr>
<tr>
<td><strong>Subtotal CONSTRUCTION</strong></td>
<td>$ 27,688,600.00</td>
</tr>
<tr>
<td><strong>MISCELLANEOUS ACTIVITIES</strong></td>
<td></td>
</tr>
<tr>
<td>1. General Conditions and Administration**</td>
<td>$ 1,730,000.00</td>
</tr>
<tr>
<td>2. Mobilization (not including demobilization) (Not to exceed 2.5% of Design Complete + Construction)</td>
<td>$ 770,000.00</td>
</tr>
<tr>
<td>3. Record Drawings, Punch List, Demobilization, and Final Close-out (No less than 1.0% of Design Complete + Construction)</td>
<td>$ 311,000.00</td>
</tr>
<tr>
<td><strong>Subtotal MISCELLANEOUS ACTIVITIES</strong></td>
<td>$ 2,811,000.00</td>
</tr>
<tr>
<td><strong>CONSTRUCTION COMPLETE</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal CONSTRUCTION COMPLETE (CONSTRUCTION + MISCELLANEOUS ACTIVITIES)</strong></td>
<td>$ 30,499,600.00</td>
</tr>
<tr>
<td><strong>CONTRACT SUM</strong></td>
<td></td>
</tr>
<tr>
<td><strong>CONTRACT SUM (DESIGN COMPLETE + CONSTRUCTION COMPLETE)</strong></td>
<td>$ 33,659,600.00</td>
</tr>
</tbody>
</table>

*GDOT Special Provision 109.11 Price Adjustments does not apply to this Project; Asphalt Cement Price Adjustments will not be considered nor made.*
** Includes all management, management plans, payment and performance bond, insurance, project management and coordination, home office overhead and support, and quality management.

BY SIGNATURE BELOW AND SUBMITTAL OF THIS FORM F WITH THE PROPOSAL SCHEDULE, THE PROPOSER HEREBY CERTIFIES IT HAS REVIEWED ITS PROPOSAL SCHEDULE AND PROPOSAL ESTIMATES FOR THE PROJECT AND THAT ALL WORK, INCLUDING EARLY PORTIONS OF THE WORK, CAN BE COMPLETED WITHIN THE MILESTONE DEADLINES, INCLUDING ANY INTERIM COMPLETION DEADLINES, SUBSTANTIAL COMPLETION DEADLINE AND FINAL ACCEPTANCE DEADLINE.

Date: May 14, 2020

Signature: Scott Newman

Design-Build Team: Reeves Construction Company
## EXHIBIT 8

### FEDERAL REQUIREMENTS

<table>
<thead>
<tr>
<th>Exhibit Description</th>
<th>No. of Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attachment 1 – Federal Requirements for Federal Aid Construction Facilities</td>
<td>2</td>
</tr>
<tr>
<td>Attachment 2 – Required Contract Provisions, Federal-Aid Construction Contracts - FHWA Form 1273</td>
<td>13</td>
</tr>
<tr>
<td>Attachment 3 – GDOT Special Provision - Modifications to FHWA Form 1273</td>
<td>1</td>
</tr>
<tr>
<td>Attachment 4 – Federal Prevailing Wage Rate</td>
<td>2</td>
</tr>
<tr>
<td>Attachment 6 – Disadvantaged Business Enterprise Program - Criteria for Acceptability</td>
<td>8</td>
</tr>
<tr>
<td>Attachment 7 – Debarment and Suspension Certification</td>
<td>1</td>
</tr>
<tr>
<td>Attachment 8 – Certification Regarding Use of Contract Funds for Lobbying</td>
<td>1</td>
</tr>
<tr>
<td>Attachment 9 – Compliance with Title VI of the Civil Rights Act of 1964, Etc., for Federal-Aid Contracts</td>
<td>2</td>
</tr>
<tr>
<td>Attachment 10 – Compliance with Buy America Requirements</td>
<td>1</td>
</tr>
<tr>
<td>Attachment 11 – Compliance with the Cargo Preference Act</td>
<td>2</td>
</tr>
<tr>
<td>Attachment 12 – GDOT - Appendix A</td>
<td>2</td>
</tr>
</tbody>
</table>
ATTACHMENT 1 TO EXHIBIT 8

FEDERAL REQUIREMENTS FOR FEDERAL-AID CONSTRUCTION FACILITIES

GENERAL. — The work herein proposed will be financed in whole or in part with federal funds, and therefore all of the statutes, rules and regulations promulgated by the federal government and applicable to work financed in whole or in part with federal funds will apply to such work. The “Required Contract Provisions, Federal-Aid Construction Contracts, Form FHWA-1273,” are included in this Exhibit 8 (Federal Requirements). Whenever in said required contract provisions references are made to:

(a) “SHA contracting officer,” “SHA resident engineer,” or “authorized representative of the SHA,” such references shall be construed to mean GDOT or its Authorized Representative;

(b) “contractor,” “prime contractor,” “bidder” or “prospective primary participant,” such references shall be construed to mean Design-Build Team or its authorized representative and/or the Design-Build Contractor or its authorized representative, as may be appropriate under the circumstances;

(c) “contract” or “prime contract,” such references shall be construed to mean the Design-Build Agreement;

(d) “subcontractor,” “supplier,” “vendor,” “prospective lower tier participant” or “lower tier subcontractor,” such references shall be construed to mean, as appropriate, Contractors other than the Design-Build Contractor; and

(e) “department,” “agency” or “department or agency entering into this transaction,” such references shall be construed to mean GDOT, except where a different department or agency is specified.

PERFORMANCE OF PREVIOUS CONTRACT. — In addition to the provisions in Section II, “NONDISCRIMINATION,” and Section VI, “SUBLETTING OR ASSIGNING THE CONTRACT,” of the Form FHWA-1273 required contract provisions, Design-Build Team shall cause the contractor to comply with the following:

The bidder shall execute the CERTIFICATION WITH REGARD TO THE PERFORMANCE OF PREVIOUS CONTRACTS OR SUBCONTRACTS SUBJECT TO THE EQUAL OPPORTUNITY CLAUSE AND THE FILING OF REQUIRED REPORTS located in the proposal. No request for subletting or assigning any portion of the contract in excess of $10,000 will be considered under the provisions of Section VI of the required contract provisions unless such request is accompanied by the CERTIFICATION referred to above, executed by the proposed subcontractor.

NON-COLLUSION PROVISION. — The provisions in this section are applicable to all contracts except contracts for Federal Aid Secondary Projects. Title 23, United States Code, Section 112, requires as a condition precedent to approval by the Federal Highway Administrator of the contract for this work that each bidder file a sworn statement executed by, or on behalf of, the person, firm, association, or corporation to whom such contract is to be awarded, certifying that such person, firm, association, or corporation has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any

PARTICIPATION BY DISADVANTAGED BUSINESS ENTERPRISES IN SUBCONTRACTING. — Part 26, Title 49, Code of Federal Regulations applies to this Project. Pertinent sections of said Code are incorporated within other articles or sections of the Agreement and any other Contract and the GDOT Disadvantaged Business Enterprise Program adopted pursuant to 49 CFR Part 26.

CONVICT PRODUCED MATERIALS

a. FHWA Federal-aid projects are subject to 23 C.F.R. § 635.417, Convict produced materials.

b. Materials produced after July 1, 1991, by convict labor may only be incorporated in a Federal aid highway construction project if such materials have been: (i) produced by convicts who are on parole, supervised release, or probation from a prison, or (ii) produced in a prison project in which convicts, during the 12 month period ending July 1, 1987, produced materials for use in Federal aid highway construction projects, and the cumulative annual production amount of such materials for use in Federal aid highway construction does not exceed the amount of such materials produced in such project for use in Federal aid highway construction during the 12 month period ending July 1, 1987.

ACCESS TO RECORDS

a. As required by 49 C.F.R. 18.36(i)(10), Design-Build Team and its Contractors shall allow FHWA and the Comptroller General of the United States, or their duly authorized representatives, access to all books, documents, papers, and records of Design-Build Team and Contractors which are directly pertinent to any grantee or subgrantee contract, for the purpose of making audit, examination, excerpts, and transcriptions thereof. In addition, as required by 49 C.F.R. 18.36(i)(11), Design-Build Team and its Contractors shall retain all such books, documents, papers, and records for three years after final payment is made pursuant to any such contract and all other pending matters are closed.

b. Design-Build Team agrees to include this section in each Contract at each tier, without modification except as appropriate to identify the Contractor who will be subject to its provisions.
ATTACHMENT 2 TO EXHIBIT 8

FHWA-1273 -- Revised May 1, 2012

REQUIRED CONTRACT PROVISIONS

FEDERAL-AID CONSTRUCTION CONTRACTS

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding $10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the
U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

“It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and on-the-job training.”

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: “An Equal Opportunity Employer.” All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.
d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minority and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT’s U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:
(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding $2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH–1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and
(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, and social security number of each such worker, his or her correct classification, and social security number of each such worker, his or her correct classification, and social security number of each such worker, his or her correct classification. The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. 1. The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the
employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at http://www.dol.gov/esa/whd/forms/w347instr.htm or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the state DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency.

(2) Each payroll submitted shall be accompanied by a “Statement of Compliance,” signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH–347 shall satisfy the requirement for submission of the “Statement of Compliance” required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeyman's hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different
practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracts to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of $100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contacting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term “perform work with its own organization” refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

   (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

   (2) the prime contractor remains responsible for the quality of the work of the leased employees;

   (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

   (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. “Specialty Items” shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.
4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION
This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS
This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:
"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT
This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.
X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost $25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epsl.gov/), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost $25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms “covered transaction,” “debarred,” "suspended,” “ineligible,” “participant,” “person,” “principal,” and “voluntarily excluded,” as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transaction” refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or
employee of any Federal agency, a Member of Congress, an
officer or employee of Congress, or an employee of a
Member of Congress in connection with the awarding of any
Federal contract, the making of any Federal grant, the
making of any Federal loan, the entering into of any
cooperative agreement, and the extension, continuation,
renewal, amendment, or modification of any Federal
contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have
been paid or will be paid to any person for influencing or
attempting to influence an officer or employee of any Federal
agency, a Member of Congress, an officer or employee of
Congress, or an employee of a Member of Congress in
connection with this Federal contract, grant, loan, or
cooperative agreement, the undersigned shall complete and
submit Standard Form-LLL, "Disclosure Form to Report
Lobbying," in accordance with its instructions.

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

3. The prospective participant also agrees by submitting its
bid or proposal that the participant shall require that the
language of this certification be included in all lower tier
subcontracts, which exceed $100,000 and that all such
recipients shall certify and disclose accordingly.
ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:
   a. To the extent that qualified persons regularly residing in the area are not available.
   b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.
   c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for
ATTACHMENT 3 TO EXHIBIT 8

GDOT Special Provision
Modifications to FHWA Form 1273

1. Subsections IV.3(a); Delete the wording referencing “social security number” in the second sentence and substitute “and the last four digits of the social security number”.

ATTACHMENT 4 TO EXHIBIT 8

FEDERAL PREVAILING WAGE RATE

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

General Decision Number: GA20200229 01/03/2020

Superseded General Decision Number: GA20190229

State: Georgia

Construction Type: Highway

County: Chatham County in Georgia.

HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of $10.80 for calendar year 2020 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least $10.80 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2020. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number Publication Date
0 01/03/2020

SUGA2014-063 10/03/2016

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>CARPENTER, Includes Form Work,...</td>
<td>$17.46</td>
</tr>
<tr>
<td>CEMENT MASON/CONCRETE FINISHER..</td>
<td>$17.62</td>
</tr>
<tr>
<td>Description</td>
<td>Cost</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>HIGHWAY/PARKING LOT STRIPING:</td>
<td></td>
</tr>
<tr>
<td>Operator (Striping Machine)</td>
<td>$12.39</td>
</tr>
<tr>
<td>IRONWORKER, REINFORCING</td>
<td>$15.46</td>
</tr>
<tr>
<td>IRONWORKER, STRUCTURAL</td>
<td>$15.13</td>
</tr>
<tr>
<td>LABORER: Grade Checker</td>
<td>$11.45</td>
</tr>
<tr>
<td>LABORER: Mason Tender - Cement/Concrete</td>
<td>$11.44</td>
</tr>
<tr>
<td>LABORER: Pipelayer</td>
<td>$11.09</td>
</tr>
<tr>
<td>LABORER: Asphalt (Includes Distributor, Raker, Screed, Shoveler, and Spreader)</td>
<td>$11.95</td>
</tr>
<tr>
<td>LABORER: Common or General, Includes Erosion Control</td>
<td>$10.97</td>
</tr>
<tr>
<td>OPERATOR: Backhoe/Excavator/Trackhoe</td>
<td>$17.47</td>
</tr>
<tr>
<td>OPERATOR: Bobcat/Skid Steer/Skid Loader</td>
<td>$12.22</td>
</tr>
<tr>
<td>OPERATOR: Broom/Sweeper</td>
<td>$14.04</td>
</tr>
<tr>
<td>OPERATOR: Bulldozer</td>
<td>$17.03</td>
</tr>
<tr>
<td>OPERATOR: Compactor</td>
<td>$14.04</td>
</tr>
<tr>
<td>OPERATOR: Concrete Saw</td>
<td>$18.47</td>
</tr>
<tr>
<td>OPERATOR: Crane</td>
<td>$24.38</td>
</tr>
<tr>
<td>OPERATOR: Grader/Blade</td>
<td>$18.18</td>
</tr>
<tr>
<td>OPERATOR: Hydroseeder</td>
<td>$13.93</td>
</tr>
<tr>
<td>OPERATOR: Loader</td>
<td>$15.16</td>
</tr>
<tr>
<td>OPERATOR: Mechanic</td>
<td>$19.85</td>
</tr>
<tr>
<td>OPERATOR: Milling Machine</td>
<td>$16.20</td>
</tr>
<tr>
<td>OPERATOR: Paver (Asphalt, Aggregate, and Concrete)</td>
<td>$14.98</td>
</tr>
<tr>
<td>OPERATOR: Piledriver</td>
<td>$16.70</td>
</tr>
</tbody>
</table>
OPERATOR: Roller........................................$ 14.57  0.00
OPERATOR: Scraper......................................$ 12.64  0.00
OPERATOR: Screed......................................$ 17.53  0.00
PAINTER: Spray..........................................$ 23.30  0.00
TRAFFIC CONTROL: Flagger.........................$ 12.20  0.00
TRAFFIC CONTROL: Laborer-Cones/
Barricades/Barrels - Setter/Mover/Sweeper............$ 12.55  0.00
TRAFFIC SIGNALIZATION: Laborer..............$ 13.40  0.00
TRAFFIC SIGNALIZATION: Electrician...........$ 20.20  0.00
TRUCK DRIVER: Dump Truck......................$ 13.72  0.00
TRUCK DRIVER: Flatbed Truck....................$ 14.96  1.19
TRUCK DRIVER: Hydrosedeer
Truck..................................................$ 14.92  0.00
TRUCK DRIVER: Lowboy Truck....................$ 16.26  0.00
TRUCK DRIVER: Off the Road
Truck..................................................$ 12.38  0.00
TRUCK DRIVER: Water Truck......................$ 14.00  0.00
TRUCK DRIVER: Semi/Trailer
Truck..................................................$ 16.13  0.00

---

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic
violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

**Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).**
ATTACHMENT 5 TO EXHIBIT 8

STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS (EXECUTIVE ORDER 11246) (43 FR 14895)

1. As used in these specifications:
   a. “Covered area” means the geographical area described in the solicitation from which this contract resulted;
   b. “Director” means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;
   d. “Minority” includes:
      (i) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);
      (ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);
      (iii) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and
      (iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).

2. Whenever the Contractor, or any Subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

3. If the Contractor is participating (pursuant to 41 CFR 60–4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or Subcontractor participating in an approved Plan is individually required to comply with its obligations under the EEO clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other Contractors or Subcontractors toward a goal in an approved Plan does not excuse any covered Contractor’s or Subcontractor’s failure to take good faith efforts to achieve the Plan goals and timetables.

4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through p of these specifications. The goals set forth in the solicitation from
which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered Construction contractors performing construction work in geographical areas where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may be obtained from any Office of Federal Contract Compliance Programs office or from Federal procurement contracting officers. The Contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the Contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the Contractor’s obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6. In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.

7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor’s compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:

   a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor’s employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor’s obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

   b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minorities and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations’ responses.

   c. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefor, along with whatever additional actions the Contractor may have taken.
d. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor’s efforts to meet its obligations.

e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minority and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor’s employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 7b above.

f. Disseminate the Contractor’s EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g. Review, at least annually, the company’s EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with onsite supervisory personnel such as Superintendents, General Foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

h. Disseminate the Contractor’s EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor’s EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.

i. Direct its recruitment efforts, both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor’s recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations such as the above, describing the openings, screening procedures, and tests to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a Contractor’s work force.

k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.

l. Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc. such opportunities.
m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor’s obligations under these specifications are being carried out.

n. Ensure that all facilities and company activities are nonsegregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p. Conduct a review, at least annually of all supervisors’ adherence to and performance under the Contractor’s EEO policies and affirmative action obligations.

8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (7a through p). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under 7a through p of these Specifications provided that the contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the Contractor's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor’s and failure of such a group to fulfill an obligation shall not be a defense for the Contractor’s noncompliance.

9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor may be in violation of the Executive Order if a particular group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized).

10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.

11. The Contractor shall not enter into any Contract or Subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any Contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.
13. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.

14. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government and to keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors shall not be required to maintain separate records.

15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).
ATTACHMENT 6 TO EXHIBIT 8

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM
CRITERIA FOR ACCEPTABILITY

The purpose of this special provision is to establish criteria for acceptability of DBE firms for work performed on this contract. The intent is to ensure all participation counted toward fulfillment of the DBE goals is (1) real and substantial, (2) actually performed by viable, independent DBE owned firms, and (3) in accordance with the spirit of the applicable laws and regulations.

The policy of the Georgia Department of Transportation is to ensure compliance with Title VI of the Civil Rights Act of 1964, 49 Code of Federal Register, Part 26 and related statutes and regulations in all program activities.

To this end the Georgia Department of Transportation shall not discriminate on the basis of race, color, sex or national origin in the award, administration and performance of any Georgia Department of Transportation assisted contract or in the administration of its Disadvantaged Business Enterprise Program. The Georgia Department of Transportation shall take all necessary and reasonable steps to ensure nondiscrimination.

DBE payments and commitments for Federal-aid projects shall be separate and distinct and cannot be transferred or combined in any matter.

The DBE Goal specified in the contract will be a percentage representing the DBE Race Conscious Participation. The Contractor will strive to achieve an additional percentage in his/her contracts for all projects during the course of the current State Fiscal Year, in order to meet the overall Georgia Department of Transportation DBE goal.

DBE DIRECTORY: The Department has available a directory or source list to facilitate identifying DBEs with capabilities relevant to general contracting requirements and to particular solicitations. The Department will make the directory available to bidders and proposers in their efforts to meet the DBE requirements. The directory or listing includes firms which the Department has certified to be eligible DBEs in accordance with 49 CFR Part 26.

GOAL FOR PARTICIPATION: If a percentage goal for DBE participation in this contract is set forth elsewhere in this proposal, the Contractor shall complete the DBE GOALS Form included in the proposal. The Contractor is encouraged to make every effort to achieve the goal set by the Department. However, if the Contractor cannot find sufficient DBE participants to meet the goal established by the Department, the Department will consider for award a proposal with less participation than the established goal if:

(A) The bidder can demonstrate no greater participation could be obtained. This should be well documented by demonstrating the Contractor’s actions through good faith efforts. The following is a list of types of actions which the Department will consider as part of the Contractor’s good faith efforts to obtain DBE participation. This is not intended to be a mandatory checklist nor intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

1. Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBEs who have the
capability to perform the work of the contract. The Contractor must solicit this interest within sufficient time to allow the DBEs to respond to the solicitation. The Contractor must determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

(2) Selecting portions of the work to be performed by DBEs in order to increase the likelihood the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the Contractor might otherwise prefer to perform these work items with its own forces.

(3) Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist DBEs participants in responding to a solicitation.

(4) (a) Negotiating in good faith with interested DBEs. Contractor(s) are responsible to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBEs to perform the work.

(b) Contractor(s) using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm’s price and capabilities as well as contract goals into consideration. However, the fact there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder’s failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a Contractor to perform the work of a contract with its own organization does not relieve the Contractor of the responsibility to make good faith efforts. Contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

(5) Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The Contractor’s standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. nonunion employee status) are not legitimate causes for the rejection or non-solicitation of bids in the Contractor’s efforts to meet the project goal.

(6) Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the contractor.

(7) Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

(8) Effectively using the services of available minority/women community organizations; minority/women Contractors’ groups; local, state, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE’s.
(B) The participation proposed by the low bidder is not substantially less than the participation proposed by the other bidders on the same contract.

If no percentage goal is set forth in the proposal, the contractor may enter a proposed DBE participation. This voluntary DBE participation will count as race neutral DBE participation. Prime Contractor shall report race-neutral participation in accordance with the DBE Monthly Report requirements shown in this document.

To be eligible for award of this contract, all bidders will be required to submit the following information to the Department’s Contracting Officer as designated in Section 2.2.1 of the Instructions to Proposers (ITP) by the close of business on the 3rd working day following opening of the bid as a matter of bidder responsibility.

(1) The names and addresses of DBE firms committed to participate in the Contract;
(2) A description of the work each DBE will perform;
(3) The dollar amount of the participation of each DBE firm participating;
(4) Written documentation of the bidder’s commitment to use a DBE subcontractor whose participation it submits to meet a contract goal;
(5) Written confirmation from the DBE committed to participating in the contract, as provided in the prime contractor’s commitment.
(6) If the contract goal is not met, evidence of good faith efforts must be provided.

Failure by a bidder to furnish the above information may subject the bid to disqualification. Also failure by the bidder to submit satisfactory evidence of good faith efforts may subject the bid to disqualification.

Award of a contract by the Department to a Prime Contractor who has listed DBE participants with the bid may not constitute final approval by the Department of the listed DBE. The Department reserves the right to approve or disapprove a Disadvantaged firm after a review of the Disadvantaged firm’s proposal participation. Payment to the Contractor under the contract may be withheld until final approval of the listed DBEs is granted by the Department.

If the Contractor desires to substitute a DBE in lieu of those listed in the proposal, a letter of concurrence shall be required from the listed DBE prior to approval of the substitution, unless this requirement is waived by the Department.

Agreements between bidder and a DBE in which promises not to provide Subcontracting quotations to other bidders are prohibited.

**DEFINITION:** For the purposes of this provision, the following definitions will apply:

Disadvantaged Business Enterprise or DBE means a for-profit small business concern –

(1) Ensuring at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals; and
(2) Whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own the business.

Good Faith Efforts means efforts to achieve a DBE goal or other requirement of this part which, by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the program requirement.

Joint Venture means an association of a DBE firm and one or more other firms to carry out a single, for-profit business enterprise, for which the parties combine their property, capital, efforts, skills and knowledge, and in which the DBE is responsible for a distinct, clearly defined portion of the work of the contract and whose share in the capital contribution, control, management, risks, and profits of the joint venture are commensurate with its ownership interest.

Socially and Economically Disadvantaged Individual means any individual who is a citizen (or lawfully admitted permanent resident) of the United States and who is –

(1) Any individual who the Department finds to be a socially and economically disadvantaged individual on a case-by-case basis.

(2) Any individual in the following groups, members of which are reputedly presumed to be socially and economically disadvantaged.

(i) “Black Americans,” which includes persons having origins, in any of the Black racial groups of Africa;

(ii) “Hispanic Americans,” which includes persons of Mexican, Puerto Rican, Cuban, Dominican, Central or South American, or other Spanish or Portuguese culture or origin, regardless of race;

(iii) “Native Americans,” which includes persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians;

(iv) “Asian-Pacific Americans,” which includes persons whose origins are from Japan, China, Taiwan, Korea, Burma (Myanmar), Vietnam, Laos, Cambodia (Kampuchea), Thailand, Malaysia, Indonesia, the Philippines, Brunei, Samoa, Guam, the U.S. Trust Territories of the Pacific Islands (Republic of Palau), the Commonwealth of the Northern Marianas Islands, Macao, Fiji, Tonga, Kiribati, Juvalu, Nauru, Federated States of Micronesia, or Hong Kong;

(v) “Subcontinent Asian Americans,” which includes persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka;

(vi) Women;

(vii) Any additional groups whose members are designated as socially and economically disadvantaged by the SBA, at such time as the SBA designation becomes effective.

(3) GDOT will presume that such persons are socially and economically disadvantaged only to the extent permitted by applicable federal law.
Race-conscious measure is one focused specifically on assisting only DBEs, including women-owned DBEs.

Race-neutral measure is one being, or can be, used to assist all small businesses. For the purposes of this part, race-neutral includes gender-neutrality.

DISCRIMINATION PROHIBITED: No person shall be excluded from participation in, denied the benefits of, or otherwise discriminated against in connection with the award and performance of this contract on the grounds of race, color, sex or national origin.

The following assurance becomes a part of this contract and must be included in and made a part of each subcontract the prime contractor enters into with their subcontractors (49 CFR 26.13):

“The contractor, and/or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is (breach) of this contract which may result in the termination of this contract or such other remedy as the Department deems appropriate.

Failure to Achieve Requirements: Periodic reviews shall be made by the Department to determine the extent of compliance with the requirements set forth in this provision. If the Contractor is found to be in noncompliance, further payments for any work performed may be withheld until corrective action is taken. If corrective action is not taken, it may result in termination of this contract.

Participation will be counted toward fulfillment of the DBE goal as follows:

(A) When a DBE participates in a contract, the Contractor counts only the value of the work actually performed by the DBE toward DBE goals.

(1) Count the entire amount of the portion of a construction contract (or other contract not covered by paragraph (A) (2) of this section) performed by the DBE’s own forces. Include the cost of supplies and materials obtained by the DBE for the work of the contract, including supplies purchased or equipment leased by the DBE (except supplies and equipment the DBE subcontractor purchases or leases from the prime contractor or its affiliate).

(2) Count the entire amount of fees or commissions charged by a DBE firm for providing a bona fide service, such as professional, technical consultant, or managerial services, or for providing bonds or insurance specifically required for the performance of a DOT-assisted contract, toward DBE goals, provided the Department determines the fee is reasonable and not excessive as compared with fees customarily allowed for similar services.

(3) When a DBE subcontracts part of the work of its contract to another firm, the value of the subcontracted work may be counted toward DBE goals only if the DBE’s subcontractor is itself a DBE. Work that a DBE subcontracts to a non-DBE firm does not count toward DBE goals.
(B) When a DBE performs as a participant in a joint venture, count a portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work of the contract the DBE performs with own forces toward DBE goals.

(C) Count expenditures to a DBE contractor toward DBE goals only if the DBE is performing a commercially useful function on that contract.

(1) A DBE performs a commercially useful function when responsible for execution of the work of the contract and carrying out responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself.

(2) A DBE does not perform a commercially useful function if their role is limited to being an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation.

(3) If a DBE does not perform or exercise responsibility for at least 30 percent of the total cost of their contract with their own work force, or the DBE subcontracts a greater portion of the work of a contract than would be expected on the basis of normal industry practice for the type of work involved, the Department will presume the DBE is not performing a commercially useful function.

(4) When a DBE is presumed not to be performing a commercially useful function as provided in paragraph (C) (3) of this section, the DBE may present evidence to rebut this presumption.

(5) The Department’s decisions on commercially useful function matters are subject to review by the US DOT, but are administratively appealable to the US DOT.

(D) The following factors are to be used in determining whether a DBE trucking company is performing a commercially useful function:

(1) The DBE must be responsible for the management and supervision of the entire trucking operation for which they are responsible on a particular contract, and there cannot be a contrived arrangement for the purpose of meeting DBE goals.

(2) The DBE must itself own and operate at least one fully licensed, insured, and operational truck used on the contract.

(3) The DBE receives credit for the total value of the transportation services it provides on the contract using trucks it owns, insures, and operates using drivers it employs.

(4) The DBE may lease trucks from another DBE firm, including an owner/operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provided on the contract.

(5) The DBE may also lease trucks from a non-DBE and is entitled to credit only for the fee or commission it receives as a result of the lease arrangement. The DBE does not receive
credit for the total value of the transportation services provided by the lessee, since these services are not provided by a DBE.

(6) For purposes of this paragraph (D), a lease must indicate the DBE has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

(E) Count expenditures with DBEs for materials or supplies toward DBE goals as provided in the following:

(1) (i) If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies toward DBE goals.

(ii) For purposes of this paragraph, a manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.

(2) (i) If the materials or supplies are obtained from a DBE regular dealer, count 60 percent of the cost of the materials or supplies toward DBE goals.

(ii) For purposes of this section, a regular dealer is a firm owning, operating, or maintaining a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business.

(A) To be a regular dealer, the firm must be an established, regular business engaging, as its principal business and under its own name, in the purchase and sale or lease of the products in question.

(B) A person may be a regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone, or asphalt without owning, operating, or maintaining a place of business as provided in this paragraph (E)(2)(ii) if the person both owns and operates distribution equipment for the products. Any supplementing of regular dealers’ own distribution equipment shall be by a long-term lease agreement and not on an ad hoc or contract-by-contract basis.

(C) Packagers, brokers, manufacturers’ representatives, or other persons who arrange or expedite transactions are not regular dealers within the meaning of this paragraph (E)(2).

(3) With respect to materials or supplies purchased from a DBE which is neither a manufacturer nor a regular dealer, count the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site, toward DBE goals, provided you determine the fees to be reasonable and not excessive as compared with fees customarily allowed for similar services. Do not count any portion of the cost of the materials and supplies themselves toward DBE goals, however.
(4) Do not count the participation of a DBE subcontractor toward the prime contractor’s DBE achievements until the amount being counted toward the goal has been paid to the DBE.

(5) No participation will be counted not in compliance with Special Provision entitled “Criteria for Acceptability” which is a part of this contract or with any provisions included in 49 CFR Part 26.

(6) If the contract amount overruns, the contractor will not be required to increase the dollar amount of DBE participation. If the contract amount under runs, the contractor will not be allowed to under run the dollar amount of DBE participation except when the DBE subcontracted items themselves under run.

REPORTS

A: The contractor shall submit a “DBE Participation Report” on this contract monthly which shall include the following:

1. The name of each DBE participating in the contract.
2. A description of the work to be performed, materials, supplies, and services provided by each DBE.
3. Whether each DBE is a supplier, subcontractor, owner/operator, or other.
4. The dollar value of each DBE subcontract or supply agreement.
5. The actual payment to date of each DBE participating in the contract.
6. The report shall be updated by the Prime Contractor whenever the approved DBE has performed a portion of the work that has been designated for the contract. Copies of this report should be transmitted promptly to the Engineer. Failure to submit the report within 30 calendar days following the end of the month may cause payment to the contractor to be withheld.

7. The Prime Contractor shall notify the Project Engineer at least 24 hours prior to the time the DBE commences working on the project. The DBE must furnish supervision of the DBE portion of the work, and the person responsible for this supervision must report to the Project Engineer when they begin work on the project. They must also inform the Project Engineer when their forces will be doing work on the project.

B. In order to comply with 49 CFR 26.11, the Prime Contractor shall submit documentation regarding all payments made from the Prime to all DBE subcontractors on federal aid projects in the form of copies of cancelled checks or notarized electronic documentation which validates said payments made on the DBE Monthly Participation Reports. This information shall be required monthly and submitted with the DBE Monthly Participation Report.

C. Failure to respond within the time allowed in the request will be grounds for withholding all payments on all Contracts.
SUBSTITUTION OF DBEs: The Contractor shall make reasonable efforts to replace a DBE Subcontractor unable to perform work for any reason with another DBE. The Department shall approve all substitutions of Subcontractors in order to ensure the substitute firms are eligible DBEs.

CERTIFICATION OF DBEs: To ensure the DBE Program benefits only firms owned and controlled by Disadvantaged Individuals, the Department shall certify the eligibility of DBEs and joint ventures involving DBEs named by bidders.

Questions concerning DBE Certification/Criteria should be directed to the EEO Office at (404) 631-1972.
ATTACHMENT 7 TO EXHIBIT 8

DEBARMENT AND SUSPENSION CERTIFICATION

1. By signing and submitting its proposal or bid, and by executing the Agreement or and Contract, each prospective Design-Build Team member (at all tiers) shall be deemed to have signed and delivered the following certification:

   The undersigned certifies to the best of its knowledge and belief, that it and its principals:

   a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

   b. Have not within a 3-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

   c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses enumerated in paragraph 1b of this certification; and

   d. Have not within a 3-year period preceding this application/proposal had one or more public transactions (federal, state or local) terminated for cause or default.

2. Where the prospective Design-Build Team member is unable to certify to any of the statements in this certification, such Person shall attach a certification to its proposal or bid, or shall submit it with the executed Agreement or Contract, stating that it is unable to provide the certification and explaining the reasons for such inability.
ATTACHMENT 8 TO EXHIBIT 8

CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

By signing and submitting its proposal or bid, and by executing the Agreement or any Contract, each prospective Design-Build Team and Contractor (at all tiers) shall be deemed to have signed and delivered the following:

1. The prospective Design-Build Team/Contract certifies, to the best of its knowledge and belief, that:

   a. No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of ANY federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

   b. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with THIS Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions, and shall include a copy of said form in its proposal or bid, or submit it with the executed Agreement or Contract.

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

3. Design-Build Team/Contractor shall require that the language of this certification be included in all lower tier Contracts which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

4. The undersigned certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the undersigned understands and agrees that the provisions of 31 U.S.C. §3801, et seq., apply to this certification and disclosure, if any.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each expenditure or failure.]

NOTE: DESIGN-BUILD TEAM AND EACH CONTRACTOR IS REQUIRED, PURSUANT TO FEDERAL LAW, TO INCLUDE THE ABOVE LANGUAGE IN CONTRACTS OVER $100,000 AND TO OBTAIN THIS LOBBYING CERTIFICATE FROM EACH CONTRACTOR BEING PAID $100,000 OR MORE.
ATTACHMENT 9 TO EXHIBIT 8

COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, ETC., FOR FEDERAL-AID CONTRACTS

During the performance of this Agreement, Design-Build Team, for itself, its assignees and successors in interest (hereinafter referred to as the “Contractor”), agrees as follows:

1. **Compliance with Regulations**: Contractor will comply with the Regulations of the United States Department of Transportation ("USDOT") relative to nondiscrimination in Federally-assisted programs of the USDOT (Title 49, Code of Federal Regulations, Part 21, hereinafter referred to as the “Regulations”), which are herein incorporated by referenced and made a part of this Agreement.

2. **Nondiscrimination**: Contractor, with regard to the work performed by it, will not discriminate on the ground of race, color, national origin, disability, sex, or age in the selection and retention of subcontracts including procurements of materials and leases of equipment. This will be done in accordance with Title VI of the Civil Rights Act of 1964 and other Non-Discrimination Authorities i.e., Section 504 of the 1973 Rehabilitation Act, the 1973 Federal-Aid Highway Act, the 1975 Age Discrimination Act, and the Americans with Disabilities Act of 1990. Contractor will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when contract covers a program set forth in Appendix B of the Regulations. In addition, Contractor will not participate either directly or indirectly in discrimination by 23 CFR 710.405(b).

3. **Solicitations for subcontracts, including procurements of materials and equipment**: In all solicitations, either by competitive bidding or negotiation made by Contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by Contractor or Contractor’s obligations under this Agreement and the Regulations relative to nondiscrimination on the ground of race, color, national origin, disability, sex or age.

4. **Information and Reports**: Contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the USDOT or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information, Contractor shall so certify to the USDOT, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance**: In the event of Contractor’s noncompliance with the nondiscrimination provisions of this Agreement, the USDOT shall impose such sanctions as it or the Federal Highway Administration may determine to be
appropriate, including, but not limited to, those described in Section 3 of Exhibit 8, Attachment 2 to this Agreement.

6. **Incorporation of Provisions**: Contractor will include the provisions of paragraph (1) through (5) in every subcontract, including procurements of materials and lease of equipment, unless exempt by the Regulations, orders or instruction issued pursuant thereto. Contractor will take such action with respect to any subcontract or procurement as the USDOT or the Federal Highway Administration may direct as a means of enforcing such provisions, including sanctions for noncompliance, provided, however, that in the event Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as result of such direction, Contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, Contractor may request the United States to enter into such litigation to protect the interest of the United States.
ATTACHMENT 10 TO EXHIBIT 8

COMPLIANCE WITH BUY AMERICA REQUIREMENTS

Design-Build Team shall comply with the Federal Highway Administration (FHWA) Buy America Requirement in 23 CFR 635.410, which permits FHWA participation in this Agreement only if domestic steel and iron will be used on the Project. To be considered domestic, all steel and iron used and all products manufactured from steel and iron must be produced in the United States and all manufacturing processes, including application of a coating, for these materials must occur in the United States. Coating includes all processes that protect or enhance the value of the material to which the coating is applied. This requirement does not preclude a minimal use of foreign steel and iron materials, provided the cost of such materials does not exceed 0.1% of the contract price under the Agreement.

Concurrently with execution of the Agreement, Design-Build Team has completed and submitted, or shall complete and submit, to GDOT a Buy America Certificate, in the format below. After submittal, Design-Build Team is bound by its original certification.

A false certification is a criminal act in violation of 18 U.S.C. § 1001. Should this Agreement be investigated, Design-Build Team has the burden of proof to establish that it is in compliance.

At Design-Build Team’s request, GDOT may, but is not obligated to, seek a waiver of Buy America requirements if grounds for the waiver exist. However, Design-Build Team certifies that it will comply with the applicable Buy America requirements if a waiver of those requirements is not available or not pursued by GDOT. A request for a waiver shall be treated as a Change Request under Article 13.2 (GDOT Changes).
FORM J

Buy America Certification

The undersigned Proposer hereby certifies on behalf of itself and all contractors (at all tiers) the following:

a. The Proposer shall comply with the Federal Highway Administration ("FHWA") Buy America Requirements of 23 CFR 635.410, which permits FHWA participation in the DBA only if domestic steel and iron will be used on the Project. To be considered domestic, all steel and iron used and all products manufactured from steel and iron must be produced in the United States and all manufacturing processes, including application of a coating, for these materials must occur in the United States. Coating includes all processes that protect or enhance the value of the material to which the coating is applied. This requirement does not preclude a minimal use of foreign steel and iron materials, provided the cost of such materials does not exceed 0.1% of the Contract Sum.

b. A false certification is a criminal act in violation of 18 United States Code (USC) 1001. Should this certification be investigated, the Proposer has the burden of proof to establish that it is in compliance.

c. At the Proposer's request, GDOT may, but is not obligated to, seek a waiver of Buy America requirements from FHWA if grounds for the waiver exist. However, the Proposer certifies that it will comply with the applicable Buy America requirements if a waiver of those requirements is not available or not pursued by GDOT.

Date: May 14, 2020
Signature: [Signature]
Title: Assistant Secretary
Proposer's Name: Reeves Construction Company
ATTACHMENT 11 TO EXHIBIT 8

COMPLIANCE WITH THE CARGO PREFERENCE ACT

The Cargo Preference Act (CPA) establishes certain requirements for the use of privately owned United States-flag commercial vessels in transporting equipment, materials, and commodities by ocean vessel. Contractors are required to comply with the CPA requirements and 46 CFR 381 and are required to insert the substance of these provisions into any subcontracts issued pursuant to this contract.

Cargo Preference Act Requirements

All Federal-aid projects shall comply with 46 CFR 381.7 (a)-(b) as follows:

(a) **Agreement Clauses.** Use of United States-flag vessels:

   (1) Pursuant to Pub. L. 664 (43 U.S.C. 1241(b)) at least 50 percent of any equipment, materials or commodities procured, contracted for or otherwise obtained with funds granted, guaranteed, loaned, or advanced by the U.S. Government under this agreement, and which may be transported by ocean vessel, shall be transported on privately owned United States-flag commercial vessels, if available.

   (2) Within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (a)(1) of this section shall be furnished to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(b) **Contractor and Subcontractor Clauses.** Use of United States-flag vessels: The contractor agrees:

   (1) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the Gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

   (2) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

   (3) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.
The CPA requirements would be appropriate for oceanic shipments of materials or equipment that is intended for use on a specific Federal-aid project, such as a precast concrete structural members, fabricated structural steel, tunnel boring machines, or large-capacity cranes.

The CPA requirements are not applicable for goods or materials that come into inventories independent of an FHWA funded-contract. For example, the requirements would not apply to shipments of Portland cement, asphalt cement, or aggregates, as industry suppliers and contractors use these materials to replenish existing inventories. In general, most of the materials used for highway construction originate from existing inventories and are not acquired solely for a specific Federal-aid project.

A test for whether CPA requirements apply or do not apply to shipped goods or materials would be if the goods or materials are what one would consider to be common inventory supplies for highway construction contractor, then CPA would not apply. If the materials or goods are considered to be supplies one would consider to be not common supplies of a highway construction contractor then CPA would apply.
ATTACHMENT 12 TO EXHIBIT 8

GDOT - APPENDIX A

During the performance of this Agreement, the DB Team, for itself, its assignees, and successors in interest (hereinafter referred to as the "DB Team"), agree as follows:

1. **Compliance with Regulations**
   The DB Team shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation (hereinafter referred to as DOT), Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

2. **Nondiscrimination**
   The DB Team, with regard to the work performed by it during the Agreement, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The DB Team shall not participate either directly or indirectly in discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the Agreement covers a program set forth in Appendix B of the Regulations.

3. **Solicitations for Subcontracts, including Procurement of Materials and Equipment**
   In all solicitations either by competitive bidding or negotiations made by the DB Team for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the DB Team of the DB Team's obligations under this Agreement and the Regulations relative to nondiscrimination on the ground of race, color, sex, or national origin.

4. **Information and Reports**
   The DB Team shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by GDOT or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of the DB Team is in the exclusive possession of another who fails or refuses to furnish this information, the DB Team shall so certify to GDOT, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance**
   In the event of the DB Team's noncompliance with the nondiscrimination provisions of this Agreement, GDOT shall impose such contractual sanctions as GDOT or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
   a. Withholding of payments to the DB Team under the Agreement until the DB Team complies; and/or
   b. Cancellation, termination, or suspension of the Agreement, in whole or in part.
6. **Incorporation of Provisions**

The DB Team shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The DB Team shall take such action with respect to any subcontractor or procurement as GDOT or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the DB Team becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the DB Team may request GDOT enter into such litigation to protect the interests of the state and, in addition, the DB Team may request the United States to enter into such litigation to protect the interests of the United States.
EXHIBIT 9

MILESTONE DEADLINES
FORM M

Closure Durations, Substantial Completion, and Final Acceptance Proposal

Proposer Name: Reeves Construction Company

Complete the required fields, Closure Duration, Substantial Completion Deadline, and Final Acceptance Deadline, in Table M-1 below. Aggregate closure hours cannot exceed the number of hours provided in Table M-1 below. Substantial Completion Deadline and Final Acceptance Deadline cannot exceed the number of Available Days provided in Table M-1 below.

Required fields are identified with an asterisk (*).

Table M-1: Milestone Deadlines

<table>
<thead>
<tr>
<th>Milestone Deadlines</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Aggregate Weekend Ramp Closure Period Duration</td>
<td>192 Total aggregate hours of weekend ramp closure periods (not to exceed 224 total hours)</td>
</tr>
<tr>
<td>*Substantial Completion Deadline</td>
<td>559 Available Days after NTP 1 (Not to exceed 600 Available Days after NTP 1)</td>
</tr>
<tr>
<td>Final Acceptance Deadline</td>
<td>No later than 90 Calendar Days after Substantial Completion</td>
</tr>
</tbody>
</table>

Date: May 14, 2020

Proposer: Reeves Construction Company

Signature: Scott Newman

Title: Assistant Secretary
EXHIBIT 10

RESERVED
HAZARDOUS MATERIALS RISK ALLOCATION TERMS

1. Design-Build Team shall be solely responsible for Hazardous Materials Management, including all required remediation and disposal of Hazardous Materials that constitute Design-Build Team Releases of Hazardous Materials or which are otherwise with respect to any Additional Properties or Project Specific Locations. Design-Build Team shall be responsible for all Hazardous Materials Management for Design-Build Team Release(s) of Hazardous Materials or with respect to Additional Properties, even if the required Hazardous Materials Management extends beyond the end of the Term or Final Acceptance of the Work.

2. Other than a Design-Build Team Releases of Hazardous Materials or with respect to any Project Specific Locations, GDOT shall, at its own expense, shall manage, treat, handle, store, Remediate, remove, transport (where applicable), investigate, oversee and dispose of such Hazardous Materials in accordance with applicable Law and Governmental Approvals or otherwise enter into a Supplement Agreement with the Design-Build Team, or order such Work pursuant to Directive Letter (provided that GDOT may not require any long term monitoring of Hazardous Materials under any such Directive Letter), with respect to same.

3. Notwithstanding the aforementioned or anything to the contrary in the Agreement, none of the following costs and expenses shall be chargeable to or reimbursed by GDOT:
   
   (a) Costs and expenses to the extent attributable to Design-Build Team Releases of Hazardous Materials;
   
   (b) Delay and disruption costs and expenses, except to the extent expressly set forth under the Agreement;
   
   (c) Costs and expenses that could be avoided by the exercise of commercially reasonable efforts to mitigate and reduce cost; and
   
   (d) Attorney’s fees or other expenses incurred by Design-Build Team in demonstrating or determining the proportionate responsibility between the parties as to Design-Build Team Releases of Hazardous Materials, GDOT Releases of Hazardous Materials, Pre-existing Hazardous Materials, and/or Hazardous Materials due to any third party.

4. Nothing contained herein shall be interpreted to limit Design-Build Team’s obligations with respect to Article 7.8 (Hazardous Materials Management) or Article 7.9 (Environmental Compliance).
EXHIBIT 13

RESERVED
EXHIBIT 14

DESIGN-BUILD TEAM’S DBE COMMITMENTS LIST
FORM H

Equal Employment Opportunity Certification

[To be executed by the Proposer, Participating Members, Major Non-Participating Members and proposed Contractors]

The undersigned certifies on behalf of Reeves Construction Company, that:

(Name of entity making certification)

[check one of the following boxes]

✓ It has developed and has on file at each establishment affirmative action programs pursuant to 41 CFR Part 60-2 (Affirmative Action Programs).

☐ It is not subject to the requirements to develop an affirmative action program under 41 CFR Part 60-2 (Affirmative Action Programs).

[check one of the following boxes]

☐ It has not participated in a previous contract or subcontract subject to the equal opportunity clause described in Executive Orders 10925, 11114 or 11246.

✓ It has participated in a previous contract or subcontract subject to the equal opportunity clause described in Executive Orders 10925, 11114 or 11246 and, where required, it has filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

Signature: __________________________

Title: Assistant Secretary

Date: May 14, 2023

If not the Proposer, relationship to the Proposer: N/A

Note: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7(b)(1)), and must be submitted by Proposers only in connection with contracts which are subject to the equal opportunity clause. Contracts that are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally, only contracts of $10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by Executive Orders or their implementing regulations.

Proposers, Participating Members, Major Non-Participating Members or proposed Contractors who have participated in a previous contract subject to the Executive Orders and have not filed the required reports shall note that 41 CFR 60-1.7(b)(1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.
DISADVANTAGED BUSINESS ENTERPRISES REQUIREMENTS

The following Project goal for participation by DBEs is established for professional services and construction work:

**DBE GOAL**

11% of the overall Project design and construction costs, with respect to the race conscious participation by the Design-Build Team.

**DBE Certification**

By signing below, the Proposer certifies that (1) the Design-Build Team will provide a good faith effort to meet the goal; and (2) the Design-Build Team will direct its efforts toward the utilization of DBE firms in both design and construction components of the Project, (3) the Design-Build Team will submit a DBE Commitments List meeting the requirements set forth in Attachment 6 to Exhibit 8 to the DBA, (4) the Design-Build Team will submit monthly and annual summary reports of the DBE goal attainment on the Project, identifying the components of the Project on which DBE firms are/have been utilized. See the following page of this form for the Commitments List requirements.

Failure to submit the DBE Commitments List will be considered a breach of the requirements of the RFP. As a result, the Proposal Bond provided by the Proposer will become property of GDOT and the Proposer will be precluded from participating in any re-procurement of the DBA for the Project.

[signature]

(name)

Assistant Secretary

(title)
### Georgia Department of Transportation
P.I. No. 0013727 – SR 307/Dean Forest Road at I-16 DDI DB Project

**Proposer:** Reeves Construction Company

### Table I-1: DBE Commitments List

<table>
<thead>
<tr>
<th>Vendor Number</th>
<th>Company Name and Address (City and State)</th>
<th>Type of Work</th>
<th>Work Code*</th>
<th>Race Neutral</th>
<th>Race Conscious</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2MI092</td>
<td>Middle Georgia Signs – Designenefx, Inc 296 Westside Road Cochran, GA 31014</td>
<td>Traffic Control</td>
<td>150</td>
<td>X</td>
<td>X</td>
<td>$114,000.00</td>
</tr>
<tr>
<td>2MI092</td>
<td>Middle Georgia Signs – Designenefx, Inc 296 Westside Road Cochran, GA 31014</td>
<td>Highway Signs</td>
<td>636</td>
<td>X</td>
<td>X</td>
<td>$29,500.00</td>
</tr>
<tr>
<td>2MI092</td>
<td>Middle Georgia Signs – Designenefx, Inc 296 Westside Road Cochran, GA 31014</td>
<td>Guard Rail</td>
<td>641</td>
<td>X</td>
<td>X</td>
<td>$256,000.00</td>
</tr>
<tr>
<td>2CG050</td>
<td>C&amp;G Concrete Construction 1445 Willingham Dr. East Point, GA 30344</td>
<td>Miscellaneous Concrete</td>
<td>441</td>
<td>X</td>
<td></td>
<td>$848,000.00</td>
</tr>
<tr>
<td>00000000</td>
<td>Mario’s Reinforce Steel, LLC 502 Walnut Way Palmetto, GA 30268</td>
<td>Reinforcement Steel</td>
<td>511</td>
<td>X</td>
<td></td>
<td>$201,000.00</td>
</tr>
<tr>
<td>013323</td>
<td>Lane-Lee Trucking Company, LLC P.O. Box 609 Pooler, GA 31322</td>
<td>Hauling Soil to the Project</td>
<td>206a</td>
<td>X</td>
<td>X</td>
<td>$1,295,000.00</td>
</tr>
<tr>
<td>013323</td>
<td>Lane-Lee Trucking Company, LLC P.O. Box 609 Pooler, GA 31322</td>
<td>Hauling Aggregate</td>
<td>800a</td>
<td>X</td>
<td>X</td>
<td>$96,000.00</td>
</tr>
<tr>
<td>2MA736</td>
<td>Martin-Pinero Construction Project Management, LLC P.O. Box 190067 Atlanta, GA 31119</td>
<td>Reinforcement Steel</td>
<td>511</td>
<td>X</td>
<td></td>
<td>$71,000.00</td>
</tr>
<tr>
<td>2BO250</td>
<td>Bonn-J Contracting Inc. of Florida 2596 Curryville Road Chuluota, FL 32766</td>
<td>Mech. Stabilized EMB Retaining Walls</td>
<td>626</td>
<td>X</td>
<td></td>
<td>$549,000.00</td>
</tr>
<tr>
<td>013593</td>
<td>Gosalia Concrete Constructors, Inc. 4607 N. 56th Street Tampa, FL 33610</td>
<td>Retaining Walls</td>
<td>500a</td>
<td>X</td>
<td></td>
<td>$247,000.00</td>
</tr>
</tbody>
</table>

| TOTAL | $3,706,500.00 |
EXHIBIT 15

CERTIFICATION OF COMPLIANCE WITH THE STATE OF GEORGIA’S SEXUAL HARASSMENT PREVENTION POLICY
FORM U

Certification of Compliance with the State of Georgia’s Sexual Harassment Prevention Policy

The State of Georgia promotes respect and dignity and does not tolerate sexual harassment in the workplace. The State is committed to providing a workplace and environment free from sexual harassment for its employees and for all persons who interact with state government. All State of Georgia employees are expected and required to interact with all persons including other employees, contractors, and customers in a professional manner that contributes to a respectful work environment free from sexual harassment. Furthermore, the State of Georgia maintains an expectation that its contractors and their employees and subcontractors will interact with entities of the State of Georgia, their customers, and other contractors of the State in a professional manner that contributes to a respectful work environment free from sexual harassment.

Pursuant to the State of Georgia’s Statewide Sexual Harassment Prevention Policy (the “Policy”), all contractors who are regularly on State premises or who regularly interact with State personnel must complete sexual harassment prevention training on an annual basis.

A contractor, including its employees and subcontractors, who have violated the Policy, including but not limited to engaging in sexual harassment and/or retaliation may be subject to appropriate corrective action. Such action may include, but is not limited to, notification to the employer, removal from State premises, restricted access to State premises and/or personnel, termination of contract, and/or other corrective action(s) deemed necessary by the State.

(i) If Contractor is an individual who is regularly on State premises or who will regularly interact with State personnel, Contractor certifies that:

(a) Contractor has received, reviewed, and agreed to comply with the State of Georgia’s Statewide Sexual Harassment Prevention Policy located at http://doas.ga.gov/human-resources-administration/board-rules-policy-and-compliance/jointly-issued-statewide-policies/sexual-harassment-prevention-policy;

(b) Contractor has completed sexual harassment prevention training in the last year; or will complete the Georgia Department of Administrative Services sexual harassment prevention training located at http://doas.ga.gov/human-resources-administration/sexual-harassment-prevention/hr-professionals/employee-training (scroll down to section for entities without a LMS section) or this direct link https://www.youtube.com/embed/NjVT0DDnc2s?rel=0 prior to accessing State premises and prior to interacting with State employees; and on an annual basis thereafter; and,

(c) Upon request by the State, Contractor will provide documentation substantiating the completion of sexual harassment training.

(ii) If Contractor has employees and subcontractors that are regularly on State premises or who will regularly interact with State personnel, Contractor certifies that:

(a) Contractor will ensure that such employees and subcontractors have received, reviewed, and agreed to comply with the State of Georgia’s Statewide Sexual Harassment Prevention Policy located at http://doas.ga.gov/human-resources-

(b) Contractor has provided sexual harassment prevention training in the last year to such employees and subcontractors and will continue to do so on an annual basis; or Contractor will ensure that such employees and subcontractors complete the Georgia Department of Administrative Services’ sexual harassment prevention training located at http://dca.state.ga.us/hr/services/sexual-harassment-prevention/hr-professionals/employee-training (scroll down to section for entities without a LMS section) or this direct link https://www.youtube.com/embed/NjVt0DDnc2s?rel=0 prior to accessing State premises and prior to interacting with State employees; and on an annual basis thereafter; and

(d) Upon request of the State of the Georgia Department of Transportation, Contractor will provide documentation substantiating such employees and subcontractors’ acknowledgment of the State of Georgia’s Statewide Sexual Harassment Prevention Policy and annual completion of sexual harassment prevention training.

Date: May 14, 2020

Proposer: Reeves Construction Company

Signature: Scott Newman

Title: Assistant Secretary
EXHIBIT 16

RESERVED
EXHIBIT 17

RESERVED
EXHIBIT 18

MEASURES OF LIQUIDATED DAMAGES and NONREFUNDABLE DEDUCTIONS

1.1 For Late Interim Completion(s), Late Substantial Completion, and Late Final Acceptance

(a) Reserved.

(b) Liquidated Damages for late Substantial Completion for the Project shall equal $1,869 per day for each day that the Substantial Completion Date is later than the Substantial Completion Deadline, as the Substantial Completion Deadline may be extended pursuant to this Agreement.

(c) Liquidated Damages for late Final Acceptance shall equal $1,869 per day for each day that the date of Final Acceptance is later than the Final Acceptance Deadline, as the Final Acceptance Date may be extended pursuant to this Agreement.

(d) Liquidated Damages on account of any failure to achieve Final Acceptance by the Final Acceptance Date shall not be cumulative and in addition to Liquidated Damages under subpart (b) above where Substantial Completion is not achieved by the Substantial Completion Deadline, provided that where any such Liquidated Damages under subpart (b) cease to then accrue as a result of achieving Substantial Completion, and the Final Acceptance Date, as may thereafter be revised is not met, subpart (c) shall then apply.

1.2 Incident Based Liquidated Damages

Liquidated Damages upon the occurrence of the following, which shall not be cumulative, for any single occurrence. Where there are multiple incidents as set forth below contributing to a single occurrence, the highest applicable incident based Liquidated Damages relative to such occurrence shall apply.

1 Complete closure of Southbridge Boulevard, Pine Meadow Road, or Old Dean Forest Road (Dead End Road) as specified in Volume 2, Section 18.3.2.1.3 (1). $2,900 per hour

2 Failure to reopen lanes on I-16 as specified in Volume 2, Section 18.3.2.1.3 (2). Allowing pacing of traffic or moving equipment or materials on I-16 during the hours of restriction as specified in Volume 2, Section 18.3.2.1.3 (2). $2,500 per hour

3 Double lane closure or complete closure of I-16 Eastbound as specified in Volume 2, Section 18.3.2.1.3 (2). $10,000 per hour

4 Double lane closure or complete closure of I-16 Westbound as specified in Volume 2, Section 18.3.2.1.3 (2). $10,000 per hour

5 Failure to reopen lanes on SR 307/Dean Forest Road as specified in Volume 2, Section 18.3.2.1.3 (3). Allowing pacing of traffic or moving equipment or
materials on I-16 during the hours of restriction as specified in Volume 2, Section 18.3.2.1.3 (2).

6 Failure to comply with any of the requirements for long term roadway shoulder closures as specified in Volume 2, Section 18.3.2.1.3 (4). $1,300 per hour

7 Failure to comply with any of the requirements for the DDI changeover work period for Sr 307/Dean Forest Road as specified in Volume 2, Section 18.3.2.1.3 (5). $6,000 per hour

8 Failure to adhere to a declaration of emergency traffic restrictions as specified in Volume 2, Section 18.3.2.1.3 (6). $2,500 per hour

9 Failure to adhere to full ramp closure restrictions as specified in Volume 2, Section 18.3.2.1.3 (7). $5,000 per hour

10 Failure to adhere to holiday traffic restrictions as required under Volume 2, Table 18-1. $2,500 per hour

11 Failure to respond to GDOT direction regarding changeable message signs (CMS) as specified in Volume 2, Section 18.3.2. $1,300 per hour

In addition to Liquidated Damages, DB Team shall be liable for any fines assessed against GDOT as a result of any noncompliance event as provided herein.

1.3 Incident Based Nonrefundable Deductions

Nonrefundable Deductions upon the occurrence of the following, which shall not be cumulative, for any single occurrence. Where there are multiple incidents as set forth below contributing to a single occurrence, the highest applicable incident based Liquidated Damages relative to such occurrence shall apply.

1 Replacement of an individual in a Key Personnel position after submission of the Proposal for any reason, except as allowed under Article 10.4.1 $10,000 per occurrence

2 Unreasonable failure to comply with any of its responsibilities per the requirements of Volume 2, Section 2 (Project Management) including Project Management, Quality Management, Schedule, etc. $12,080 per occurrence

3 Failure to follow Comprehensive Environmental Protection Program procedures as required by Volume 2, Section 4 (Environmental) $8,020 per occurrence*

4 Causing environmental damage in contravention of Volume 2, Section 4 (Environmental) and the latest approved Environmental Documents $23,940 per occurrence*
5. Failure to follow the approved procedures outlined in the Utility Emergency Procedures Plan as required in Volume 2, Section 6 (Utility Adjustments) $12,700 per occurrence

6. Damage caused by the DB Team to GDOT/Governmental Entity ITS device (camera, radar, VSLS, etc.) or enclosure. Or damage caused or loss of use to an existing ITS device. $2,260 per occurrence

7. Failure to bring the GDOT/Governmental Entity ITS system (fiber optic trunk, electrical power, ITS device (camera, radar, VSLS, etc.)) back on line within 24 hours after damage or failure caused by the DB Team $13,700 per occurrence

8. Failure to establish and maintain traffic in accordance with an approved Transportation Management Plan in accordance with Design-Build Team’s Work, including in Related Transportation Facilities and GP traffic lanes as required by Volume 2, Section 18.2 (Administrative Requirements) and Volume 2, Section 18.3 (Design Requirements). $5,000 per occurrence

*In addition to Nonrefundable Deductions, the DB Team shall be liable for any fines assessed against GDOT as a result of any noncompliance event as provided herein.
EXHIBIT 19

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT
FORM R

Georgia Security and Immigration Compliance Act Affidavit

Contract No. and Name:
Design-Build Agreement for the SR 307/Dean Forest Road at I-16 DDI Project (the “Project”)

Name of Contracting Entity: Reeves Construction Company

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 corporation 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, 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 at the time the subcontractor(s) is retained to perform such service.

667047
EEV/E-Verify™ User Identification Number

03/21/2018
Date of Authorization

05/14/2020
Date

BY: Authorized Officer or Agent
(Name of Person or Entity)

Assistant Secretary
Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE
14 DAY OF May 2020

My Commission Expires: May 3, 2021

[NOTARY SEAL]

1 or any subsequent replacement operated by the United States Department of Homeland Security or any equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, pursuant to the Immigration Reform and Control Act of 1986 (IRCA), P.L. 99-603.
TERMS FOR TERMINATION COMPENSATION

A. Compensation on Termination for Convenience, for GDOT Default, or for GDOT Suspension of Work

1. In the event of termination of the Agreement under Article 19.1 (Termination for Convenience) or Article 19.4 (Termination for GDOT Default or Suspension of Work), the Termination Compensation shall equal:

   (i) That portion of the Contract Sum on account of (a) Work performed that has not already been paid; plus

   (ii) The amount necessary to reimburse reasonable and documented out-of-pocket costs of third party and Affiliate Contractors to demobilize and terminate under Contracts between Design-Build Team and third parties or Affiliates for performance of Work, excluding Design-Build Team’s non-contractual liabilities and indemnity liabilities (contractual or non-contractual) to third parties or Affiliates; plus

   (iii) If termination occurs prior to Substantial Completion, Design-Build Team’s own reasonable and documented out-of-pocket costs to demobilize (without duplication) and carry out termination obligations as may be directed by GDOT or required pursuant to the Agreement; minus

   (iv) The sum of (i) the greater of (A) the proceeds received from insurance (including casualty insurance and business interruption insurance) that is required to be carried pursuant to Article 16.1 (Insurance Policies and Coverage) and provides coverage to pay, reimburse or provide for any of the costs and losses attributable to any Force Majeure Event, and (B) the proceeds received from insurance that is actually carried by or insuring Design-Build Team under policies solely with respect to the Project and the Work, regardless of whether required to be carried pursuant to Article 16.1 (Insurance Policies and Coverage), and that provides coverage to pay, reimburse or provide for any of the costs and losses attributable to any Force Majeure Event (exclusive of payments on account of replacement Work performed and to be reimbursed under the builder’s risk insurance coverage), plus (ii) the foregoing costs and losses that Design-Build Team is deemed to have self-insured pursuant to Article 16.3.3; minus

   (v) The portion of any Compensation Amounts previously paid to (or charged against) Design-Build Team that compensated Design-Build Team for Work attributable to the period after the Early Termination Date.

2. In the event of termination of the Agreement under Article 19.1 (Termination for Convenience) or Article 19.4 (Termination for GDOT Default or Suspension of Work), any such Termination Compensation shall be payable by GDOT as follows:

   (i) For Termination for Convenience

       (a) Termination for Convenience shall be valid and effective on the date set forth in the Notice of Termination for Convenience, which date shall not be more than three (3) months after the date the notice is delivered.
(b) GDOT shall deliver to Design-Build Team, in immediately available funds, within sixty (60) days after the Early Termination Date, the Termination Compensation due, less a holdback amount equal to GDOT’s reasonable estimate of the costs Design-Build Team will thereafter incur to perform and complete its post-termination obligations under Article 19.5 (Termination Procedures and Duties), subject to Sections (ii)(b)-(d) below.

(ii) For Termination for GDOT Default or Suspension of Work

(a) If the Agreement is terminated due to Design-Build Team’s exercise of its right to terminate under Article 19.4 (Termination for GDOT Default, Suspension of Work, Force Majeure Event, or Materially Delayed Notice to Proceed), termination shall be valid and effective on the date notice of termination is delivered; and, subject to Articles 19.3.2 (Compensation to DB Team) and 19.4.4, GDOT shall deliver to Design-Build Team, in immediately available funds, within sixty (60) days after the Early Termination Date, the Termination Compensation due, less a holdback amount equal to GDOT’s reasonable estimate of the costs Design-Build Team will thereafter incur to perform and complete its post-termination obligations under Article 19.5. In the event that the Termination Compensation is negative, then the Design-Build Team shall deliver the Compensation Payment due to GDOT within sixty (60) days after the Early Termination Date.

(b) GDOT shall pay the holdback amount to Design-Build Team within ten (10) days after Design-Build Team completes all its post-termination obligations under Article 19.5.

(c) If as of the date GDOT tenders payment under clause (a) above the Parties have not agreed upon the amount of Termination Compensation due, then:

(i) GDOT shall proceed with such payment to Design-Build Team;

(ii) Within thirty (30) days after receiving such payment Design-Build Team shall deliver to GDOT written notice of the additional amount of Termination Compensation that Design-Build Team in good faith determines is still owing (the “disputed portion”);

(iii) GDOT shall pay the disputed portion of the Termination Compensation to Design-Build Team in immediately available funds within thirty (30) days after the disputed portion is determined by settlement, final order or final judgment, and also shall pay interest thereon, at the Default Interest Rate from the Early Termination Date until paid; and

(iv) A failure by GDOT to effect payment by such date shall not entitle Design-Build Team to reinstatement of the Design-Build Team’s Interest or to rescission of the termination.

(d) From and after the Early Termination Date until the Termination Compensation is finally determined and paid, the provisions of Article 19.10 (Access to Information) shall apply.
(e) If it is determined by settlement or final judgment that the Termination Compensation due from GDOT is less than the payment previously made by GDOT, then within thirty (30) days after the date of settlement or final judgment Design-Build Team shall reimburse the excess payment, together with interest thereon at the Default Interest Rate from the date of overpayment until the date of reimbursement.

(f) Any amounts to be paid by GDOT pursuant hereto shall be subject to Default Interest Rate from the date that such payment shall be due until paid.

B. Compensation on Termination for Design-Build Team Default

1. Design-Build Team shall not be entitled to receive any compensation where the Agreement is terminated by GDOT pursuant to Article 19.3 as a result of a Design-Build Team Default if it has been determined by GDOT that the damages incurred by GDOT and costs to complete the Work as a result of the Design-Build Team Default exceed the unpaid balance of the Contract Sum. In no event shall Design-Build Team be entitled to any direct costs, including demobilization, associated with a termination by GDOT pursuant to Article 19.3 (Termination for DB Team Default).

In the event that the Termination Compensation is negative, then the Design-Build Team shall deliver the Compensation Payment due to GDOT within sixty (60) days after the Early Termination Date.

C. Claims

1. Notwithstanding anything to the contrary herein, Termination Compensation shall include and be adjusted on account of any outstanding Compensation Event that is independent of the event of termination and which is not otherwise resolved as of the effective date of such termination. The Parties shall adjust the Termination Compensation by the amount of the unpaid award, if any, on the Compensation Event.

2. At GDOT’s sole election, it may hold back from payment of the Termination Compensation for deposit into the GDOT Claims Account the amount of any claim of GDOT against Design-Build Team not resolved prior to payment. GDOT shall provide written notice to Design-Build Team of any such election, the subject claim and the amount deposited or to be deposited, prior to or concurrently with tendering payment of the Termination Compensation.

3. If as of the date GDOT tenders payment under clause (a) above the Parties have not agreed upon the amount of Termination Compensation due, then:

   (i) GDOT shall proceed with such payment to Design-Build Team;

   (ii) Within thirty (30) days after receiving such payment Design-Build Team shall deliver to GDOT written notice of the additional amount of Termination Compensation that Design-Build Team in good faith determines is still owing (the “disputed portion”);

   (iii) GDOT shall pay the disputed portion of the Termination Compensation to Design-Build Team in immediately available funds within thirty (30) days after the disputed portion is determined by settlement, final order or final judgment, together with interest thereon at the Default Interest Rate from the later of the two dates set forth in clause (a) above until paid; and
(iv) Failure by GDOT to effect payment by such date shall not entitle Design-Build Team to reinstatement of the Design-Build Team's Interest or to rescission of the termination.

4. If it is determined by settlement or final judgment that the Termination Compensation due from GDOT is less than the payment previously made by GDOT, then within thirty (30) days after the date of settlement or final judgment Design-Build Team shall reimburse the excess payment, together with interest thereon at the Default Interest Rate from the date of overpayment until the date of reimbursement.
EXHIBIT 21

Non-Collusion Affidavit
FORM B

Non-Collusion Affidavit*

STATE OF Georgia

) SS:

COUNTY OF Chatham

Each of the undersigned, being first duly sworn, deposes and says that:

A. Scott Newman is the Assistant Secretary of Reeves Construction Company, the entity making the foregoing Proposal.

B. The Proposal is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, joint venture, limited liability company or corporation; the Proposal is genuine and not collusive or a sham; the Proposer has not directly or indirectly induced or solicited any other Proposer to put in a false or sham Proposal, and has not directly or indirectly colluded, conspired, connived or agreed with any Proposer or anyone else to put in a sham Proposal or refrained from proposing; the Proposer has not in any manner, directly or indirectly, sought by agreement, communication or conference with anyone to fix the prices of the Proposer or any other Proposer, or to fix any overhead, profit or cost element included in the Proposal, or of that of any other Proposer, or to secure any advantage against GDOT or anyone interested in the proposed DBA; all statements contained in the Proposal are true; and, further, the Proposer has not, directly or indirectly, submitted its prices or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company, association, joint venture, limited liability company, organization, Proposal depository or any member, partner, joint venture member or agent thereof to effectuate a collusive or sham Proposal.

C. The Proposer will not, directly or indirectly, divulge information or data regarding the price or other terms of its Proposal to any other Proposer, or seek to obtain information or data regarding the price or other terms of any other Proposal, until after award of the DBA or rejection of all Proposals and cancellation of the Request for Proposals.

* Initially capitalized terms not otherwise defined herein shall have the meanings ascribed thereto pursuant to the instructions to Proposers within the Request for Proposals for the Project.

[signature page follows]
Georgia Department of Transportation

P.I. No. 0013727 – SR 307/Dean Forest Road at I-16 DDI Design-Build Project

Instructions to Proposers

Amendment 3 – April 29, 2020

(Signature)

Scott Newman
(Name Printed)

Assistant Secretary
(Title)

Subscribed and sworn to before me this 14 day of May, 2020.

Notary Public in and for said County and State

[Seal]

EXHIBIT 22

INITIAL DESIGNATION OF AUTHORIZED REPRESENTATIVES

GDOT’s Authorized Representative:

GDOT hereby designates the persons from time to time serving as the Commissioner of GDOT as its Authorized Representatives and such other persons as the Commissioner may from time to time designate by delivering written notice thereof to Design-Build Team. Any such designations by the Commissioner may be limited in scope and duration and may be revoked at any time by delivery of written notice thereof to Design-Build Team pursuant to Article 24.11 (Notices and Communications).

Design-Build Team’s Authorized Representative:

Design-Build Team hereby designates the persons from time to time serving as the Chief Executive Officer of Design-Build Team as its Authorized Representatives and such other persons as the Chief Executive Officer may from time to time designate by delivering written notice thereof to GDOT. Any such designations by the Chief Executive Officer may be limited in scope and duration and may be revoked at any time by delivery of written notice thereof to GDOT pursuant to Article 24.11 (Notices and Communications).
EXHIBIT 23

Drug Free Workplace
FORM T

Drug Free Workplace

STATE OF Georgia) SS:
COUNTY OF Chatham)

Each of the undersigned, being first duly sworn, deposes and says that:

Scott Newman is the Assistant Secretary of Reeves Construction Company, the entity making the foregoing Proposal.

The undersigned certifies that the provisions of Code Sections 50-24-1 through 50-24-6 of the Official Code of Georgia Annotated, relating to the "Drug-free Workplace Act", have been complied with in full.

The undersigned further certifies that:

(1) A drug-free workplace will be provided for the Contractor's employees during the performance of the Contract; and

(2) Each Contractor who hires a Subcontractor to work in a drug-free workplace shall secure from that Subcontractor the following written certification:

"As part of the subcontracting agreement with Reeves Construction, (Subcontractor's name) certifies to the Contractor that a drug free workplace will be provided for the Subcontractor's employees during the performance of this Contract pursuant to paragraph (7) of subsection (b) of Code Section 50-24-3."

Also, the undersigned further certifies that he will not engage in the unlawful manufacture, sale distribution, dispensation, possession, or use of a controlled substance or marijuana during the performance of the Contract.

[signature page follows]
Subscribed and sworn to before me this 14th day of May, 2020.

Notary Public in and for said County and State

EXHIBIT 24

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL PROVISION

ESCROW BID DOCUMENTATION

Scope and Purpose

The purpose of this specification is to preserve the bid documents of the successful proposer (DB Team) for use by the parties in any claims or litigation between GDOT and DB Team arising out of this Design-Build Agreement (the “DB Agreement”).

The DB Team shall submit a legible copy of bid documentation used to prepare the bid for this DB Agreement to GDOT or their authorized representative at the Department, the Administrator of the Office of Bidding Administration. Such documentation shall be placed in escrow with a banking institution or other bonded document storage facility and preserved by that institution/facility as specified in the following sections of this specification.

Bid Documentation

The term "bid documentation" as used in this specification means all writings, working papers, computer printouts, charts, and all other data compilations which contain or reflect information, data, and calculations used by the DB Team to determine the bid in bidding for this project. The term "bid documentation" includes, but is not limited to, DB Team equipment rates, DB Team overhead rates, labor rates, efficiency or productivity factors, arithmetic extensions, and quotations from consultants, subconsultants, subcontractors, and material suppliers to the extent that such rates and quotations were used by the DB Team in formulating and determining the amount of the bid. The term "bid documentation" also includes any manuals which are standard to the industry used by the DB Team in determining the bid for this project. Such manuals may be included in the bid documentation by reference. Such reference shall include the name and date of the Publication and the Publisher. The term does not include bid documents provided by the Department for use by the DB Team in bidding on this project.

Submittal of Bid Documentation

The DB Team shall submit the bid documentation to GDOT or their authorized representative at the Department in a container suitable for sealing, no later than ten calendar days following award announcement of the DB Agreement by GDOT. A Notice to Proceed will not be issued until the acceptable documentation has been received. The container shall be clearly marked “Bid Documentation” and shall also show on the face of the container the DB Team's name, the date of submittal, the Project Number, the P.I. Number, the Contract Number, and the County(ies).

Affidavit

In addition to the bid documentation, an affidavit, signed under oath by an individual authorized by the DB Team to execute bidding proposals shall be included, as set forth in Attachment 1. The affidavit shall list each bid document with sufficient specificity so a comparison may be made between the list and the bid documentation to ensure that all of the bid documentation listed in the affidavit has been enclosed. The affidavit shall attest that the affiant has personally examined the bid documentation, that the affidavit lists all of the documents used by the DB Team to determine the bid for this project, and that all such bid documentation has been included.
Verification

Upon receipt of the bid documentation GDOT or their authorized representatives at the Department and the DB Team will verify the accuracy and completeness of the bid documentation compared to the affidavit. Should a discrepancy exist the DB Team shall immediately furnish GDOT or their authorized representative at the Department with any other needed total documentation. GDOT or their authorized representative at the Department, upon determining that the bid documentation is complete, will, in the presence of the DB Team's representative, immediately place the complete documentation and affidavit in the container and seal it. Both parties will deliver the sealed container to a banking institution or other bonded document storage facility selected by GDOT or their authorized representative at the Department for placement in a safety deposit box, vault or other secure accommodation.

Duration and Use

The bid documentation and affidavit shall remain in escrow during the life of the DB Agreement or until such time as the DB Team notifies GDOT of its intention to file a claim or its initiation of litigation against GDOT related to the Contract. Notification of the DB Team's intention to file a claim or litigation against GDOT shall be sufficient evidence for GDOT or their authorized representative to obtain the release and custody of the bid documentation. If no such notification is received and the DB Team has signed the final Standard Release Form, GDOT shall instruct the banking institution or other bonded document storage facility to release the sealed container to the DB Team, as set forth in Attachment 2.

The DB Team agrees that the sealed container placed in escrow contains all of the bid documentation used to determine the bid and that no other bid documentation shall be utilized by the DB Team in litigation over claims brought by the DB Team arising out of this contract.

Refusal or Failure to Provide Bid Documentation

Failure or refusal to provide bid documentation shall be deemed either:

1. Failure to execute the DB Agreement if the DB Agreement has not yet been executed or,
2. Material breach of the DB Agreement if the DB Agreement has been executed.

Should the DB Team fail to execute the DB Agreement as stated in 1 above, GDOT will retain the bid bond. Refusal of the DB Team to provide adequate documentation after execution of the DB Agreement will be considered material breach of the DB Agreement and the DB Team will be declared in default of the Contract. GDOT may, at its option terminate the DB Agreement for default. These remedies are not exclusive and GDOT may take such other action as is available to it under the law.

Confidentiality of Bid Documentation

The bid documentation and affidavit in escrow are, and will remain, the property of the DB Team. GDOT has no interest in, or right to, the bid documentation and affidavit other than to verify the contents and legibility of the bid documentation unless notification of the intention to file claim is received or litigation ensues between GDOT and DB Team. In the event of such notification or litigation, the bid documentation and affidavit shall become the property of GDOT.

Cost and Escrow Instructions

The cost of the escrow will be borne by the Department. GDOT or their authorized representative at the Department will provide escrow instructions to the banking institution or other bonded document storage facility consistent with this specification.
Escrow Agreement

A copy of the Escrow Agreement the successful bidder will be required to sign is provided as set forth in Attachment 3. The successful bidder (DB Team) agrees that they will sign the Escrow Agreement. Should the DB Team fail to sign the Escrow Agreement, when presented, GDOT will retain the bid bond. If the DB Agreement has been executed, and the DB Team fails to sign the Escrow Agreement, the DB Team may be declared in default of the Contract.

Payment

There will be no separate payment for compilation of the data, container or cost of verification of the bid documentation. All costs shall be included in the overall DB Agreement bid price.
EXHIBIT 24

Attachment 1

AFFIDAVIT

STATE OF GEORGIA
COUNTY OF FULTON

COMES NOW __________ (Name) __________, __________ (Title) __________ of __________ (Company Name) __________ who, after having been duly sworn, on oath and state and depose as follows:

1.

This Affidavit is based upon the personal knowledge of the Affiant.

2.

___________ (Company Name) __________ submitted a bid on Georgia Department of Transportation Project No. __________, __________, __________ COUNTY(IES) __________ which bid was the best value bid, and a DB Agreement has been entered into between __________ (Company Name) __________ and the Georgia Department of Transportation, known as DB Agreement No. __________.

3.

This Affidavit is given in compliance with the special provision entitled “ESCROW BID DOCUMENTATION” forming part of the DB Agreement Documents of DB Agreement No. __________ __________.

4.

The Affiant attests that, in his capacity for __________ (Company Name) __________, he is personally aware the “Bid Documentation” which was used by the Company in determining, formulating, and submitting the bid on Project No. __________, __________ COUNTY(IES).

5.

The Affiant further states that he has examined the bid documentation which has been placed in a sealed container marked “Bid Documentation”, and that all such Bid Documentation utilized by the Company in determining, formulating, and submitting its bid is contained in the sealed container so marked.

6.

Each bid document contained in the sealed container is separately listed on Exhibit A, which is attached hereto and incorporated herein as fully as if included in this Affidavit at this paragraph 6.

EXHIBIT 24
Further Affiant sayeth not.

__________________________________________

(Company Name)

By: ______________________________________

(Signature)

__________________________________________

(Print Name)

Its: ______________________________________

(Title)

Sworn to and subscribed before me this ________ day of __________________________, 20____.

__________________________________________

NOTARY PUBLIC

My Commission expires: __________________________
EXHIBIT 24

Exhibit A to Attachment 1
EXHIBIT 24

Attachment 2

ESCROW RELEASE OF BID DOCUMENTS

This is to certify that on this _________ day of ________, 20__, the sealed container identified as:

“Bid Documentation”

DB TEAM:

PROJECT NUMBER:

P.I. NUMBER:

CONTRACT

NUMBER: DATE OF SUBMITTAL:

(Evidence by Agreement dated ________). was released from escrow and personally handed to the below named individual acknowledging receipt, representing the DB TEAM/DEPARTMENT, by the ESCROW AGENT upon the presentation of the required documentation pursuant to Article IV of Attachment 3 to this Exhibit 24, Release from Escrow, of the agreement dated ________, 20__, a copy of such documentation is attached hereto.

Acknowledgment of Receipt:

______________________________

Acknowledgment of Release:

______________________________

ESCROW AGENT
ESCROW CONTAINER SEAL NUMBERS:
EXHIBIT 24

Attachment 3

Escrow Agreement for Bid Documents

THIS AGREEMENT is made and entered into this _______ day of ________, 20____, by and among the Georgia Department of Transportation; an agency of the State of Georgia, hereinafter called the “DEPARTMENT”; and ____________________, hereinafter called the "DB TEAM"; and (GDOT’s contracted escrow agent) ________________, hereinafter called the "ESCROW AGENT".

WHEREAS, the Department awarded a project on ________, 20__, based on a bid proposal submitted by the DB TEAM, hereinafter called the "PROPOSAL", for the construction of Project Number ____________, ________________County(ies), Georgia, hereinafter called the "PROJECT", pursuant to which the DB TEAM shall cause the work therein to be designed and constructed; and

WHEREAS, the DEPARTMENT and DB TEAM are desirous of entering into an Escrow Agreement, to provide for specific contingencies governing the escrow and control of the PROPOSAL bid documentation; hereinafter called "BID DOCUMENTS"; and

WHEREAS, the DEPARTMENT and DB TEAM desire the ESCROW AGENT to hold the BID DOCUMENTS of the DB TEAM;

NOW THEREFORE, for and in consideration of the mutual covenants contained herein, it is agreed by and between the parties hereto that:

ARTICLE I

ESCROW BID DOCUMENTATION

The parties hereto agree to the establishment of Escrow of the BID DOCUMENTS for the PROPOSAL. It is the understanding of the parties hereto that the DEPARTMENT shall pay the ESCROW AGENT, as determined by separate agreement, for the escrow of the BID DOCUMENTS submitted to the ESCROW AGENT under the terms of this Agreement.

ARTICLE II

ACKNOWLEDGMENT

By its signature below, the ESCROW AGENT hereby acknowledges receipt from the DEPARTMENT and DB TEAM of a sealed container bearing the DB TEAM'S name, address and
Project Number assigned by the DEPARTMENT and containing, as specified by the affidavit of the DB TEAM, the PROPOSAL BID DOCUMENTS for the aforementioned PROJECT.

ARTICLE III
DEPOSIT OF BID DOCUMENTS

The PROPOSAL BID DOCUMENTS shall remain on deposit with the ESCROW AGENT until those conditions of release, as specified in ARTICLE IV, RELEASE FROM ESCROW, are met. As long as the BID DOCUMENTS remain in escrow with the ESCROW AGENT, the ESCROW AGENT shall not allow any person access, to gain possession, or to in any way interfere with the sealed BID DOCUMENT container.

ARTICLE IV
RELEASE FROM ESCROW

Upon being presented, by the DEPARTMENT with a DB TEAM signed final Standard Release Form for the DB Agreement for the PROJECT, the ESCROW AGENT shall deliver to the DB TEAM the sealed container bearing the DB TEAM'S name and address and project number on it. The ESCROW AGENT is also authorized to release the BID DOCUMENT sealed container to the DEPARTMENT without the DB TEAM'S signed consent subject to the following conditions:

1. The DB TEAM has provided written notification to the Department of the DB TEAM'S intention to file a claim related to the DB Agreement for the PROJECT; or

2. The DB TEAM has initiated litigation against the Department relating to the DB Agreement for the PROJECT.

Prior to any release from escrow to the DEPARTMENT, the ESCROW AGENT shall verify that either condition of release to the Department, as stated above, has been met by providing written notice to the DB TEAM of the ESCROW AGENT'S intention to release the PROPOSAL BID DOCUMENTS to the DEPARTMENT. Such written notice from the ESCROW AGENT shall be sent by certified mail no less than ten (10) calendar days prior to release to the DEPARTMENT. Upon any release from escrow of the PROPOSAL BID DOCUMENT container the ESCROW AGENT shall cause the execution of Attachment 2, Escrow Release for PROPOSAL BID DOCUMENTS, as attached hereto and incorporated herein as if fully contained, by the party receiving the BID DOCUMENT container.

ARTICLE V
INDEMNITY

The DB TEAM agrees to indemnify and hold the ESCROW AGENT harmless against any loss, claim, damage, liability or expenses incurred in connection with any action, suit, proceeding, claim or
alleged liability arising from this Escrow Agreement, provided, however, that the ESCROW AGENT shall not be so indemnified or held harmless for its negligence or acts of bad faith by it or any of its agents or employees.

**ARTICLE VI**

**NOTICES**

All notices and other communication shall be in writing and shall be deemed to have been duly given and delivered if mailed by certified mail, return receipt requested, postage prepaid to the addresses stated herein:

**DEPARTMENT:**

Georgia Department of Transportation  
ATTN: General Counsel  
600 West Peachtree Street  
Atlanta, Georgia 30308

**DB TEAM:**

[DB Team name]  
[Attention: name]  
[Address 1]  
[Address 2]

**ESCROW AGENT:**

[GDOT’s contracted escrow agent]  
[Attention: name]  
[Address 1]  
[Address 2]

**ARTICLE VII**

**DUTIES OF ESCROW AGENT**

The duties and responsibilities of the ESCROW AGENT shall be limited to those expressly set forth herein and the ESCROW AGENT shall act only in accordance with this ESCROW Agreement.

Notwithstanding specific provisions hereunder, the ESCROW AGENT shall at all times act upon and in accordance with the joint written instructions of the DEPARTMENT and DB TEAM.
ARTICLE VIII
LAWS

This Escrow Agreement shall be deemed to have been executed in Fulton County, Georgia and the laws of the State of Georgia shall apply.

ARTICLE IX
ASSIGNMENT

This Escrow Agreement shall not be assigned without the written consent of all the parties hereto.

ARTICLE X
SURVIVAL OF CONTRACT

Except as may be expressly modified, all terms and conditions of this Escrow Agreement remain in full force and effect. The establishment of this Escrow Agreement is limited solely by the contingency of release of the PROPOSAL BID DOCUMENTS by the DB TEAM to the DEPARTMENT, as established by Article IV, Release From Escrow. Nothing contained herein shall alter the rights of the parties hereto.

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 parties hereunto set their hands and seals the day above first written.

DB TEAM:  
BY:  
(SEAL)  
TITLE:  

ESCROW CONTAINER SEAL NUMBERS:

ESCROW AGENT:  
BY:  
(SEAL)  
TITLE:  

WITNESS  

DEPARTMENT:  
BY:  
(SEAL)  
TITLE:  

WITNESS  

WITNESS  

WITNESS
Georgia Department of Transportation

VOLUME 2

Technical Provisions
For

Design-Build Agreement

P.I. No. 0013727

SR 307/Dean Forest Road at I-16 DDI Design-Build Project
| CONTENTS |
|-----------------|-----------------|
| 1   | GENERAL .................................................................................................................. 1-1 |
| 2   | PROJECT MANAGEMENT ................................................................................................. 2-1 |
| 3   | DESIGN AND SUBMITTALS .............................................................................................. 3-1 |
| 4   | ENVIRONMENTAL ............................................................................................................ 4-1 |
| 5   | RIGHT OF WAY (ROW) – DB TEAM ACQUISITIONS .......................................................... 5-1 |
| 6   | UTILITY ADJUSTMENTS .................................................................................................. 6-1 |
| 7   | RIGHT OF WAY (ROW) – ADDITIONAL PROPERTIES ......................................................... 7-1 |
| 8   | GEOTECHNICAL .............................................................................................................. 8-1 |
| 9   | SURVEYING AND MAPPING ............................................................................................. 9-1 |
| 10  | GRADING ....................................................................................................................... 10-1 |
| 11  | ROADWAYS .................................................................................................................... 11-1 |
| 12  | DRAINAGE ..................................................................................................................... 12-1 |
| 13  | STRUCTURES .................................................................................................................. 13-1 |
| 14  | RAIL ............................................................................................................................. 14-1 |
| 15  | LANDSCAPE AND HARDSCAPE ENHANCEMENTS ............................................................... 15-1 |
| 16  | SIGNING, PAVEMENT MARKING, SIGNALIZATION ......................................................... 16-1 |
| 17  | INTELLIGENT TRANSPORTATION SYSTEMS ................................................................... 17-1 |
| 18  | TRAFFIC CONTROL ........................................................................................................ 18-1 |
| 19  | MAINTENANCE DURING THE DESIGN-BUILD PERIOD ..................................................... 19-1 |
| 20  | BICYCLE AND PEDESTRIAN FACILITIES .................................................................... 20-1 |
| 21  | RESERVED .................................................................................................................... 21-1 |
| 22  | NOISE BARRIERS .......................................................................................................... 22-1 |
| 23  | TRANSIT ......................................................................................................................... 23-1 |
## Volume 2 Attachments

<table>
<thead>
<tr>
<th>Attachment</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-1</td>
<td>Manuals</td>
</tr>
<tr>
<td>3-2</td>
<td>Special Provision 621 (Concrete Barrier)</td>
</tr>
<tr>
<td>3-3</td>
<td>Special Details – Parapets and Barriers</td>
</tr>
<tr>
<td>4-1</td>
<td>Environmental Commitments Table</td>
</tr>
<tr>
<td>4-2</td>
<td>Special Provision Section 107.23.H</td>
</tr>
<tr>
<td>4-3</td>
<td>Special Provision Section 107.23.G</td>
</tr>
<tr>
<td>5-1</td>
<td>Existing Right of Way and Required Right of Way</td>
</tr>
<tr>
<td>6-1</td>
<td>Legal Regulations and Responsibility to the Public</td>
</tr>
<tr>
<td>6-2</td>
<td>Utility Facility Relocation Acceptance Form Template</td>
</tr>
<tr>
<td>6-3</td>
<td>Utility Memorandums of Understanding (MOUs)</td>
</tr>
<tr>
<td>8-1</td>
<td>Section 812 Backfill Materials</td>
</tr>
<tr>
<td>11-1</td>
<td>Design Criteria Table</td>
</tr>
<tr>
<td>11-2</td>
<td>Pavement Design</td>
</tr>
<tr>
<td>11-3</td>
<td>Special Provision Section 815 – Graded Aggregate</td>
</tr>
<tr>
<td>11-4</td>
<td>Pavement Transition Detail</td>
</tr>
<tr>
<td>12-1</td>
<td>MS4 Responsibilities for Design-Build Project</td>
</tr>
<tr>
<td>12-2</td>
<td>Special Provision 169 Post-Construction Stormwater BMP Items</td>
</tr>
<tr>
<td>13-1</td>
<td>SP 443 Elastomeric Profile Bridge Joint Seals</td>
</tr>
<tr>
<td></td>
<td>SP 449 Silicone Seal</td>
</tr>
<tr>
<td></td>
<td>SP 449 Bridge Deck Joint Seals</td>
</tr>
<tr>
<td></td>
<td>SP 500 HPC</td>
</tr>
<tr>
<td></td>
<td>SP 500 Light Weight Concrete</td>
</tr>
<tr>
<td></td>
<td>SP 500 Class D Concrete</td>
</tr>
<tr>
<td></td>
<td>SP 500 Mass Concrete</td>
</tr>
<tr>
<td></td>
<td>SP 500 UHPC</td>
</tr>
<tr>
<td>Table of Contents</td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>SP 511 Mechanical Bar Splice</td>
<td></td>
</tr>
<tr>
<td>SP 534 Pedestrian Overpass Bridge</td>
<td></td>
</tr>
<tr>
<td>SP 581 Disc Bearings</td>
<td></td>
</tr>
<tr>
<td>SP 627 Mechanically Stabilized Embankment Retaining Wall – Contractor Design</td>
<td></td>
</tr>
<tr>
<td>SP 865 Manufacture of Prestressed Concrete Members</td>
<td></td>
</tr>
<tr>
<td>SP 999 Precast Concrete Bridge Deck</td>
<td></td>
</tr>
<tr>
<td>Attachment 13-2 Paving Rest Detail</td>
<td></td>
</tr>
<tr>
<td>Attachment 16-1 Signing and Marking Schematic</td>
<td></td>
</tr>
<tr>
<td>Attachment 18-1 Special Provision 150 – Traffic Control</td>
<td></td>
</tr>
</tbody>
</table>
1 GENERAL

1.1 General Overview
This Section 1 provides a general description of the Project and certain requirements. Comply with all requirements set forth in the DB Documents. Ensure the Design Documents for the Project are consistent with the following:

1. Environmental Documents Approvals
2. Approved Concept Report

1.2 Administrative Requirements

1.2.1 Errata to the Technical Provisions
Interpret the Technical Provisions and GDOT standards, policies, and specifications in accordance with Volume 1, Article 1.6 (Errata to the GDOT Standard Specifications).

1.2.2 Prequalification
All Design Work must be performed by entities prequalified by GDOT in the respective discipline at the time the Design Work is performed or at any time that Design Work is needed during the construction phase because of conditions in the field.

1.3 Design Requirements

1.3.1 General Design Requirements
Adhere to the requirements of the Agreement and the Technical Provisions for the general administration and management of the Project, specifically including those provisions in Section 2 (Project Management) and Section 3 (Design and Submittals).

Coordinate with GDOT, adjacent Governmental Entities, and other third parties as appropriate to determine the design criteria, standards, and specifications of those components of Work that are constructed by the DB Team but maintained by others. For components of Work that impact or may impact the infrastructure of any Governmental Entity or third-party entity, conform to the design requirements of such entity.

1.3.2 Project Scope
Design and construct the Project as required by the DB Documents, including design, design-related activities, permitting, Utility Adjustments, construction, and related Work.

Do not rely on the physical description contained herein to identify all Project components. Determine the full scope of the Project through thorough examination of the DB Documents and the Project or as may be reasonably inferred from such examination.

The Work begins at the intersection of Dean Forest Road and Southbridge Boulevard and ends at the intersection of Dean Forest Road and Pine Meadow Drive. The Work includes construction of a diverging diamond interchange, replacing the Dean Forest Road bridge over I-16, adjusting ramp lengths, adding turn lanes at the ramp signals, adding roadway lighting, and
replacing existing signals at the ramps. The Work also includes constructing bicycle and pedestrian facilities within the Project limits.

The Work also includes accommodating the addition of a future third through lane on northbound SR 307 through the westbound ramp and related minor reconstruction of raised islands, reconfiguration of through lane striping, and minor pavement construction, as described.

### 1.3.3 Transitions to Adjacent Infrastructure, Roadways and Facilities

Related Transportation Facilities in the Project vicinity to be constructed by others consist of the I-16 at I-95 interchange reconstruction (P.I. 0012758) and I-16 widening between I-95 and I-516 (P.I. 0012757). Along I-16, the work begins approximately 0.9 mile west of I-95 and ends approximately 0.1 mile east of I-516 for a total distance of approximately 7.5 miles. Along I-95, the work begins approximately 1.3 miles south of I-16 and ends approximately 1.3 miles north of I-16 for a total distance of approximately 2.6 miles. P.I. 0013727 crosses over P.I. 0012757.

Design and construct Project transitions and interconnections with adjacent infrastructure, roadway, facilities, and related appurtenances for compatibility and uniformity with all interfaces. Coordinate with Persons, including other contractors performing Work at or adjacent to the Site, to provide seamless transitions from the Project to any Work proposed, being developed, or existing. Remove any temporary transitions that are not intended to accommodate permanent traffic operations connecting the proposed improvements to existing roadways, and restore all areas within the Work or impacted by the Work. Minimize disruption to traffic operations and adjacent property access throughout the performance of the Work.

### 1.3.4 Cooperation Between Contractors

GDOT and the State Road and Toll Authority (SRTA) reserve the right at any time to contract for and perform other or additional work on or near the Work covered by the DB Agreement. An existing contract is active for the I-16 at I-95 interchange reconstruction (P.I. 0012758) and I-16 widening between I-95 and I-516 (P.I. 0012757).

When separate contracts are let within the limits of any one Project, each contractor shall conduct its work so as not to interfere with or hinder the progress or completion of the Work being performed by other contractors. Contractors working within the same Project limits shall cooperate with each other.

Each contractor involved shall assume all liability, financial or otherwise, in connection with its contract and shall protect and save harmless GDOT and SRTA from any and all damages or claims that may arise because of inconvenience, delay or loss experienced because of the presence and operations of other contractors working within the limits of the same Project.

The DB Team shall arrange its Work and shall place and dispose of the materials being used so as not to interfere with the operations of the other contractors within the limits of the same Project. The DB Team shall adjoin its Work with that of the others in an acceptable manner and shall perform the Work in a sequence as coordinated with the adjacent contractor.

This Section 1.3.4 applies to all the Work.
2 PROJECT MANAGEMENT

2.1 General Requirements

2.1.1 Management Organization
Establish and maintain an organization that effectively manages all Elements of the Work. Operate an organization that communicates with GDOT to efficiently and effectively identify and resolve project delivery issues.

2.1.1.1 Project Meetings
Include all appropriate staff necessary at each meeting to make decisions regarding the subject matter to progress the Project and maintain the Project Schedule. Lead and facilitate the meetings; prepare and distribute meeting agendas a minimum of 24 hours in advance and prepare and distribute meeting minutes within three Business Days after the meeting. Hold additional meetings and cause additional staff to attend all meetings if requested by GDOT or its representatives. In addition, at a minimum, hold, participate in, and prepare minutes for the following regular meetings with GDOT.

2.1.1.1.1 Weekly Meeting Requirements
No requirements.

2.1.1.1.2 Twice Monthly (every Two Weeks) Meeting Requirements
Design and construction meetings to address such items as design coordination, submittals review, ITS communications, and traffic interruption reports.

2.1.1.1.3 Monthly Meeting Requirements
1. Project Schedule Review Meeting (held the first week of each month)
2. Payment Request/Progress Status Team Meeting (held the first week of each month)
As the Project progresses, hold work sessions with GDOT on Project technical design elements; these may include roadways, structures, Utility relocations, drainage and MS4, and other disciplines as needed to facilitate timely input from GDOT.

2.1.2 Requirements for GDOT Office and Equipment
Provide a Type 3 Engineer’s Field Office as specified in Section 153 of the GDOT Standard Specifications. Provide high-speed internet connectivity per Section 2.1.4 (Project Management Controls System (PMCS)).

2.1.3 Partnering
No requirements.
2.1.4 Project Management Controls System (PMCS)

Use the Project Management Controls System (PMCS), provided by GDOT, throughout the Term of the Agreement for document management and transmittal, including workflows, file storage, communication, and correspondence.

This PMCS provides the following:

1. Centralized data that acts as a ‘single source of truth’
2. Access to Project information
3. Built-in work processes for certain administrative elements of the Work
4. Automated ball-in-court tracking for certain processes
5. Project reporting

Use this system for all submittals and official Project documentation, including:

1. Correspondence
2. Payment Requests
3. Relief Event notices and Compensation Event notices
4. Draft and executed Supplemental Agreements
5. Project Management Plans in accordance with Section 2.2 (Management Plans)
6. Meetings/Meeting Minutes/Action Items
7. Requests for Information (RFIs)
8. Submittals, including those listed in Section 3 (Design and Submittals)
9. Project Schedule submittals, including those listed in Section 2.5 (Project Schedule Requirements)
10. Audits and nonconformance reporting (NCRs)
11. Punch Lists
12. Project Reporting
14. Construction Drawing Management (including management markups, versions, and revisions)

Use the PMCS to perform Project responsibilities.

Additional requirements/guidelines of the system:

1. Use the PMCS to track and manage the Project and as an official record of all Project communication. Upload all Project-related information to the PMCS.
2. Designate no more than two PMCS coordinators (an internal point of contact) and provide their name, phone, and e-mail to GDOT no later than seven Days after NTP 1. DB Team must submit written notification to GDOT to replace any PMCS coordinator.
3. Users of this PMCS must complete training prior to having access to the system provided by GDOT.
4. Provide high-speed internet connectivity (actual means to be agreed-on by GDOT) for GDOT to access the PMCS.
5. Provide printing capabilities (actual means to be agreed-on by GDOT) for GDOT.
6. Upload, submit, track, and review submittals via the PMCS. Where physical samples are required, review and track the submittal via the system, and transmit the sample itself to the reviewer via traditional means.

7. Use the file naming convention provided in Section 2.1.4.1 (File Naming Convention).

Upload all submittals to the PMCS. Ensure that Design Documents comply with the naming convention requirements of GDOT's Electronic Data Guidelines (EDG). Ensure that Project documents transmitted via the system that are not specified in the EDG comply with the following electronic formats:

1. Submit documents generated in Computer Aided Design (CAD) applications (MicroStation V8 or InRoads) in Portable Document Format (PDF) generated by a PDF writer from the CAD application.

2. Scan documents that are marked up or unavailable in electronic format (drawings, sketches, correspondence, etc. generated by hand drafting methods) to Tagged Image Format version 6 [TIFF 6 (.TIF)] or latest update, Bitonal [or Black and White (or Line Art), on some scanners] (.tif) or PDF (.pdf), black and white with a resolution of 200 dpi using CCITT Group 4 (2d Fax) compression.

3. Submit documents that have been generated using PDF printer drivers (not scanned) via the system.

4. Submit electronic photographs in Joint Photographic Experts Group (JPEG) (.jpg) file format, sized at a minimum resolution of 1024 by 768 pixels.

5. Save grayscale or color photo images that are scanned in JPEG (.jpg) file format with medium to low quality compression at a resolution of 200 dpi.

6. Submit product data that is available for download from the manufacturer's website that has been generated using PDF printer drivers (not scanned) via the system.

7. Submit all design drawings in compliance with GDOT EDG, latest revision, and all policies and guidelines on GDOT's Design Manuals and Guides website:


Use GDOT's PMCS for contract administration processes, including requests for information, Supplemental Agreements, Payment Requests, and DB Team official correspondence. Attend a training session(s) at GDOT's office or other mutually agreeable location within 30 Days of the execution of the Agreement or such time as agreed to by GDOT. Contact GDOT's project manager to schedule the training session(s).

Limited licenses will be provided by GDOT to the DB Team. Inquire with GDOT immediately after NTP 1 for the number of licenses assigned to the DB Team.

2.1.4.1 File Naming Convention

Use the file naming conventions shown in Table 2-1.
Table 2-1: File Naming Conventions

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>Project Number (i.e., 0013727 (7 digit))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tracking No</td>
<td>PMCS-assigned process number, or user-defined tracking number</td>
</tr>
<tr>
<td>DocType</td>
<td>The 3-digit document type (e.g., LTR = Letter, TRN = Transmittal, RPT = Report)</td>
</tr>
<tr>
<td>Descr</td>
<td>Document title (short description, think Google key words, include sender/recipient acronyms if appropriate)</td>
</tr>
<tr>
<td>Date</td>
<td>YYYY-MM-DD. (ex: July 4, 1776 would be represented as 1776-07-04)</td>
</tr>
<tr>
<td>Rev</td>
<td>The 2-digit revision or version number (if applicable)</td>
</tr>
</tbody>
</table>

Use the following file naming convention on all correspondence created or issued by the Project and for filing any document:

PI#_Tracking-###__Type_Description_Date*_Rev-##*

Clearly identify all FINAL versions of documents and save them in the Final Deliverables folder (where applicable) as follows:

PI_Tracking Number_DocType_Desc_Date_File_Name_Final

The following are file naming guidelines:

1. Correspondence Files: Include the name of the correspondent, an indication of the subject, the date of the correspondence, and whether it is incoming or outgoing correspondence in the file name.
2. Dates: Present dates ‘back to front’, with the year first (always given as a four-digit number), followed by the month (always given as a two-digit number), and the day (always given as a two-digit number).
3. Keep file names short but meaningful: Some words add length to a file name but do not contribute towards the meaning, for example words like “the”, “a”, and “and.”
4. No spaces in file names: Use an underscore “_”, a dash “-”, heading fields, and words for ease in sorting. Use caps to distinguish words (i.e., Document_Management_Plan).
5. Numbers in file names: Include the zero for numbers 0-9 to maintain the numeric order when file names include numbers. This helps to retrieve the latest record number (i.e., 01, 02 … 99), unless it is a year or another number with more than two digits.
6. Special Characters: Do not use special characters such as @ $# % ^ & *.,? in file names, as they can cause problems with uploading, viewing, and downloading documents over the internet.

Refer to the most current version of the Work Instruction Document GDOT-WID-001 Document Control-Document Types and Abbreviations for the master categories and documents types list of DocType referenced above in Table 2-1: File Naming Conventions.

2.1.5 Document Management

Maintain an electronic and/or hardcopy document control system to manage, store, catalog, and retrieve all Project-related documents as needed to document the DB Team work and respond
to inquiries or audits for the purpose of claims. Ensure record retention complies with the requirements included in the Retention Schedules for State Government Paper and Electronic Records, State Agency Specific Schedules for GDOT, and any other applicable local, State, and federal guidelines unless otherwise directed by GDOT. Provide all documentation and content to GDOT at the time of the expiration or termination of the Agreement.

### 2.1.5.1 Backup of Electronic Files and Protection of Hardcopy Files

For documents retained by the DB Team, provide a secure, fireproof location with controlled access to store electronic and hardcopy backup files to protect them from loss, damage, and deterioration. For electronic files, provide off-Site backup.

### 2.2 Management Plans

Management plans are an essential part of effectively delivering the Project on time, on budget, and with high quality. Provide the required plans as set forth in this Section 2 and elsewhere in the DB Documents.

#### 2.2.1 Management Plan Requirements

Submit the following management plans for GDOT review and acceptance, or as otherwise indicated:

1. Project Management Plan (PMP), pursuant to Section 2.2.2 (Project Management Plan)
2. Quality Management Plan (QMP), pursuant to Section 2.3.2 (Quality Management Plan)
3. Safety Plan (for limited acceptance only), pursuant to Section 2.4.1 (Safety Plan)
4. Construction Phasing and Staging Plan, pursuant to Section 2.2.4 (Construction Phasing and Staging Plan)
5. Project Schedule Workplan, pursuant to Section 2.5.8
6. Comprehensive Environmental Protection Plan (CEPP), pursuant to Section 4.3.3 (Comprehensive Environmental Protection Plan)
7. Hazardous Materials Management Plan (HMMP), pursuant to Section 4.3.4 (Hazardous Materials Management Plan)

#### 2.2.2 Project Management Plan

Submit the Project Management Plan (PMP) that describes the organization, staffing, directing, and controlling the day-to-day operations necessary for effective decision-making and Project performance.

Include in the PMP the procedures and processes that ensure the dissemination of timely information to GDOT and the DB Team members to effectively manage the scope, costs, schedules, quality of, and the requirements applicable to the Project.

Also include in the PMP a Key Personnel organization chart, roles and responsibilities, approach to managing the design and construction phases, communications protocol, change/risk management process, and schedule development and updates.
2.2.3 Communications Support

A critical objective for all projects is to maintain the trust, support, and confidence of the media and public throughout the life of the Project. In order to meet this objective, it is critical to proactively manage messages and communications to the media.

GDOT will prepare a Public Information and Communications Plan (PICP) and will coordinate specific communications strategies and tactics for the Project with the DB Team. GDOT is responsible for all communications with the media. Direct all inquiries from media to GDOT for responses.

Designate a member of the Project team (the Public Information Contact (PIC)), who will be the point of contact to GDOT on behalf of the DB Team for public information and involvement activities throughout the Term of the Agreement. Make available the PIC or a designated DB Team member 24 hours a day, seven days a week.

The PIC shall ensure updated Project information is provided to GDOT in a timely manner.

When requested by GDOT, participate and provide necessary staff support in meetings with the public arranged and conducted by GDOT. During such meetings, be in attendance to assist GDOT in providing the public with an update on the progress the Project and discussing key issues as they emerge, or as requested by GDOT.

Be responsible for all costs associated with public information materials provided by DB Team, including printing, costs for publishing notices and legal advertisements related to DB Team's services and operations, providing telephone hot-line services and email, and Project office costs.

2.2.3.1 Disseminating Public Information

Assist GDOT in the development of and review of public information materials. Activities shall include:

1. When requested by GDOT, assist in the review of materials regarding Project-related subjects, for use in meetings, news releases, telephone correspondence, newsletters, email, GDOT’s web-based information tool, overhead dynamic and changeable message board signs, web alerts, maps, displays, renderings, presentations, digital renderings/animations, photos, brochures, pamphlets, and any other relevant public information materials.

2. Provide weekly Traffic Interruption Request summaries for public information purposes. Provide draft press releases and detour maps of planned impacts to affected stakeholders or the traveling public. Provide any lane closure and detour requirements 72 hours in advance of closure and detour activities.

3. When requested by GDOT, provide narrative content, photos and graphic information for weekly social media posts and monthly Project e-newsletters.

4. Support the planning and implementation of special events, including a groundbreaking ceremony at commencement of construction and ribbon cutting at Project completion.

5. Supply high-quality construction progress photos and video (detail images and aerial) monthly and at major construction milestones.
6. When requested by GDOT, provide Project-related information for the GDOT Project website, including:
   a. Narrative Project updates
   b. Project maps
   c. Digital renderings and/or animations
   d. Frequently asked questions (FAQs)
   e. Current Project activities addressing design and construction
   f. Timing of road and ramp closures and openings
   g. Any utility disruptions
   h. Recommended route alternatives during closures

2.2.3.2 Photography

Provide monthly aerial photo submittals (both high-resolution and low-resolution digital files), a minimum of two photos of the entire Project, and three photos per phase at GDOT-specified locations on the Project for the various phases of construction. Take photos from the same angle, elevation, and location as previously taken, in order to show the progress of the Work from commencement of construction to Substantial Completion.

GDOT claims all data as its property. The DB Team is responsible for any photography equipment installation, including power, and maintenance of the equipment at all times. Label and catalog all photographs with the date and time taken and a brief description of the location and view.

File the electronic copies of all photographs in a single folder on the PMCS, cataloged in a logical manner as approved by GDOT.

2.2.4 Construction Phasing and Staging Plan

Prepare a Construction Phasing and Staging Plan that represents the DB Team’s approach to perform the Work. A Construction Phase is a portion of the overall Project that provides logical termini for each proposed Phase of the Work which may be comprised of multiple Stages. The Construction Phasing and Staging Plan shall align and be consistent with the DB Team’s Project Schedule including those Milestone Deadlines shown in Volume 1, Exhibit 9 (Milestone Deadlines). Construction Phasing and Staging Plan submittals shall be provided and reviewed in accordance with timing requirements and durations specified in Table 3-1 (Master Submittal List). Include the following in the Construction Phasing and Staging Plan:

1. Narrative that describes how and in what order each Construction Phase and Stage will be accomplished to complete the Work as specified by the DB Documents. Identify any Design Submittals associated with each Construction Phase.
2. Construction Phasing and Staging layout (scale: 1 inch = 200 feet) including lane configuration and traffic management of the Project during the different Phases and Stages of Construction.
3. Additional supporting documentation as requested by GDOT.
2.3 Quality Management Requirements

2.3.1 Design-Build Team Responsibilities
Assume full responsibility for the quality of the Work. Ensure that the Work is delivered in accordance with DB Documents, including but not limited to the environmental and permit commitments, Released-for-Construction (RFC) plans, shop drawings, working drawings, and specifications.

Develop, implement, and update the QMP for the Term of the Agreement such that it describes the quality control system, policies, and procedures that ensure the Work meets the requirements of the DB Documents and provides documented evidence of same.

2.3.2 Quality Management Plan

2.3.2.1 Quality Management Plan Requirements
Submit for GDOT review and acceptance as follows.

The QMP shall consist of three sections:

1. The Administration portion of the QMP shall include the following:
   a. A quality policy statement that contains a complete description of the quality control and assurance policies and objectives that the DB Team will implement throughout its organization and demonstrates the DB Team senior management’s commitment to implement and continually improve the quality management system for the Work.
   b. Organizational requirements with contact information of the DB Team’s Organization as defined
   c. Roles and responsibilities of the quality control and assurance personnel, their relationship to the production personnel, and the quality-specific responsibilities of production personnel
   d. A plan and written procedures for quality control and assurance checks and reviews
   e. Document control and quality records management processes and procedures
   f. DB Team’s internal compliance auditing processes, procedures and documentation
   g. Quality training plan of relevant staff

2. The Design Quality Management Plan (DQMP) shall comply with the requirements set forth in the GDOT Design-Build Manual. The plan must also include the role of the Engineer of Record (EOR) in the DQMP and a process for independent analytical checks and written procedures for bridges and structures set forth in Section 1.3 of the GDOT Bridge and Structures Design Manual.

3. The Construction Quality Management Plan (CQMP) shall comply with the requirements set forth in the GDOT Design-Build Manual including the GDOT Design-Build Construction Management SOP, and the GDOT Construction Manual. In addition:
   a. Describe how the DB Team will develop and use forms and checklists to facilitate and document quality efforts, including pre-work activity checklists that depict all
items required to perform the particular design, construction, and operational efforts, such as means and methods, Subcontractor involvement, materials, and inspection or testing requirements.

b. Document approach to coordinate and maintain records for all required inspections and tests that will be performed by GDOT in accordance with GDOT Design-Build Construction Management SOP and the GDOT Construction Manual.

c. Describe the methods, processes, and procedures to provide for the effective implementation and documentation of the environmental protection, training, compliance, and monitoring program.

d. Describe approach to accommodate and coordinate with GDOT provided construction engineering acceptance inspection and testing.

e. Describe approach to accommodate and coordinate with GDOT provided plant inspection(s), testing and certification of plant produced materials at existing GDOT approved plant locations, such as for precast/pre-stressed concrete, asphalt, and structural steel fabrication.

f. Describe approach to accommodate and coordinate with GDOT in the Final Acceptance and project closeout process

2.3.2.2 Quality Management Plan Updates
The DB Team or GDOT may initiate changes to the QMP (including clarifications, modifications, additions, and deletions) after it has been approved. Changes initiated by GDOT are made under GDOT's approval authority. Any revisions to the QMP initiated by the DB Team or CQAM require prior GDOT approval.

Maintain and update the QMP to ensure it is accurate and up-to-date, including the following information:

1. The organizational chart identifying all quality management personnel, their roles, authorities, and line reporting relationships.
2. Names and descriptions of the roles and responsibilities of all quality management personnel and including which personnel have the authority to stop Work.

Revise the QMP within 14 days of GDOT or DB Team detection of a substantial or systemic problem related to the Work as a result of audits, or as directed by GDOT. Include with submissions and all updates to the QMP both a clean copy and a copy tracking all changes since the previous approval.

2.3.3 Nonconforming Work and Corrective Action
A Nonconformance Report (NCR) process shall be required to document, report and track work that fails to conform to the requirements of the DB Documents. NCRs shall be issued as a result of such non-conformances. Examples of nonconformance's include physical defects, test failures, incorrect or inadequate documentation or changes from the design processes, inspection or test procedures described in the Project QMP.
GDOT will implement a web-based management system that will have the capability for documenting and implementing the NCRs that includes the description of the NCR, corrective action, action to prevent, the defined roles, dispositions, tracking log, and work flow states.

The DB Team, CQAM, or GDOT can initiate an NCR. Only the initiating party may close an NCR they initiated. The Originator closes the NCR document once all requirements have been met. An NCR cannot be closed until all requirements have been met and the disposition approved by GDOT.

Provide a full description of the NCR’s nature, date, location, and any other pertinent facts, and also indicate the root cause, corrective action(s), and other action(s) to prevent its recurrence. The responsible organization shall submit a proposed disposition to GDOT of the Nonconforming Work that has been reviewed and approved by the DB Team’s Quality Assurance Manager (QAM) and EOR. If the disposition is not accepted by GDOT, the NCR will remain opened until the disposition is accepted by GDOT.

Comply with the NCR requirements set forth in the GDOT Design-Build Manual including the GDOT Design-Build Construction Management SOP. In addition, the QAM shall maintain a log of all NCRs and submit a report upon request to GDOT providing the current status.

### 2.3.4 Quality Terminology

Quality terminology, unless defined or modified elsewhere in the DB Documents, has the meaning defined in ISO 9001.

### 2.3.5 Responsibility and Authority of DB Team Quality Personnel

Comply with the requirements set forth in GDOT Standard Specifications, and GDOT Design-Build Manual including the GDOT Design-Build Construction Management SOP.

The DB Team’s Quality Assurance Manager (QAM), Design Quality Assurance Manager (DQAM) and Construction Quality Assurance Manager (CQAM) shall have the authority to suspend all or a portion of the Work because of quality-related issues.

#### 2.3.5.1 Quality Assurance Manager

Designate a QAM whose responsibilities include developing and updating the QMP, ensuring that all Elements of Work are performed in accordance with the DB Documents, and ensuring adequate staffing and expertise is being utilized for the DB Team’s quality efforts.

The QAM shall have defined authority for ensuring the establishment and maintenance of the Management Plans and reporting to GDOT on the performance of the Management Plans.

The QAM reports directly to the person or group with overall Project management responsibilities, such as the Project Manager, an off-Site principal with binding authority for the DB Team, or an executive oversight committee established for the Project. The QAM can be an employee of the DB Team, the DQAM, or the CQAM, but cannot be both the DQAM and CQAM.

Ensure the QAM has recent experience in the management of a quality management program of similar size and complexity as the Project.
2.3.5.2 Design Quality Assurance Manager

Designate a Design Quality Assurance Manager (DQAM) who has overall responsibility for the development, administration, and updating of the DQMP. The DQAM is responsible for verifying and validating that the procedures required by the QMP are being administered. The DQAM reports to the QAM. The DQAM can also be the EOR and the QAM but cannot be the CQAM.

In accordance with this Section 2.3.5.2 and the QMP, the DQAM certifies that all Design Documents have been subjected to all required QC checking procedures; all documentation has been completed and filed in an acceptable manner; and all design packages have been subjected to all required QC and QA prior to submittal to GDOT or prior to release.

The DQAM shall monitor to ensure the DQMP results in Design Work that is:

1. Accurate
2. Conforming to professional standards of practice
3. Compliant with all legal requirements and standards mandated by the DB Documents
4. Fit for purpose and function as specified or implied in the DB Documents

Ensure the DQAM is a Licensed Professional Engineer in the State of Georgia and has recent experience in the design of highway or bridge projects of similar size and complexity as the Project. Generally, the DQAM must have equal or greater qualifications and experience as the EOR.

2.3.5.3 Construction Quality Assurance Manager

Employ a CQAM, who has overall responsibility for development, administration, and updating of the CQMP. The CQAM is responsible for implementing, monitoring, and adjusting the processes to ensure acceptable quality. The CQAM reports directly to the QAM. The CQAM can also be the QAM but cannot be the DQAM.

The CQAM is responsible for implementing quality planning and coordinating with GDOT’s testing and inspection requirements. Do not assign the CQAM to perform conflicting duties on the Project. The CQAM shall have the authority to stop any Work that does not meet the standards, specifications, or criteria established for the Project.

The CQAM or a designated assistant to the CQAM shall be on the Project at all times Construction Work is being performed. The CQAM shall be on the Project Site within two hours of being notified of a problem regarding the quality of any Work being performed by the DB Team, any of its Subcontractors, or agents. The CQAM or a designated assistant to the CQAM shall be on the Project Site when control points inspections by GDOT occur.

Ensure the CQAM has recent experience in construction quality management for highway or bridge projects of similar size and complexity as the Project.

2.3.5.4 Control Point Inspections

A control point is a point in time when construction has proceeded to a stage where the start of the next operation may cover or conceal a feature. At this point, notify GDOT a minimum of 24 hours in advance of all required inspections.
At a minimum, notify GDOT 24 hours in advance of the actual inspection for the following activities: pre-pour conferences; pre-pour checks for footing rebar, cap rebar, column rebar, deck rebar, approach slab rebar, and barrier wall rebar; driving piles; setting beams; subgrade compaction; sub-base compaction; and compaction under the approach slabs.

The CQMP shall specify processes for monitoring the progression of Work through the tracking of control points. The process shall be designed to aid in progressing Work, verifying payments, and avoiding duplicate inspection, testing, and reporting. Provide this information on the Two-Week Detail Schedules required by Section 2.5.9 (Two-Week Detail Schedule Requirements) for all upcoming Work to be inspected.

GDOT or the DB Team may identify additional control points, subject to acceptance by GDOT, to be included at any time throughout the Project. Such additions, individually or in aggregate, shall not constitute a Compensation Event or Relief Event. GDOT will coordinate to define the procedures and criteria for additional control points.

2.3.6 Final Inspection
At the completion of constructed elements of the Work, the CQAM will jointly conduct a final inspection with GDOT and the DB Team.

During the inspection, GDOT, the CQAM, and the DB Team will jointly review Punch List items and an agreed date of correction of the items.

2.3.7 Quality Documentation
Maintain design and construction quality records in an auditable format according to the QMP procedures. GDOT has the right to audit the quality records for compliance with the QMP and the Design-Build Documents requirements at any time. Upon completion of the Project, the design and construction quality records shall be turned over to GDOT.

At GDOT’s discretion, GDOT may perform periodic audits of the DB Team’s quality management process and related documentation.

2.4 Safety and Security
Assume sole responsibility for the safety of personnel and of the general public affected by the Project. See Section 2.4.1 (Safety Plan) regarding basic Safety Plan requirements.

Incorporate the following requirements into the Project and include them in the Safety Plan to ensure that the Project is a safe and secure environment for all individuals working on the Project. The prevention of accidents during execution of the Project shall be a primary concern of all participants and shall be the responsibility of all levels of the DB Team. Safety shall never be sacrificed for production, but shall be considered an integral part of an efficient and quality Project.

Safety and security procedures shall include and/or address the following:

1. Safety and health standards
2. Roles and responsibilities of the safety/security staff
3. Contractors (meaning prime Contractors and Subcontractors) having a Safety Director and an accepted safety manual (or plan) available to all employees
4. Contractors holding periodic on-Site safety meetings
5. Contractors conducting periodic on-Site safety inspections
6. Contractors providing safety training for all new employees and refresher training for all employees
7. Contractors conducting drug screening for all new hires
8. Contractors establishing daily housekeeping and clean-up procedures
9. Possible employee sharing of accident prevention savings
10. First-aid and medical kits readily available
11. Site security plan, possibly including such items as restricted parking near vulnerable structures, physical barriers (fences, barricades, etc.), coordinated efforts with local law enforcement officials during heightened threat levels, video surveillance, alarm systems, emergency telephones, etc.
12. Emergency and incident management, including roles and responsibilities, emergency evacuations, communications, first responder awareness training, and field drills
13. Establishment of an employee identification (ID) system
14. Level and frequency of audit and oversight safety/security reviews to be performed by GDOT, FHWA, independent consultants, and/or other agencies (as applicable)
15. Safety and security periodic reporting (no less than monthly)

In addition, conduct appropriate threat and vulnerability assessments and take into consideration throughout the Project’s life cycle. The transportation elements of the Project could have a significant impact on regional safety and security plans.

### 2.4.1 Safety Plan

Submit to GDOT for acceptance a comprehensive Safety Plan that is consistent with and expands upon any preliminary safety plan submitted with the Proposal. GDOT acceptance is limited to verifying the Safety Plan appears to be specific to the Project. In the Safety Plan, fully describe the DB Team policies, plans, training programs, Work Site controls, and Incident response plans to ensure the health and safety of personnel involved in the Project and the general public affected by the Project during the Term of the Agreement.

Include in the Safety Plan procedures for immediately notifying GDOT of all Incidents arising out of or in connection with the performance of the Work, whether on the Site or not.

Provide access to the Safety Plan and safety training to GDOT and their representatives prior to entry to the Project Site.

### 2.4.2 Safety Management

Provide health and safety leadership and promote and support a safe working environment. All DB Team management and Contractors shall support the DB Team’s safety personnel in the implementation and enforcement of the Safety Plan program.

Designate a Safety Manager responsible for the development of the Safety Plan and the enforcement of safety and health policies, procedures, and work practices. The Safety Manager
shall provide Project direction to maintain a safe, healthy, and secure work environment for all employees, Contractors, GDOT personnel, and the general public. The Safety Manager shall have the authority to suspend all or a portion of the Work because of public or worker safety-related issues.

Field supervisors and managers shall be responsible for monitoring their direct hire employees and Subcontractors to ensure that the Work is being performed in a manner consistent with safety policies, procedures and work practices of the DB Team. They are responsible for promoting a safe, healthful and secure work environment for workers and visitors that is free from violence, threats, harassment, and intimidation, and protects the general public from harm in connection with jobsite operations.

All workers are responsible for planning and completing all work in a safe manner by following all applicable policies, procedures, and safe work practices.

2.4.3 Worksite and Jobsite Analysis

Conduct and require of each Contractor and Subcontractor a job hazard analysis to be performed at the beginning of each shift and whenever there is a change in the task or in the environmental conditions.

2.4.4 Hazard Prevention and Personal Safety

The prevention of accidents during execution of the Project shall be a primary concern of all participants and shall be the sole responsibility of all levels of DB Team’s management. Safety shall never be sacrificed for production and shall be considered an integral part of an efficient and quality Project.

2.4.5 Training

The Safety Manager shall ensure that all personnel on the Project are provided a thorough safety orientation and periodic refreshers on the Project site safety requirements. The safety orientation shall include:

1. Roles and responsibilities
2. Hazard communications
3. Job hazard analysis
4. Reporting of incidents and accidents
5. Drug and alcohol policies
6. Driving policies
7. Disciplinary procedures
8. General health and safety requirements including proper usage of personal protective equipment (PPE)
9. General Site safety rules

2.4.6 Incident and Emergency Management

Include in the Safety Plan the approach for responding to Incidents and Project and Work emergencies. Identify responsibilities and procedures for responding to incidents and
emergencies, including coordination and cooperation with emergency responders in the performance of their normal duties.

Incident and emergency management procedures shall include:

1. The DB Team’s Incident response team availability.
2. The DB Team’s Incident response team training to effectively respond to accidents, incidents and Emergencies.
3. Incident Site security, including traffic control measures and eliminating hazards to other road users.
4. Debris clearing and site assessment for damage repair.
5. Reporting and evaluation protocol and procedures prior to the dispatch of the DB Team’s response crews or arrival of first responders.
6. Informing GDOT of all incidents in a timely manner.

2.5 Project Schedule Requirements

Comply with the Critical Path Method (CPM) Project Schedule requirements as defined in this Section 2.5 and in the publication *CPM in Construction Management*, latest edition, by James J. O’Brien and Fredric L. Plotnick. The DB Documents will govern in case of discrepancy between the DB Documents and *CPM in Construction Management*.

Prepare the Project Schedule as a computer-generated CPM graphic diagram that utilizes the Precedence Diagram Method (PDM) and clearly delineates the relationships between Work activities. Include and illustrate all significant Work activities that occur throughout the duration of the Agreement in sufficient detail to monitor and evaluate design and construction progress and to denote changes that occur from commencement of the Work to Final Acceptance of the Work. Indicate the duration of each activity, the order and interdependence of activities, and the sequence for accomplishing the Work. Define the timeframe for completion of the Project and achievement of all Milestone Deadlines and durations specified in Volume 1, *Exhibit 9* (Milestone Deadlines). Align the Project Schedule and Construction Phasing and Staging Plan to accurately reflect the latest approach and planning for the prosecution of the Work. Ensure that all Work sequences are logical and that the Project Schedule indicates the coordinated plan for performing the Work and accurately records the Work as it is completed. GDOT and Customer Groups will rely on the Project Schedule for timing of Owner-performed Work, reviews, and oversight activities; and for coordinating with, monitoring, and evaluating the DB Team’s progress.

Project Schedule refers to any of the following: Baseline Project Schedule, Revised Baseline Project Schedule, or Project Schedule Updates, as further defined in this Section 2.5 and as appropriate for the context in which they are used.

2.5.1 Baseline Project Schedule Requirements

The Baseline Project Schedule is the initial Project Schedule submittal representing the DB Team’s plan to complete performance of the Work beginning on the date of NTP 1 to Final Acceptance of the Work. In the Baseline Project Schedule, show the plan to complete the Project within the Milestone Deadlines and durations specified in Volume 1, *Exhibit 9* (Milestone Deadlines).
Deadlines). Do not show any Work activities with progress (no actual dates) in the Baseline Project Schedule. Comply with the following Baseline Project Schedule requirements:

1. Set the data date on or before the date of NTP 1 using a beginning of day convention.
2. Utilize a Work Breakdown Structure (WBS) and activity codes to plan, analyze, monitor, and organize all Work activities shown in the Project Schedule. Coordinate with GDOT prior to submittal of the Baseline Project Schedule to ensure an adequate WBS and activity codes have been developed and assigned to each activity to the satisfaction of GDOT. GDOT reserves the right to request additional WBS levels and activity codes be added and assigned throughout the duration of the Agreement. Comply with the following Project Schedule organization requirements:
   
a. Ensure activities are mapped to, organized by, and rolled-up to a deliverable-based, hierarchal WBS. Utilize the first level of the WBS as the Project itself. Include discrete nodes at the second level of the WBS for the following: Project Management, Environmental and Permitting, Design, Right of Way, Utilities, Procurement, Construction, and Close-out. Reflect the DB Team’s overall approach to the planning, scheduling, and execution of the Work in the organization and breakdown of the WBS. Include WBS levels for all Project-specific locations/alignments, Work Elements/Work packages, phasing, staging, sequencing, design, and deliverable requirements. Identify each design package required for construction phasing and sequencing and identify each stage of the design in the design phase WBS. Align the construction phase WBS with the DB Team’s Construction Phasing and Staging Plan. Remain consistent with the order and hierarchy number of each specific level of the WBS utilized. The DB Team may further develop and detail the WBS; however, any modifications cannot alter or interfere with these WBS requirements or the ability to summarize to the required WBS levels.
   
b. Include the following activity codes assigned to each activity: Work Element (each individual bridge, retaining wall, noise wall, drainage run, etc.), location/alignment (each mainline, connector-distributor, ramp, and crossing street and may be further defined by geometric limits such as sections for station-to-station, inside/outside, etc.), Work type (environmental, roadway, drainage, structures (bridges, retaining walls, noise walls), landscaping, etc.), responsibility (party responsible for each activity with individual Subcontractors identified), and construction phase/stage as specified by the DB Documents and pertinent to the DB Team’s Construction Phasing and Staging Plan, approach, means and methods. Use only Project-level (not global) activity codes. Include the PI number in the description of all activity code definitions (i.e. PI#######_Work Type; PI#######_Responsibility; etc.).

3. Use standard and consistent activity identification numbers and activity textual descriptions (aka activity names) in a manner acceptable to GDOT. Comply with the following:
Use a coding structure for activity identification numbers with no spaces, hyphens, symbols, or special characters. Do not modify, reassign, or reuse activity identification numbers once assigned to an activity.

Ensure each activity is uniquely named and consists of a verb, noun, and location in the activity description (aka activity name) and is consistent with its WBS and activity code assignments. Include identifiable physical locations within definable geometric limits and Work features in each activity description such as location/alignment, station-to-station sectioning, and specific retaining wall or bridge, bent and span numbers, and drainage structure numbers. For design and preconstruction activities, include identifiable feature of Work, such as specific design package, submittal, ROW parcel, permit type, or procurement item in the activity description.

4. Fully detail all Work and activities necessary to complete the Work as specified by the DB Documents and pertinent to the DB Team’s approach, means, and methods. Break the Work into discrete activities associated with only one operation and into sufficient detail to readily identify, evaluate, and measure progress. Include activity sets for all pre-construction, design, construction, and post-construction Work, including:

a. NTP 1, NTP 2, NTP 3 start milestones and a Completion Date finish milestone for each Milestone Deadline specified in Volume 1, Exhibit 9 (Milestone Deadlines). If any durations are specified in Volume 1, Exhibit 9, include summary/level of effort activities for each with appropriate logic ties to the detailed Work activities.

b. Design-phase Work and submittals shown in Table 3-1 (Master Submittal List). Include distinct activities for the development, submittal, review, and approval of each submittal. Ensure the Staged Design Submittals, Construction Phasing and Staging Plan, and Project Schedule are aligned and consistent.

c. Environmental Document and Permit Acquisition Work including Work shown in Table 4-2 (GDOT-Led Environmental Preparation and Approval) and Table 4-3 (DB Team-Led Environmental Permit Approval). Include distinct activities for the development, submittal, review, and approval/issuance of each.

d. Right of Way (whether State Proposed/State Acquired or DB Team Proposed/DB Team Acquired), Right of Entry, and easements Work. Include distinct activities for the appraisals, negotiations, settlements or agreements, and acquisitions of each specific parcel.

e. Utilities and Utility Adjustment Work, as applicable and in accordance with the DB Documents. Include distinct activities for each adjustment and relocation.

f. Owner or other third-party scopes of Work and for interfaces with other projects, localities, municipalities, and other Governmental Entities.

g. Shop drawings and long-lead material and equipment items. Include distinct activities for preparation, submittal, review, and approval of all shop drawings and separate activities for fabrication and delivery.

h. Procurement of all major Subcontractors and trade packaging.

i. Project start-up, site setup and mobilization.
j. Permanent Construction Work, demolition of existing/selective demo, and major temporary work activities. Sufficient detail for Construction Work may be achieved as follows:

i. For bridge structures Work, indicate each element of individual bents (piles, footings, columns, caps, with separate activities for formwork, rebar, concrete placements, strip and cure times); each element of Work in individual spans (girders, strip seal joints, decks with separate activities for formwork, rebar, concrete placements, strip and cure times); individual approach slabs, railings, and miscellaneous other bridge Work.

ii. For cast-in-place retaining wall structure Work, indicate each broken-out by excavation, formwork, rebar, concrete placements, strip and cure times, and back-fill; and for mechanically-stabilized earth (MSE) walls, indicate each broken-out by excavation, leveling pad, lifts, settlement periods, wall caps, and related Work.

iii. For sound wall structures Work, indicate each broken-out by excavation, post piles/foundations, panel foundations, posts, panels, and related Work.

iv. For road Work, indicate individual runs of pipe and drainage structures; individual box culverts; individual detour roads; clearing and grubbing, embankment, excavation, base, paving layers, signing, striping, guardrail, water, sewer, roadway electrical and lighting; and other miscellaneous elements within definable geometric limits such as location/alignment and station-to-station sectioning.

v. For ITS and tolling, include structure foundations, structure supports, conduits, cabinets, power conductors, fiber optic, ITS equipment, cable splicing, testing, and start-up, and other related Work. Include activities for replacement Video Detection System (VDS) and new traffic detection installation, as applicable and in accordance with the DB Documents.

k. Submittal and execution of all Punchlist and Project Closeout Work.

5. Use durations in whole day increments with a maximum duration of 20 Working Days or 30 Calendar Days, and not less than one day, except for long-lead procurement activities or as otherwise stipulated in the DB Documents or unless approved prior by GDOT. Ensure activity durations represent the anticipated work effort to complete the task, reflect planned production rates, and do not conflict with any time requirement in the DB Documents.

6. Include appropriate logic ties necessary to complete the Work as specified by the DB Documents and pertinent to the DB Team’s approach, means and methods. This includes sufficient hard logic (aka construction logic) and sufficient preferential logic (aka trade flow or soft logic). Include preferential logic ties that dictate the planned flow of Work on an early date basis, as well as sufficient logic ties to ensure the late date basis represents a reasonable plan, production rates, and resource constraints that can be
Explicitly identify resource constraints using activity relationships and a detailed description in the Project Schedule Narrative. Comply with the following Project Schedule logic requirements:

a. Ensure all activities, except for NTP 1 start milestone and each Milestone Deadline finish milestone, have a minimum of one predecessor activity and one successor activity. Ensure each activity has at least one “start” predecessor (i.e. FS0d, SS0d) and one “finish” successor (i.e. FS0d, FF0d).

b. Use finish-to-start (FS) relationship types with no leads or lags whenever possible. Finish-to-finish (FF) or start-to-start (SS) relationship types shall generally be avoided. Do not use start-to-finish (SF) relationship types.

c. Identify any lag proposed and provide an explanation in the Project Schedule Narrative for the purpose of the lag. All lags will be reviewed for approval by GDOT as part of the Baseline Project Schedule review. Use of lags with a negative value are not allowed. Do not use relationship lags when the creation of an activity will perform the same function, including:

   i. SS lags where lag is greater than predecessor’s original duration.
   ii. FF lags where lag is greater than successor’s original duration.
   iii. FS lags greater than zero days.

7. Constrain start milestone activity for NTP 1 with a “Start On or After” primary constraint date to reflect executed NTP 1 date using beginning of day convention.

8. Show Project Schedule float calculations based on each Milestone Deadline specified in Volume 1, Exhibit 9 (Milestone Deadlines) utilizing the following convention:

a. Include a finish milestone with activity name “Substantial Completion Date”. This activity shall have as predecessors all the activities that must be completed prior to the Substantial Completion Milestone Deadline. Assign any suitable successors to the Substantial Completion Milestone Deadline to this activity. Constrain this activity with an activity-level “Finish On or Before” primary constraint date reflecting the Substantial Completion Milestone Deadline shown as a Calendar Day using end of day convention. Use the Baseline Project Schedule to determine the Substantial Completion Milestone Deadline as a Calendar Day based on Project-specific production calendars that do not exceed the number of Available Days specified in Volume 1, Exhibit 9. Do not utilize a secondary constraint on this activity. Utilize this same convention for all other Interim Milestone Deadlines specified in Volume 1, Exhibit 9.

b. Include a finish milestone with activity name “Final Acceptance Completion Date”. This activity shall have as predecessors all the activities that must be completed prior to the Final Acceptance Milestone Deadline. Do not utilize a primary constraint or secondary constraint on this activity. Utilize the Project-level “Must Finish By” date to reflect the Final Acceptance Milestone Deadline shown as a Calendar Day using end of day convention.

c. Do not otherwise sequester float calculations. Date constraints, other than those required by the DB Documents, will not be allowed unless approved in writing by
GDOT. Identify any proposed constraints and provide an explanation for their purpose. Do not use "As late as possible" and "Mandatory" constraint types for any proposed constraints. Do not use or reference External Dates.

9. Utilize the Gregorian calendar and comply with the following requirements:

a. Use only Project-level calendars. Do not use or reference global level calendars. Do not use "Inherit holidays and exceptions from Global Calendar" option.

b. Identify work days and non-work days and include identifiable PI# in the description of each calendar (i.e. "PI#####_5-day work week"). Maintain the same hourly work/non-work times and same hours/day in each calendar utilized.

c. Use Project-specific production calendars that do not exceed the number of Available Days specified in Volume 1, Exhibit 9 (Milestone Deadlines) between the NTP 1 start milestone and the Substantial Completion Date finish milestone shown in the Baseline Project Schedule.

d. Satisfactorily account for anticipated adverse weather. Use calendar non-work days clearly defined for anticipated adverse weather or other equally effective means as approved by GDOT. With submittal of the Baseline Project Schedule, provide in writing the planned methodology to account for anticipated adverse weather.

e. Show maintenance of traffic/closure or restriction periods, self-imposed and regulatory non-Work periods for environmental or other restrictions, all non-Work periods, or any other time restrictions prescribed by the DB Documents. The DB Team may constrain Work scheduling in these periods by using special calendars or other equally effective means. Clearly identify such starts or completions imposed on the Project Schedule and include a detailed description of each in the Project Schedule Narrative.

f. Unless otherwise approved in writing by GDOT and for the purposes of the Project Schedule and conversion of hours into days by the scheduling software, a standard working day consists of eight work hours per day from 8:00 AM to 5:00 PM with a 1-hour non-work lunch at 12:00 PM - 1:00 PM. Remain consistent with these start and finish times in each calendar (5 day work week, 6-day work week, 7-day work week, etc.).

2.5.2 Project Schedule Update Requirements

Use the approved Baseline Project Schedule as the basis for subsequent Project Schedule Updates. Update monthly the previously approved or accepted Project Schedule to accurately reflect the current status of the Project. Utilize Project Schedule Updates for the primary purposes of reporting current progress of the Work and the forecasted plan to complete the Project in relation to the approved Baseline Project Schedule. Project Schedule Updates may include minor changes and adjustments to the Project Schedule (such as splitting activity sets and adjusting relationships to account for out-of-sequence progress). Identify all changes and the justification for each in the accompanying Project Schedule Narrative. All changes will be reviewed for acceptance by GDOT as part of the Project Schedule Update review. Comply with the following Project Schedule Update requirements:
1. Set the data date to the day immediately following close of the update period, so that if the period closes on the 31st at 11:59 p.m., set the data date to the 1st of the next month using a beginning of day convention.

2. Contemporaneously and accurately memorialize actual progress (not calculated progress), including actual start, actual finish, and physical percent complete (manually input) for activities progressed as of the data date. Limit the input of actual dates to the active update period. Do not show actual dates beyond the data date. Do not revise previously statused start and finish dates without prior written acceptance from GDOT.

3. Update Project-specific production calendars to record actual Available Days during the update interval as part of each Project Schedule Update.

4. Recalculate the Project Schedule utilizing the retained logic method. Revise, adjust, and recalculate Project Schedules to represent the current plan to complete the Work with no out-of-sequence progress activities.

5. Forecast remaining dates for all in-progress activities utilizing accurate physical percent complete and updated remaining duration. Do not use expected finish dates. Reforecast early dates and recalculate late dates for all remaining activities.

6. Do not use default mechanisms which may be included in the scheduling software system to automatically update the Project Schedule.

7. For interruptions after an activity has begun, add a separate activity so that the original activity is split into two activities. Mark the original activity as completed. Use a FS relationship between the original activity and the new activity and retain all existing successor relationships.

8. Do not delete any activities after the Baseline Project Schedule is approved. If an activity’s scope is eliminated, revise the description to include “- scope deleted,” reduce the duration to zero days, remove logic, and contemporaneously actualize dates to the day immediately preceding the data date.

9. Maintain the unique activity identification number, name, and scope of each activity. Activity identification numbers can only be used once. Do not modify or reassign activity identification numbers. Do not revise activity descriptions to represent different scope than originally intended.

10. If additional activities are incorporated to supplement or replace the scope of a single activity, the existing activity must maintain its activity identification number and be converted to a level of effort summary activity that spans the newly added detailed activities.

11. Contemporaneously incorporate changes to the Work upon authorization of a Supplemental Agreement by GDOT. Include the Supplemental Agreement number in the activity description or as approved by GDOT and describe the new activity scope in the Project Schedule Narrative for the reporting period in which the Supplemental Agreement was executed. Depending on the nature of such modifications, a Revised Baseline Project Schedule submittal may be required at the sole discretion of GDOT.

12. Depending on the nature of proposed changes and at the sole discretion of GDOT, a Project Schedule Update may be returned to the DB Team to be resubmitted for review and approval as a Revised Baseline Project Schedule.
13. Submit the final Project Schedule Update (aka As-Built Schedule) at Final Acceptance or as directed by GDOT. Show actual start and actual finish dates for all activities, reflective of those dates shown in the DB Team’s QA/QC documentation.

2.5.3 Revised Baseline Project Schedule Requirements

Major changes to the Project Schedule must be submitted for GDOT review and approval as part of a Revised Baseline Project Schedule submittal. Comply with all applicable requirements specified for a Baseline Project Schedule and a Project Schedule Update. Once approved by GDOT, use the Revised Baseline Project Schedule as the basis for subsequent Project Schedule Updates.

From time to time, GDOT may direct or the DB Team may request submittal of a Revised Baseline Project Schedule, subject to GDOT approval. GDOT direction or approval of the submittal of a Revised Baseline Project Schedule does not constitute a Relief Event or Compensation Event. GDOT may direct the DB Team to develop and submit a Revised Baseline Project Schedule when any of the following occur:

1. Project scope has changed substantially due to Supplemental Agreement(s) or accepted Relief Events by GDOT, whether individual or in aggregate.
2. Within 30 days of completing Final Design or once 30-percent completion of the Construction Work is achieved, whichever occurs sooner.
3. The overall approach to Work, sequencing, and timing are fundamentally changed. This includes revisions to the Construction Phasing and Staging Plan, wholesale resequencing of the Work, and substantial changes to the DB Team’s means, methods, crew planning and staffing, field conditions, resource constraints, production rates, activity sets, original durations, calendar assignments, calendar work/non-work periods (work days or work hours/day), or constraints.
4. The Project Schedule forecasts a Completion Date that is more than 30 days later than the Milestone Deadline.
5. If GDOT, in its sole discretion, determines that the current plan, as communicated by the Project Schedule, is insufficient or unreasonable, or that the DB Team’s execution of the current plan is deemed to be insufficient and unlikely to achieve the successful completion of the Project within the Milestone Deadlines.

2.5.4 Time Impact Analysis (TIA) Requirements

When asserting that a Relief Event has occurred, provide supporting evidence including a Time Impact Analysis (TIA). Use a copy of the then-current and latest accepted Project Schedule Update at the time the asserted event occurred and submit a fragmentary network ("fragnet") with supporting reports depicting the time impact basis of the request with the affected Project areas highlighted in the impacted Project Schedule. The submittal contents and process to submit, review, and approve a TIA request shall meet those specified for a Revised Baseline Project Schedule. Upon issuance of a Supplemental Agreement, or as otherwise directed in writing by GDOT, the impacted Project Schedule will be considered a Revised Baseline Project Schedule and will be used as the basis for subsequent Project Schedule Updates.
2.5.5 Project Schedule Narrative Requirements

With each Project Schedule submittal, include a separate Project Schedule Narrative meeting the requirements specified throughout this Section 2.5 and Section 2.6 (Payment Requests and Payment) and as further detailed below. Update and correlate the Project Schedule Narrative with each Project Schedule submittal.

For Baseline Project Schedule and Revised Baseline Project Schedule submittals, include the following, separated into sections:

1. An explanation of the overall plan to complete the Project, including where the Work will begin and how the Work and crews will progress through the Project. Identify all resource constraints including list of crews/crew types and equipment.
2. If Project Schedule recovery efforts are required as part of a Revised Baseline Project Schedule or at the sole discretion of GDOT, the DB Team shall identify the composition of, and production rate for, each crew type.
3. An explanation of the use and application of the workdays per week, number of shifts per day, number of hours per shift, holidays observed and how the Project Schedule accommodates anticipated weather days for each month. Submit a list of the calendars used and a definition of their type. Describe the methodology for determining the anticipated number of Available Days shown in each Project-specific production calendar used in the Baseline Project Schedule between NTP 1 and the Substantial Completion Milestone Deadline. Include a description of how the DB Team will track actual Available Days throughout the duration of the Agreement and as part of each Project Schedule Update.
4. A description of the Work to be completed each season (for multi-year projects).
5. A description of the critical path(s) and near-critical path(s).
6. An explanation of the use of any proposed constraints, including the reason and purpose for each constraint.
7. Clearly identify any non-work periods, starts or completions imposed on the Project Schedule.
8. Identify any lag proposed and provide an explanation for the purpose of the lag.
9. A statement describing the status of any required permits.
10. Reference the Construction Phasing and Staging Plan with which the Project Schedule submittal aligns. Clearly describe any discrepancies or deviations between the Project Schedule and the Construction Phasing and Staging Plan and state the reasons and justification for each (if none; so state).
11. Include a detailed description of how the Project Schedule incorporates Work authorized by Supplemental Agreement, accepted Relief Events, or asserted Relief Events provided as part of a TIA. A discussion of delays in the Project Schedule Narrative does not constitute notice in accordance with Volume 1, Article 13 (GDOT Changes; DB Team Changes; Directive Letters) and Article 14 (Relief Events; Compensation Events).

For Project Schedule Update submittals, include the following, separated into sections:

1. A description of the work performed since the last approved or accepted Project Schedule. If the Work performed does not match the Work scheduled to be performed,
include a detailed description of why there is a discrepancy between the activities that should have been completed or progressed as indicated in the latest approved or accepted Project Schedule submittal.

2. A description of the status of the forecasted Completion Dates relative to each required Milestone Deadline. Address any changes since the latest approved or accepted Project Schedule submittal and provide an explanation if any forecasted Completion Dates are projected to occur after the required Milestone Deadlines.

3. A description of any problems encountered or anticipated since the latest approved or accepted Project Schedule submittal, inclusive of any unusual labor, shift, equipment or material conditions or restrictions encountered.

4. A description stating all Available Days during the update interval which the DB Team could work on activities identified as the controlling item of Work. Include an analysis of the actual Available Days against the planned number of Available Days shown in the Baseline Project Schedule from NTP 1 through the end of the current update interval.

5. A description stating the dates which the DB Team could not work on activities identified on the critical path due to weather. If there were no weather delays experienced during the previous month the Project Schedule Narrative should state as such. Any such statements regarding weather delays does not constitute notice in accordance with Volume 1, Article 13 (GDOT Changes; DB Team Changes; Directive Letters) and Article 14 (Relief Events; Compensation Events).

6. A detailed description of all proposed changes to the latest approved or accepted Project Schedule with justification for changes to any of the following: critical path, activity sets (added, deleted, or modified), original durations, activity relationships (logic), calendar assignments, calendar work/non-work periods (work days or work hours/day), constraints, WBS, activity coding, software settings, or Work authorized by Supplemental Agreement. Identify any changes to the work crews (number and size of each crew), shifts, hours worked, days worked, or major equipment changes.

7. A description of the critical path(s) and near-critical path(s).

8. A statement describing the status of any required permits.

9. A description of any risks or issues that may potentially impact the Project Schedule. Identification does not constitute nor satisfy the notice requirements of Relief Events under the DBA.

10. A statement that identifies any delays. The statement should include identification of the delayed activity, the type of delay, the cause of the delay, the effect of the delay on other activities and Completion Dates and identification of actions required to mitigate the delay. A discussion of delays in the Project Schedule Narrative does not constitute notice in accordance with Volume 1, Article 13 (GDOT Changes; DB Team Changes; Directive Letters) and Article 14 (Relief Events; Compensation Events).

2.5.6 Project Schedule Submittal Requirements
Project Schedule submittals shall be provided and reviewed in accordance with timing requirements and durations specified in Table 3-1 (Master Submittal List). Include the following with all Project Schedule submittals:
1. Electronic Primavera P6 file format (XER or equivalent P6 Export file type subject to prior approval by GDOT) of the current Project Schedule submittal. Do not submit multiple P6 Projects in a singular XER file.

2. A full schedule plot (PDF format) in a layout acceptable to GDOT.

3. A critical path schedule plot (PDF format) in a layout acceptable to GDOT.

4. A 5-week look-ahead schedule plot filtered for activities with total float less than or equal to 30 days (PDF format) in a layout acceptable to GDOT.

5. A Project Schedule Narrative (PDF or MS Word file format) meeting the requirements of this Section 2.5 (Project Schedule Requirements).

GDOT shall review Baseline Project Schedule submittals and Revised Baseline Project Schedule submittals and return them as approved, approved with comments, or returned to be revised and resubmitted. Project Schedule Updates will be accepted, accepted with comments, or returned to be revised and resubmitted.

GDOT’s approval or acceptance is for conformance to the requirements of the DB Documents and Good Industry Practice and represents that the submittal appears to meet the requirements of the DB Documents and appears to provide a valid Work plan for the Project, but in no way constitutes GDOT’s approval or acceptance of the sufficiency of DB Team’s planning, sequencing, means and methods and does not relieve the DB Team of sole responsibility for meeting DB Document requirements and Milestone Deadlines.

Approval or acceptance does not expressly or by implication warrant, acknowledge, or admit the reasonableness of the logic, durations, resourcing, or any other element. If the DB Team fails to define any element of Work, activity, or logic and GDOT’s review does not detect this omission or error, the DB Team remains responsible for correcting the error or omission without qualification. GDOT approval does not waive any DB Document requirement unless such approval includes specific, written statement of waiver of a requirement by GDOT subsequent to a written request for such waiver by the DB Team.

If the DB Team fails to submit a Project Schedule or if GDOT deems that any Project Schedule fails to meet the requirements of this Section 2.5 (Project Schedule Requirements) or the DB Documents, GDOT may withhold a portion of a Payment Request until the Project Schedule containing the required information is submitted and approved or accepted by GDOT, as applicable. Unapproved or unaccepted Project Schedules and associated data shall not be considered relevant or applicable for any purposes during or after completion of the Project and shall not be binding on GDOT.

2.5.7 Project Schedule Software Requirements

Provide Project Schedules in electronic Primavera P6 file format (XER or equivalent P6 Export file type subject to prior approval by GDOT) compatible with software version utilized by GDOT.

Coordinate with GDOT to ensure all Project-related Primavera P6 data is properly imported with each Project Schedule submittal. This includes which import configuration options will be utilized. Unless otherwise agreed to in writing by GDOT, the following data types will not be imported or considered for purposes of review, approval or acceptance by GDOT: Resource
Codes, Resource Code Values, Shift Names, Work Products and Documents, Relationships to External Projects, Project Funding Assignments, Issues, Project Code Assignments, Thresholds, Activity Step Templates/Activity Steps, Timesheets, Risks, High Level Planning Assignments and Project Budget data (Budget Log, Spending Plans, Funding Sources, and Current Budget), User Defined Fields (UDF’s), Notebook Topics/Notebook Entries, Activity Discussion and Feedback tabs. Comply with the following software settings and defaults.

### 2.5.7.1 Software Admin Settings

Apply the following Primavera P6 software Admin Settings:

1. Use “Engineering and Construction” as the Industry to use for terminology and default calculation settings in the P6 Professional module.
2. Use “USD – Dollar” as Currency Type.
3. Define Time Periods as 8.0 Hours/Day. Check “Use assigned calendar to specify the number of work hours for each time period.”
4. Use “Activity % Complete” as the Earned Value Technique for computing performance percent complete.
5. Use “ETC = Remaining Cost for activity” as the Technique for computing estimate to complete (ETC).
6. Use “At Completion values with Current Dates” or “Planned values with Current Dates” when calculating earned value. Do not use “Planned Values with Planned Dates” option.

### 2.5.7.2 Project Settings and Defaults

Apply the following Project settings and defaults:

1. Clearly identify each Project Schedule submittal with a unique Project ID and Project Name prior to submission (prior to starting the export process).
2. Set the Project status to “Active.”
3. Use “.” as the character for separating code fields for the WBS tree.
4. Use “July” as the fiscal year begins on the 1st day of setting.
5. Use “Project baseline” as the baseline for earned value calculations.
6. Use “Longest Path” to define critical activities.
7. Set Default Price/Unit for activities without resource or role price/units to “$0.00/h.”
8. Uncheck “Activity percent complete based on activity steps.”
9. Check “Link Budget and At Completion for not started activities.”
10. Select “Reset Remaining Duration and Units to Original.”
11. Set the default calendar to the most common Project-specific production calendar. Calendar assignments may be changed at the activity level, as applicable.

### 2.5.7.3 Activity Settings and Defaults

Apply and ensure all Project Schedule activities conform to the following:

1. Use “Fixed Duration and Units” as Duration Type for all Task Dependent and Level of Effort activities; use “Fixed Duration and Units/Time” for Milestones.
2. Use “Physical” as Percent Complete Type for all activities.
3. Use “Task Dependent” as Activity Type for all activities except for applicable Milestones and Level of Effort activities. Do not use Resource Dependent or WBS Summary Activity Types.

2.5.7.4 WBS Default Settings

Apply the following WBS Default Settings:

1. Set the status for all WBS levels with activities assigned to “Active.”
2. Select “Activity percent complete” as the technique for computing performance percent complete. Uncheck “Use resource curves / future period buckets.”
3. Select “ETC = remaining cost for activity” as the technique for computing Estimate to Complete (ETC).

2.5.7.5 Software Schedule Options

Under Primavera P6 Tools, Schedule, apply the following Options:

1. Check “Ignore relationships to and from other projects.”
2. Uncheck "Make open-ended activities critical."
3. Uncheck “Use Expected Finish Dates.”
4. Uncheck “Schedule automatically when a change affects dates.”
5. Uncheck “Level resources during scheduling.”
6. Uncheck “Recalculate assignment costs after scheduling.”
7. When scheduling progressed activities use “Retained Logic.”
8. Calculate start-to-start lag from “Early Start.”
9. Define critical activities as “Longest Path.”
10. Calculate float based on finish date of “Each project.”
11. Compute Total Float as “Finish Float = Late Finish - Early Finish.”
12. Calendar for scheduling Relationship Lag use “Predecessor Activity Calendar” or specify with the Baseline Project Schedule if lags are to be calculated on predecessor, successor, or 24-hour calendar, and do not change in future Project Schedule submittals.

2.5.8 Project Schedule Workplan Requirements

Reserved.

2.5.9 Two-Week Detail Schedule Requirements

Two-Week Detail Schedule submittals shall be provided and reviewed in accordance with timing requirements and durations specified in Table 3-1 (Master Submittal List). Ensure Two-Week Detail Schedules:

1. Include a rolling period of at least two weeks ahead for planned activities and one week back (recording actual dates and durations for Work performed).
2. Are based on the current Project Schedule Update and provide a more detailed breakdown of the activities for the purpose of coordination of the Work, oversight planning, verification of Work completed, and materials inspection and testing.
3. Align accurately with and are derived from the current Project Schedule with any deviations clearly noted and explained.
4. Reference the applicable Project Schedule activity identification numbers and define subsequent specific daily operations for all Work activities scheduled to be performed during the look-ahead period.

### 2.5.10 Price-Loaded Project Schedule Requirements

The DB Team may elect to price-load the Project Schedule with the approved SOV upon obtaining written GDOT approval prior to submittal of the Baseline Project Schedule. Excepting allowable Payment Requests based on the Proposal SOV described in Section 2.6 (Payment Requests and Payment), the price-loaded Project Schedule may be used as the mechanism for determining and verifying the DB Team’s progress of the Work on a percent-complete basis with associated dollar amounts identified for each Payment Activity shown in the Project Schedule to justify monthly Payment Requests. Should the DB Team elect this option, meet the following requirements:

1. Devise a hierarchical account structure (utilize Primavera P6 Cost Accounts or approved equivalent) in the Project Schedule representing the Payment Activities shown in the approved SOV. The SOV and Payment Activities shall meet requirements described in Section 2.6. Apportion the approved Scheduled Value of each Payment Activity across Project Schedule activities (utilize Primavera P6 Project Expenses or approved equivalent) that, in aggregate, represent the associated Work. The first level of the account structure shall be the Project itself with all other utilized accounts assigned as subsidiaries. Each Payment Activity account shall include one or more price-loaded Project Schedule activities capable of being grouped by the individual Payment Activity account to which they are assigned. The price-loading method must be capable of displaying, for each Project Schedule activity and Payment Activity account, the following populated fields:
   a. Unique and consistently labeled Payment Activity identification number
   b. Unique and consistently labeled Payment Activity description
   c. Scheduled Value (aka budgeted amount on price basis; include quantity, unit of measure, and unit price if applicable)
   d. Cumulative Total Completed to Date (on price and percent-complete basis of Scheduled Value)
   e. Balance to Finish (aka Remaining amount on price-basis)
   f. At Completion Value (aka the sum of Cumulative Total Completed to Date and Balance to Finish on price-basis)

2. Comply with the following price-loading requirements:
   a. Price-load the Baseline Project Schedule with the approved SOV; and each Revised Baseline Project Schedule with the latest approved SOV.
   b. Price-loading shall be applied to detailed, task dependent activities. Price-loading summary-type or level of effort activities in lieu of the detailed Pre-Construction Work, Design Work and Construction Work activities is not permitted.
Project Schedule activities cannot be front-loaded. Distribute prices as linear and uniform over each activity duration or upon 100-percent completion of the Project Schedule activity, as applicable.

No Project Schedule activity may be assigned a value greater than $250,000 or 1% of the total Contract Sum, whichever is less, except for the following: long-lead procurement activities; as otherwise stipulated in the Agreement; or unless approved by GDOT. Provide justification for any deviations in the accompanying Project Schedule Narrative, which shall be subject to GDOT approval.

The Scheduled Value (or portion of Scheduled Value) assigned to each Project Schedule activity shall accurately represent the value of the Element of the Work identified. Provide further detail to accurately represent the value of the Work identified in the Project Schedule activity when directed in writing by GDOT.

The sum total of Scheduled Values for Project Schedule activities assigned to a particular Payment Activity account shall match and roll-up to the associated Payment Activity value shown on the approved SOV.

Once the price-loaded Baseline Project Schedule is approved, no changes shall be made to the Payment Activity account structure, Project Schedule activity assignments and individual Scheduled Value (budgeted amount) assignments without prior GDOT approval. GDOT intends for such modifications to occur rarely. Depending on the nature of proposed changes and at the sole discretion of GDOT, such changes may be returned to the DB Team to be resubmitted for review and approval as a Revised Baseline Project Schedule.

Do not show any Payment Activity progress in the price-loaded Baseline Project Schedule submittal. Cumulative Total Completed to Date should be equal to $0.00 and Balance to Finish values should equal the Scheduled Value. For all other price-loaded Project Schedule submittals, the sum total Cumulative Total Completed to Date values and Balance to Finish values for Project Schedule activities assigned to a particular Payment Activity account shall match and roll-up to the associated Payment Activity values shown on the then-current SOV Update. At Completion Values are expected to match the corresponding approved Scheduled Values, with any deviations clearly noted in the accompanying Project Schedule Narrative.

Supplemental Agreements that include changes to the SOV will be incorporated into the price-loaded Project Schedule upon approval of the revised SOV. Depending on the nature and magnitude of changes and at the sole discretion of GDOT, such changes may require the DB Team to submit a Revised Baseline Project Schedule for review and approval.

3. Include the following with all Payment Requests and all price-loaded Project Schedule submittals:
   a. Payment Activity Assignment Data: a product of the software creating the price-loaded Project Schedule; shall be a tabular layout or report (in PDF format) grouped by Payment Activity accounts with summary band info displayed and rolled-down to display all assigned price-loaded Project Schedule activities. Display the Payment Activity account, activity ID, activity name, activity status, budgeted unit, price/unit,
budgeted cost, percent complete, actual cost, remaining cost, at completion cost, and distribution (accrual) type.

b. Incremental and Cumulative S-Curve Data: a product of the software creating the price-loaded Project Schedule; shall be a tabulation of monthly incremental and cumulative price-loaded data (in MS Excel format) including budgeted, actual, remaining, and at completion values on an early-date and late-date basis.

2.6 Payment Requests and Payment

2.6.1 Schedule of Values (SOV)

Schedule of Values (SOV) means a detailed price breakdown structure of all Elements of the Work listed as discrete Payment Activities organized in a logical and hierarchal manner. The SOV shall be used as the mechanism for determining progress payments on a percent-complete basis with associated dollar amounts identified for each Payment Activity to justify monthly Payment Requests. Unless otherwise described in this Section 2.6, no payments will be made until the SOV is approved. Supplemental Agreements that include changes to the Contract Sum will be incorporated into the SOV.

Prepare the SOV and apportion the Contract Sum across Payment Activities such that the sum of the prices of all Payment Activities equals the Contract Sum. Payment Activities shall meet requirements described in Section 2.6.1.1 (Payment Activities).

Include for each Payment Activity shown on the SOV the following populated fields:

1. Unique and consistently labeled Payment Activity identification number
2. Unique and consistently labeled Payment Activity description
3. Scheduled Value (aka budgeted amount on price basis; include quantity, unit of measure, and unit price if applicable)
4. Previous amount paid to date (on price and percent-complete basis of Scheduled Value)
5. Amount requested for current period (on price and percent-complete basis of Scheduled Value)
6. Cumulative Total Completed to Date (on price and percent-complete basis of Scheduled Value)
7. Balance to Finish (aka Remaining amount on price and percent-complete basis of Scheduled Value)

SOV refers to any of the following: SOV or SOV Updates, as further defined in this Section 2.6 and as appropriate for the context in which they are used.

2.6.1.1 Payment Activities

Payment Activities are Elements of the Work for which payment on account of the Contract Sum shall be due, subject to the terms of this Agreement. Include subtotals for logical groupings of Payment Activities. Unless otherwise approved in writing by GDOT, structure the SOV to roll-up to those Payment Activities and associated Scheduled Values included in Volume 1, Exhibit 5 (Proposal SOV).
Further subdivide the Work into sufficiently detailed Payment Activities to the satisfaction of GDOT. Payment Activities shown on the SOV must be reasonably associated with and supported by the activities represented by the Project Schedule. The DB Team may elect to price-load the Project Schedule with the SOV upon prior GDOT approval. Upon GDOT request, provide further detail to accurately represent the value of the Work for the Payment Activities comprising the SOV prior to submittal of the first Payment Request or when directed by GDOT. Payment Activities shown on the SOV shall meet the following criteria:

1. Payment Activities cannot be front-loaded.
2. No Payment Activity shall be greater than $250,000 or 1 percent of the total Contract Sum without prior GDOT approval.
3. Once approved, Payment Activities cannot be modified in identification number, description or Scheduled Value without prior GDOT approval. GDOT intends for such modifications to occur rarely.
4. The Scheduled Value for each Payment Activity shall accurately represent the value of the Element of the Work identified.
5. Include separate Payment Activities for each of the following:
   a. Mobilization, which shall not exceed **2.5 percent** of the sum of the Construction and Design Complete amount identified in the SOV.
   b. CQAF services contract (if required by DB Documents).
   c. Record Drawings (As-Built) Submittal, which shall be no less than **0.1 percent** of the sum of the Construction and Design Complete amount identified in the SOV.
   d. Completion of punch list items, which shall be no less than **0.5 percent** of the sum of the Construction and Design Complete amount identified in the SOV.
   e. Final Close-out, which shall be no less than **0.2 percent** of the sum of the Construction and Design Complete amount identified in the SOV.
   f. Demobilization, which shall be no less than **0.2 percent** of sum of the Construction and Design Complete amount identified in the SOV.

### 2.6.1.2 SOV Submittal Requirements

The Proposal SOV (Volume 1, Exhibit 5) will be used to pay for Work performed during the first 90 days following NTP 1. Payment Requests based on the Proposal SOV are subject to Sections 2.6.1.1 (Payment Activities) through 2.6.10 (Payment to Contractors and Subcontractors). After 90 days, no further payment will be made until the SOV is approved by GDOT and is progressed for the period in which the DB Team intends to be paid. The SOV shall be submitted by the DB Team and reviewed by GDOT for approval in accordance with timing requirements and durations specified in Table 3-1 (Master Submittal List).

An SOV Update shall be submitted with and shall justify the DB Team’s monthly Payment Requests. Provide SOV Updates in accordance with Section 2.6.4 (Payment Request Approval and Processing) and Section 2.6.5 (Documents Required to be Provided with the Payment Request). The DB Team and GDOT will agree upon the progress percent complete and the associated dollar amount for Work in place related to each Payment Activity shown on the SOV. Progress shown on Payment Activities must be reasonably associated with and supported by
the activity status information as represented by the corresponding Project Schedule Update submittal.

2.6.2 Draft Payment Request
Submit a draft Payment Request to GDOT containing the amount asserted to be payable for each Payment Activity shown on the SOV and other amounts due under approved Supplemental Agreements. The draft Payment Request, lien release, and certification shall be submitted on forms provided or approved by GDOT, which approval shall be secured prior to the Payment Request Review Meeting.

Upon receipt of a draft Payment Request, GDOT will review the submitted Payment Request and provide comments to the DB Team listing any discrepancies and amounts intended to be withheld or deducted.

2.6.3 Payment Request Review Meeting
Schedule and hold a Payment Request review and progress status meeting with GDOT, if requested by GDOT, after submitting a draft Payment Request and prior to submitting a final Payment Request each month. The Payment Request review meeting is to obtain GDOT’s comments or the changes necessary to the draft Payment Request to allow a final Payment Request to be submitted by the DB Team. The meeting shall address and finalize the status of the following:

1. Excepting allowable Payment Requests based on the Proposal SOV, for each Payment Activity with progress provide supporting Project Schedule Update activity information including actual start dates, actual finish dates, and percent completes.
2. Incorporation of and summary list of all Supplemental Agreements.
3. Each Payment Activity which includes Nonconforming Work.
4. Any other payment requested, such as for mobilization, demobilization, insurance and bonding, or unincorporated materials.

2.6.4 Payment Request Approval and Processing
Submit a final Payment Request to GDOT by the fifth day of each month, containing the amount asserted to be payable for each Payment Activity and amounts due under approved Supplemental Agreements. The final Payment Request will address all comments provided by GDOT to the DB Team at the Payment Request review meeting.

Payment Request shall be submitted electronically using forms provided by GDOT and shall include supporting documentation for the amount claimed payable when requested by GDOT.

GDOT will review the Payment Request within five Business Days of receipt from the DB Team. If GDOT disagrees with the amounts requested or unresolved items remain, submit a revised Payment Request to address any outstanding issues identified by GDOT. If the DB Team includes items for payment that remain unresolved, GDOT will either: i) notify the DB Team that unresolved items in the Payment Request remain and request a resubmittal of a revised Payment Request; or ii) deduct those amounts GDOT asserts are not eligible for payment and
process the Payment Request. In such case, GDOT shall notify the DB Team of any such deductions.

2.6.5 Documents Required to be Provided with the Payment Request

The following documents shall be submitted with each final Payment Request application. No Payment Request will be processed without such documents properly completed, signed, and dated:

1. SOV Update meeting the requirements of this Section 2.6 (Payment Requests and Payment) progressed through the month for which payment is being requested.
2. Excepting allowable Payment Requests based on the Proposal SOV, a Project Schedule Update submittal required by Section 2.5 (Project Schedule Requirements) progressed through the month for which payment is being requested.
3. All required insurance certificates.
4. Any other document or submittal required by the DB Documents to be provided.

2.6.6 Limitations on Progress Payments

GDOT will not pay for Work unless the following conditions are met with respect to such Work:

1. Accepted Released for Construction Documents and any supporting design documentation are on Site for the Work being performed and for which payment is being requested.
2. Nonconforming Work Items are corrected and/or resolved to the satisfaction of GDOT for Payment Activities that are asserted as complete.
3. Payment will be made based upon the approved Scheduled Value multiplied by the total percentage of the Work completed for that reporting period. Payment Activities shall not be fully paid (100 percent of the Scheduled Value) until that portion of the Work is completed and all applicable required documentation is received and accepted by GDOT.
4. The amount payable to the DB Team for insurance and bond premiums will be their actual cost, which will be paid (reimbursed) upon proof of payment by the DB Team. Where an activity requires submittal of a bond, the activity is complete when the bond has been provided in the amount and under the terms required in the Agreement.
5. For Mobilization Payment Activity:
   a. The first Payment Request after NTP 3 may include up to 50 percent of the amount for Mobilization set forth in the approved SOV.
   b. After 5 percent of the Construction total set forth in the approved SOV is incurred, the next Payment Request may include up to 100 percent of the amount of Mobilization set forth in the approved SOV, minus any previous payments.

2.6.7 Price Reductions for Nonconforming Work

On any Payment Request, GDOT may suspend or deduct amounts otherwise due to the DB Team for that period’s apportionment for any continuing activity for any of the items identified in Volume 1, Exhibit 18 (Measures of Liquidated Damages and Nonrefundable Deductions).
If the DB Team fails to completely prosecute Work or correct Nonconforming Work or incorrectly progressed Work for which that Payment Activity was paid in full, GDOT may deduct amounts from the next successive month for that Work until the Nonconforming Work is resolved to the satisfaction of GDOT.

Nonconforming Work, if accepted by GDOT, will result in reductions of the Contract Sum as specified herein. The DB Team shall be provided the opportunity to either accept a reduction offered by GDOT or to remove and replace the Nonconforming Work at no additional cost to GDOT.

Where provided for in the GDOT Standard Specifications, unit prices for deductions may be applied by GDOT, including pay factors, daily deductions, and rejection values. Amounts for reductions of Nonconforming Work allowed to remain in place by GDOT that are not covered by GDOT Standard Specifications shall be determined by GDOT.

Girder defects will be assessed for price reductions based on long-term durability and maintenance concerns.

### 2.6.8 Other Deductions

GDOT may deduct from any amounts otherwise owing to the DB Team, including for each monthly progress payment and the final payment, the following:

1. Any anticipated or accrued losses, liability, liquidated damages, fees, or other damages for which the DB Team is responsible.
2. The estimated or actual cost, as determined by GDOT, of remedying any Nonconforming Work or otherwise remedying any breach of contract by the DB Team.
3. The disputed amount of any outstanding claim relating to the Work.
4. The estimated amount, as determined by GDOT, or the amount identified in the SOV, whichever is greater, for Work that the DB Team is obligated to perform that the DB Team has failed to perform.
5. Any other sums which GDOT is entitled to withhold, deduct, or recover from the DB Team under the terms of the Contract.
6. With regard to final payment, in addition to the above, the amount GDOT deems advisable to retain to cover any existing or threatened Disputes, Claims, Liens, and stop notices relating to the Project, and the cost of any uncompleted Work (including uncompleted Warranty Work).

GDOT’s failure to deduct from a progress payment or final payment any amount that GDOT is entitled to recover from the DB Team under the Contract shall not constitute a waiver of GDOT’s right to such amounts.

### 2.6.9 Processing and Payment

Once GDOT reviews and approves a final or revised Payment Request acceptable to GDOT and in accordance with Section 2.6.4 (Payment Request Approval and Processing) and Section 2.6.5 (Documents Required to be Provided with the Payment Request), GDOT will sign and
date and return a copy of the Payment Request cover sheet with any corrections noted and proceed with processing the Payment Request.

2.6.10 Payment to Contractors and Subcontractors

Upon receipt of payment, promptly pay all Contractors out of the amount paid to the DB Team on account of the respective Work performed by such Contractors as and to the extent that such Contractors are entitled to same under the respective Contracts and applicable law. Require Contractors by appropriate agreement with the Subcontractors to require all such Subcontractors to make payments to all downstream sub-subcontractors and suppliers in a similar manner. GDOT shall have no obligation to pay or to see to the payment of money to the Contractors or Subcontractors, except as may otherwise be required by Law, provided however, that GDOT reserves the right to make payments to the DB Team and jointly payable to any such parties where the DB Team has failed to remit payments properly due and as required.

In no event shall the DB Team include in any Payment Request amount any request for payment on account of Work performed by any Contractor or Subcontractor that shall not be remitted to such parties in accordance with the terms of the DB Documents and applicable Law.

In no event shall either the DB Team or any Contractor or Subcontractor withhold or impose retainage on any Subcontractor or Supplier, or any downstream sub-subcontractors or suppliers of any tier. With each Payment Request, provide GDOT with details regarding the withholding or deduction of any payments to Contractors or Subcontractors, including specificity as to amounts and the basis for such withholding or deductions and if any such Contractors or Subcontractors are included within the DB Team’s DBE Commitments List.

2.6.11 Application for Final Payment

Final payment will be made in accordance with Section 2.6.12 (Final Payment).

On or about the date of delivery of GDOT’s issuance of the certificate of Final Acceptance, prepare and submit an application for final payment (“Final Payment”) to GDOT showing the proposed total amount due the DB Team. In addition to meeting all other requirements for invoices hereunder, the application for Final Payment shall include (i) the executed release and affidavit described below; (ii) a list of any asserted, outstanding, or pending Relief Events or Compensation Events and all existing or asserted claims, liens, and stop notices by Subcontractors, laborers, Utility Owners, or other third parties relating to the Project, including any notices filed or to be filed with the Affidavit of Final Completion, stating the amount at issue associated with each such notice; (iii) the written consent by the Surety to such payment; and (iv) such other documentation as GDOT may reasonably require.

GDOT will review the DB Team’s proposed application for Final Payment, and changes or corrections will be forwarded to the DB Team for correction. If no changes or corrections are required, GDOT will approve the Application for Final Payment.

2.6.12 Final Payment

As a condition to its obligation to make payment to the DB Team based on the application for Final Payment, GDOT shall have received an executed release from the DB Team, releasing
and waiving any claims against the Indemnified Parties, excluding only those matters identified in any asserted, outstanding, or pending Relief Event or Compensation Event Notices listed as outstanding in the application for Final Payment, and otherwise satisfactory in form and content to GDOT.

The executed release shall be accompanied by an affidavit from the DB Team certifying the following:

1. All Work has been performed in strict accordance with the requirements of the DB Documents.
2. The DB Team has resolved any claims made by Subcontractors, Suppliers, Utility Owners, laborers, and others against the DB Team, GDOT, or the Project, except for those claims identified in the Application for Final Payment or those claims for which the Subcontractor has executed a release against GDOT, the Project, and the Payment Bond.
3. The DB Team has followed GDOT’s procedures for Final Acceptance and has provided complete lien releases from all Subcontractors and Suppliers, except for those with claims listed above, in a form and with language provided by GDOT.
4. The DB Team has no reason to believe that any Person has a valid claim against the DB Team, GDOT, or the Project that has not been communicated in writing by the DB Team to GDOT as of the date of the certificate.

All prior partial estimates and payments shall be subject to correction in the Final Payment.

The executed release and the affidavit shall survive Final Payment. The payment amount will be reduced by any amounts deductible under these DB Documents.

The DB Team’s acceptance of Final Payment shall constitute a waiver of affirmative claims by the DB Team, except such claims previously made in writing and identified in writing as outstanding and unsettled at the time of the application for Final Payment.

2.6.13 No Waiver

No payments shall be construed as an acceptance of any defective work or improper materials nor shall any such payments be conclusive evidence of the performance of this Agreement.

2.7 Project Closeout

2.7.1 Record Drawings and Project Closeout

The EOR shall perform a Site visit at no more than 30 days following NTP 3, and subsequent Site visits no less than every 90 days thereafter until Substantial Completion is achieved. Additionally, an EOR Site visit shall take place at the midpoint of each and every individual bridge construction. The purpose of the Site visits is for the EOR to visually inspect the progression of the Work for compliance to the RFC Documents. The EOR shall prepare and stamp a Site observation compliance report to document elements of the Work that are compliant and non-compliant with the RFC Documents. If elements of the Work are not compliant with the RFC Documents, the EOR shall coordinate with the DB Team to determine
corrective action and describe the corrective action in the Site observation compliance report. The Site observation compliance report shall be submitted within seven days of the Site visit and the EOR shall schedule a subsequent quarterly as-built review meeting.

### 2.7.1.1 Engineer of Record Final Inspection

The EOR and CQAM shall participate in any final inspection and prepare a final Site observation compliance report to document elements of the Work that are compliant and non-compliant with the RFC Documents. If elements of the Work are not compliant with the RFC Documents, the EOR shall coordinate with the DB Team to determine corrective action and describe the corrective action in the final Site observation compliance report. This process shall be repeated until no non-compliance items remain. The final Site observation compliance report(s) shall be submitted within seven days of the Site visit, and the last one submitted, once all non-compliance items are corrected and meet the DB Requirements. Final Acceptance cannot be achieved until this process is complete and the final Site observation compliance report, stamped by the EOR and certified by the CQAM as accurate and complete, is received by GDOT.

### 2.7.1.2 Record Drawings

Submit to GDOT a complete set of Final Design documents and Record Drawings for all the Construction Phases of the Project within 30 days of Substantial Completion and upon completion of the Construction Work, organized by Construction Phase, as a condition to Final Acceptance. Ensure the Record Drawings and documentation are an organized, complete record of Work performed and supporting calculations and details that accurately represent what the DB Team constructed. Ensure that the Record Drawings reflect the actual condition of the constructed Work.

Provide, in accordance with Section 3 (Design and Submittals), in a portable flash drive containing:

1. All electronic design files, electronic calculations, etc.
2. Full-size 24-by-36-inch .pdf of each plan sheet and the entire plan set

Provide the following in hardcopy format:

1. Full-size 24-by-36-inch set of bound prints, or smaller size as may be agreed to by GDOT

Provide these Record Drawings not as field sketches or redlines, but as CAD generated drawings that compile all field changes, redlines, plan revisions, and all Nonconforming Work into a single strike-through format set of plans. Where appropriate, new drawings may be inserted in to the plans to depict portions of the as-built Work.

Ensure all files conform to the criteria for the design platform (InRoads, MicroStation, CAD) found in GDOT’s Electronic Data Guidelines (EDG).

The DB Team is responsible for all production and delivery of materials needed for GDOT review.
Final Acceptance cannot be achieved until a complete set of Record Drawings is received and accepted by GDOT.

2.8 Deliverables
As indicated in this Section 2 and in Section 3 (Design and Submittals).
3 DESIGN AND SUBMITTALS

3.1 General
Provide Project Submittals in both electronic and hardcopy format.

3.2 Administrative Requirements

3.2.1 Software
Proprietary structural design software may be used in lieu of GDOT specific computer software products. All alternative software products are subject to prior GDOT approval, and upon such approval may be used to design the following structural elements:

1. Prestressed concrete beams
2. Steel girders (both curved and straight)
3. Concrete decks
4. Bridge substructure, including end bents and intermediate bents
5. Foundations, including pilings and drilled caissons
6. Bearings

Structural analysis software may be used to perform complex analysis or finite element modeling of bridges and bridge elements.

Spreadsheets or MathCad-type programs may be used to develop hand calculations for repetitive design elements.

Ensure all software, spreadsheets, and MathCad output is present in design documentation so that it can be verified to be compliant with design requirements by an independent checker. Provide the input, formulas (with code references shown), and output for hand calculations developed using software so that it can be verified. Ensure that proprietary software output is not a black box type output, and all code checks are visible to be verified by an independent checker. GDOT may require further verification of results of any design software using GDOT bridge design programs, hand calculations, or structural analysis software. Seek GDOT determination of any such reviews, and account for any additional GDOT review time in the Project Schedule, which additional time shall not constitute a Relief Event.

Use of any software does not relieve the designer of their responsibility to perform required QA/QC of designs performed using this software. Errors or deficiencies that exist in any proprietary or commercial software that produce errors in the design or construction will be the responsibility of the DB Team.

InRoads output and Microsoft Excel spreadsheets may be subject to verification of results using GDOT’s bridge geometry program.
3.2.2 GDOT Standards and Manuals

Ensure that all Work complies with all applicable Manuals and Guidelines developed for and including AASHTO, FHWA, GDOT, and additional requirements stated in Attachment 3-1 (Manuals) and reasonably inferred therefrom.

Reference Section 1 (General) regarding applicability of GDOT standards and specifications and manuals.

Comply with Attachment 3-2 (Concrete Barrier Special Provision 621).

All barriers shall be Manual for Assessing Safety Hardware (MASH) compliant. Refer to Attachment 3-3 (Special Details – Parapet and Barriers) for GDOT special details.

3.2.3 Detailed Estimate of Quantities

Provide a detailed estimate with the RFC Plans that identifies GDOT Pay Items, pay item descriptions, units, and estimated quantities for the Project. Provide quantities in the Final Bridge Plans in accordance with the GDOT Bridge and Structures Design Manual.

3.3 Design Requirements

3.3.1 Design Workshop

The DB Team’s Engineer of Record (EOR) shall organize and facilitate the design review kick-off workshop with GDOT, no later than 30 days from NTP 1, to discuss the DB Team’s approach to design the Project, any phasing, design packages, and related design Submittals. Ensure that the Designer’s personnel, GDOT, and the Utility Adjustment Team (UAT) are in attendance. The purpose is to familiarize involved personnel with the design concepts, issues, status, and review procedures. Jointly develop the workshop agenda with GDOT and agree upon how it will be organized (such as by GDOT department and engineering discipline). During the design workshop, discuss with GDOT any application of Interim Design reviews to reach resolution for Project Elements that pose complex constraints or entail additional review effort. The workshop will also discuss the extent of GDOT and UAT reviews. The primary goal of the workshop is to make the design review process more effective and efficient for all parties. Agreements made regarding design review times are aspirational only and do not override the durations stipulated in the DB Documents.

3.3.2 Design Coordination Meetings

The EOR shall schedule and facilitate design coordination meetings. Ensure that the DQAM, the DB Team’s independent design reviewer(s), and any design professionals having significant input into the design under review are present. Notify and invite GDOT and the UAT to participate in all design reviews. Schedule design coordination review meetings no less frequently than monthly, or to the frequency determined by GDOT, until all Submittals have been accepted and Final Design is completed.

GDOT may also invite additional stakeholders to attend. GDOT’s participation in design coordination meetings does not relieve the DB Team of its responsibility for the satisfactory completion of the Work in accordance with all requirements of the DB Documents.
The EOR or designated design leads shall provide the meeting agendas at least three Business Days in advance of the meetings. Include in each agenda a detailed summary status of all submittals provided to GDOT that are the subject of the meeting. In addition, prepare and distribute minutes from the review meetings within three Business Days of the meeting.

Maintain design quality records in an auditable format according to the QMP procedures. GDOT has the right to audit the quality records for compliance with the QMP and DB Document requirements. Turn over all quality records to GDOT upon completion of the Project.

GDOT will facilitate a field plan review. At a minimum, the DB Team’s EOR or design project manager and a representative of the DB Team’s contractor will attend.

### 3.3.3 Changes Subsequent to Design Review

Re-check and re-certify the design as an additional design review if the design is amended subsequent to design review and acceptance by GDOT. Substantive changes to plans and specifications initiated by the DB Team, and already checked by the EOR and certified by the DQAM, are subject to the design review process as an entirely new design.

### 3.3.4 Other Agency Approvals

#### 3.3.4.1 Federal Aviation Administration

Coordinate with the Federal Aviation Administration (FAA) in accordance with CFR Title 14 Part 77.9. Coordinate and ensure all construction equipment and proposed structures meet the conditions defined by the FAA (applicable to both permanent and temporary construction, including construction equipment). Unless otherwise specified in the DB Documents, the DB Team is responsible for all costs for ascertaining and obtaining all required approvals, permits, and agreements for performance of the Work with the FAA. The DB Team is responsible for all costs of the Work, whether incurred by the DB Team or by the FAA.

### 3.3.5 Design Data Book

Document all design criteria and design decisions in a Project Design Data Book submitted for acceptance, and keep it with the Project files. Include in the Project Design Data Book complete and up-to-date design parameters and decisions (as applicable to the Project) as presented in Chapter 5 of the GDOT Plan Development Process (GDOT PDP) included in Attachment 3-1 (Manuals). Do not include in the Project Design Data Book proposed public involvement strategy, cost estimates, risk assessment, and schedule.

Submit the Project Design Data Book for GDOT review and acceptance no later than 21 days after NTP 1. GDOT may not review any Design Submittal(s) until the Project Design Data Book has been approved.

Update and include the relevant portions, or as requested by GDOT, of the Project Design Data Book with each design submittal, including Interim Design, Field Plan Review, Final Design, RFC, and RFC revisions. Include the finalized and comprehensive Design Project Data Book with the Record Drawings submittal.
3.3.6 Design Submittals and Progress of Design Work

Documents received after 12:00 p.m. (noon) Eastern Standard or Daylight Savings Time (as applicable), including all notices, correspondence, communications (including e-mail and facsimile), or other Submittals received after 12:00 p.m. (noon), are deemed received on the first Business Day following delivery (for example, in order for a fax to be deemed received on the same day, at least the first page of the fax must have been received before 12:00 p.m.).

Deliver each required Submittal to GDOT in conformance of the review times provided in Volume 1, Article 6.3.2 (Time Periods) and in Table 3-1 (Master Submittal List). The times provided in Table 3-1 are specifically for the review period required for GDOT to comment and GDOT to subsequently accept. Accuracy, completeness, and time spent to address GDOT comments and resubmit for re-review are the responsibility of the DB Team.

No fabrication, casting, or construction will occur until all related design review and shop drawing review comments are resolved and the corresponding drawings and specifications have been accepted by GDOT and stamped Released for Construction.

Ensure all design Submittals are complete along with all the supporting information necessary for review. The Submittal and supporting information must represent logical Work activities and must show impacts on subsequent Work on this Project. Any modification to the component construction due to subsequent design changes or as a result of design development is solely at the DB Team’s risk, regardless of GDOT acceptance.

Provide Project Submittals included in Table 3-1 (Master Submittal List). Table 3-1 may not be all-inclusive or exhaustive. It is the DB Team’s responsibility to determine and submit all items required by the DB Documents. Deliver each required Submittal to GDOT in compliance with the review times provided. The times provided are specifically for the review period required for GDOT to comment and subsequently accept (if all requirements of the DB Documents are met) or approve, as applicable. Not all Submittals listed in Table 3-1 may be required for the Project, and some Submittals may be combined into a single Submittal, such as the Project Management Plans; coordinate with GDOT prior to combining any Submittals and receive GDOT approval prior to omitting any listed Submittals.

Abbreviations for Table

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASC</td>
<td>Point File for Survey Data</td>
</tr>
<tr>
<td>AR</td>
<td>As Required</td>
</tr>
<tr>
<td>DTM</td>
<td>Digital Terrain Model</td>
</tr>
<tr>
<td>FS</td>
<td>Full-size paper – meets GDOT Plan Presentation Guide</td>
</tr>
<tr>
<td>HC</td>
<td>Hardcopy – 8 ½ x 11 inches unless otherwise noted</td>
</tr>
<tr>
<td>HS</td>
<td>Half-size paper – meets GDOT Plan Presentation Guide</td>
</tr>
<tr>
<td>MP</td>
<td>Microsoft Project</td>
</tr>
<tr>
<td>MS</td>
<td>MicroStation File – Electronic</td>
</tr>
<tr>
<td>NA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>NTP</td>
<td>Notice to Proceed</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------</td>
</tr>
<tr>
<td>P6</td>
<td>Primavera P6</td>
</tr>
<tr>
<td>PAS</td>
<td>Per Approved Schedule</td>
</tr>
<tr>
<td>PDF</td>
<td>Adobe PDF – One complete file and individual plan sheet files that meet GDOT Electronic Plans Process requirements</td>
</tr>
</tbody>
</table>

(Rest of page intentionally left blank)
Table 3-1: Master Submittal List

<table>
<thead>
<tr>
<th>Section</th>
<th>Submittal Item</th>
<th>Format</th>
<th>Quantity</th>
<th>Delivery Date</th>
<th>Review Period* (Days)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vol. 1; Attach. 3-1</td>
<td>Subcontracts</td>
<td>PDF</td>
<td>1</td>
<td>As requested; In accordance with the Construction Manual</td>
<td>14</td>
</tr>
<tr>
<td>2</td>
<td>Monthly Status Reports (includes cost, schedule, quality, status, etc.)</td>
<td>PDF</td>
<td>1</td>
<td>5th of each Month</td>
<td>NA</td>
</tr>
<tr>
<td>2; 3</td>
<td>Design and Construction Quality Records</td>
<td>AR</td>
<td>1</td>
<td>Always auditable; Submit at project completion</td>
<td>NA</td>
</tr>
<tr>
<td>2.1.1.1; 2.1.4; 3</td>
<td>Meeting minutes</td>
<td>PDF</td>
<td>1</td>
<td>Within 3 days of each meeting</td>
<td>7</td>
</tr>
<tr>
<td>2.2.1</td>
<td>Management Plans &amp; Updates</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>14</td>
</tr>
<tr>
<td>2.2.3.1</td>
<td>Public Information Materials</td>
<td>AR, PDF</td>
<td>1</td>
<td>Monthly or as needed based on construction milestones or events</td>
<td>N/A</td>
</tr>
<tr>
<td>2.2.3.2</td>
<td>Construction Progress Photos</td>
<td>AR, PDF</td>
<td>1</td>
<td>As needed</td>
<td>14</td>
</tr>
<tr>
<td>2.2.4</td>
<td>Construction Phasing and Staging Plan</td>
<td>PDF</td>
<td>1</td>
<td>Within 60 days from NTP 1 and within 14 days of being directed</td>
<td>30</td>
</tr>
<tr>
<td>2.3.3</td>
<td>DB Team Non-Conformance Reports</td>
<td>PDF</td>
<td>1</td>
<td>As needed</td>
<td>NA</td>
</tr>
<tr>
<td>2.3.2</td>
<td>Quality Management Plan (QMP) including Administrative portion and the DQMP</td>
<td>PDF</td>
<td>1</td>
<td>Within 30 days from NTP 1 prior to the start of design</td>
<td>14</td>
</tr>
<tr>
<td>2.4.1</td>
<td>Safety Plan</td>
<td>PDF</td>
<td>1</td>
<td>See Section 2</td>
<td>14</td>
</tr>
<tr>
<td>2.5.1</td>
<td>Baseline Project Schedule</td>
<td>P6, PDF</td>
<td>1, 1</td>
<td>Within 60 days from NTP 1</td>
<td>30</td>
</tr>
<tr>
<td>2.5.2</td>
<td>Project Schedule Update</td>
<td>P6, PDF</td>
<td>1, 1</td>
<td>5th of each Month or as otherwise agreed</td>
<td>14</td>
</tr>
<tr>
<td>2.5.2</td>
<td>Project Schedule Update resubmittals</td>
<td>P6, PDF</td>
<td>1, 1</td>
<td>Within 7 days of being directed</td>
<td>7</td>
</tr>
<tr>
<td>2.5.3</td>
<td>Revised Baseline Project Schedule</td>
<td>P6, PDF</td>
<td>1, 1</td>
<td>Within 14 days of being directed or as required</td>
<td>30</td>
</tr>
<tr>
<td>2.5.1; 2.5.3</td>
<td>Baseline and Revised Baseline Project Schedule resubmittals</td>
<td>P6, PDF</td>
<td>1, 1</td>
<td>Within 14 days of being directed</td>
<td>14</td>
</tr>
<tr>
<td>2.5.9</td>
<td>Two-Week Detail Schedule</td>
<td>PDF</td>
<td>1</td>
<td>Same day every week in which Construction Work occurs</td>
<td>7</td>
</tr>
<tr>
<td>2.6.1</td>
<td>Schedule of Values (SOV)</td>
<td>PDF</td>
<td>1</td>
<td>Within 60 days from NTP 1</td>
<td>14</td>
</tr>
<tr>
<td>Section</td>
<td>Submittal Item</td>
<td>Format</td>
<td>Quantity</td>
<td>Delivery Date</td>
<td>Review Period* (Days)</td>
</tr>
<tr>
<td>---------</td>
<td>----------------</td>
<td>--------</td>
<td>----------</td>
<td>---------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>2.6.1</td>
<td>SOV Update</td>
<td>PDF</td>
<td>1</td>
<td>Within 14 days of being directed</td>
<td>7</td>
</tr>
<tr>
<td>2.7.1</td>
<td>EOR site observation compliance report</td>
<td>PDF</td>
<td>1</td>
<td>See Section 2</td>
<td>14</td>
</tr>
<tr>
<td>2.7.1.2</td>
<td>Record Drawings (As-Built Plans)</td>
<td>FS, HS, PDF</td>
<td>See Sec. 2.7.1.2 **</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Final Design Specifications, Reports, Whitepapers, etc.</td>
<td>AR, PDF</td>
<td>1</td>
<td>**</td>
<td>14</td>
</tr>
<tr>
<td>3.3.2</td>
<td>Interim Design &amp; Field Plan Review Plans</td>
<td>FS, HS, PDF</td>
<td>1, 10, 1 **</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>3.3.5</td>
<td>Project Design Data Book (and updates)</td>
<td>PDF</td>
<td>1</td>
<td>Within 21 days from NTP 1, as needed</td>
<td>7</td>
</tr>
<tr>
<td>3.3.7.2; 3.3.8.6.5</td>
<td>Plan Revisions During Construction</td>
<td>HS, FS, AR, PDF</td>
<td>3, 10, 1 **</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>3.3.8</td>
<td>Shop Drawings</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>14</td>
</tr>
<tr>
<td>3.3.8</td>
<td>Temporary Works - where public safety may be affected</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>14</td>
</tr>
<tr>
<td>3; 4.3.2</td>
<td>Notice of Intent (NOI) with final/signed Erosion Control Plans and construction activities schedule</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>14</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Erosion Sedimentation and Pollution Control Plans (ESPCP)</td>
<td>FS, HS, PDF</td>
<td>2, 6, 1 **</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>4.3; Design Manual</td>
<td>Conceptual Layout Plan</td>
<td>FS, PDF</td>
<td>2, 1 **</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>4.3.1</td>
<td>Information to support GDOT - Led Governmental Approvals</td>
<td>PDF, AR</td>
<td>1</td>
<td>As needed</td>
<td>Table 4-1</td>
</tr>
<tr>
<td>4.3.1</td>
<td>Restoration/Mitigation Plan(s)</td>
<td>AR, PDF</td>
<td>1</td>
<td>**</td>
<td>14</td>
</tr>
<tr>
<td>4.3.2</td>
<td>Section 404, permit(s)</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>Table 4-3</td>
</tr>
<tr>
<td>4.3.2</td>
<td>Water Quality Certification (concurrently with the USACE Permit)</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>Table 4-3</td>
</tr>
<tr>
<td>4.3.2</td>
<td>Applications to Regulatory Agencies, Application revisions, supplements</td>
<td>AR, PDF</td>
<td>1</td>
<td>As needed</td>
<td>***</td>
</tr>
<tr>
<td>4.3.3</td>
<td>Comprehensive Environmental Protection Plan (CEPP)</td>
<td>PDF</td>
<td>1</td>
<td>Within 60 days from NTP 1</td>
<td>14</td>
</tr>
<tr>
<td>4.3.4</td>
<td>UST and Hazardous Waste Site Investigation Report</td>
<td>AR, PDF</td>
<td>1</td>
<td>Within 180 days from NTP 1 and 30 days Prior to NTP 3, as necessary</td>
<td>30</td>
</tr>
<tr>
<td>Section</td>
<td>Submittal Item</td>
<td>Format</td>
<td>Quantity</td>
<td>Delivery Date</td>
<td>Review Period* (Days)</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-------------</td>
<td>----------</td>
<td>-------------------------------------------------------------------------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>4.3.4</td>
<td>Hazardous Materials Management Plan (HMMP)</td>
<td>AR, PDF</td>
<td>1</td>
<td>As needed. Within 60 days from NTP 1</td>
<td>14</td>
</tr>
<tr>
<td>6.2.2</td>
<td>Utility A/O Claims of Real Property Interests</td>
<td>PDF</td>
<td>1</td>
<td>See Section 6</td>
<td>14</td>
</tr>
<tr>
<td>6.2.2.1</td>
<td>All Utility Meeting Minutes</td>
<td>PDF</td>
<td>1</td>
<td>Within 7 days of Utility Meeting</td>
<td>3</td>
</tr>
<tr>
<td>6.3</td>
<td>Overhead/Subsurface Utilities Engineering (SUE) Information to Utilities for Review (URPN Letter 1a - SUE Submit to Utility Companies Revise)</td>
<td>FS, HS, PDF, MS</td>
<td>Plans: 2 for each Utility Owner +3 for Dept. and MS files</td>
<td>NTP 1 + 5 Calendar days (Or as Determined by District Utilities Manager at SUE Kick-Off meeting)</td>
<td>5 days for Dept. + 30 days for each Utility Owner</td>
</tr>
<tr>
<td>6.3</td>
<td>Relocated Utility Plans (URPN Letter 2 - 2nd Submission Letter (Existing and Proposed))</td>
<td>FS, HS, PDF, MS</td>
<td>3, 3, 1,1</td>
<td>Concurrently with Accepted SUE Verification by Utility Owner</td>
<td>5 days for Dept. + 90 days for each Utility Owner</td>
</tr>
<tr>
<td>6.3</td>
<td>Utility Plans/Agreements (Utility NTP Letter)</td>
<td>Plans/ Agreements HS, PDF, MS</td>
<td>1, 3, 1, 1</td>
<td>See Section 6</td>
<td>Agreements: 30 days for Dept. + 60 days for each Utility Owner Plans: 30 days</td>
</tr>
<tr>
<td>6.3.2</td>
<td>Supplemental verification of Overhead/Subsurface Utility Engineering (SUE) Investigations - QL-B</td>
<td>MS</td>
<td>1, 1</td>
<td>NTP (1) + 45 Calendar days (Or as Determined by State Subsurface Utilities Engineer at the SUE Kick-Off meeting which is concurrent with the first utility coordination meeting)</td>
<td>NA</td>
</tr>
<tr>
<td>Section</td>
<td>Submittal Item</td>
<td>Format</td>
<td>Quantity</td>
<td>Delivery Date</td>
<td>Review Period* (Days)</td>
</tr>
<tr>
<td>---------</td>
<td>---------------</td>
<td>--------</td>
<td>----------</td>
<td>---------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>6.3.2</td>
<td>Overhead/Subsurface Utility Engineering (SUE) Investigations - QL-A as required</td>
<td>MS, PDF</td>
<td>Plans: 2 for each Utility Owner +3 for Dept. and MS files</td>
<td>UIA + 45 Calendar days</td>
<td>NA</td>
</tr>
<tr>
<td>6.3.2</td>
<td>Utility Retention Request</td>
<td>PDF</td>
<td>1</td>
<td>As needed</td>
<td>14</td>
</tr>
<tr>
<td>6.3.7</td>
<td>SUE Utility Impact Analysis (UIA)</td>
<td>PDF</td>
<td>1</td>
<td>NTP 1 + 120 Calendar days (Or as Determined by State Subsurface Utilities Engineer at the SUE Kick-Off meeting which is concurrent with the first utility coordination meeting)</td>
<td>NA</td>
</tr>
<tr>
<td>6.4</td>
<td>Utility Adjustment Field Modification Procedure</td>
<td>PDF</td>
<td>1</td>
<td>Prior to submittal of any Utility Work Plan</td>
<td>14</td>
</tr>
<tr>
<td>6.4.7</td>
<td>Utility Emergency Response Plan</td>
<td>AR, PDF</td>
<td>1</td>
<td>30 days Prior to NTP 3</td>
<td>14</td>
</tr>
<tr>
<td>6.5.2</td>
<td>Preliminary Utility Status Report</td>
<td>HC, PDF</td>
<td>Agreements: 3 hardcopy, 1 electronic pdf Plans: 2 for each Utility Owner + 3 for Dept. and MS files</td>
<td>NTP 1 + 180 days Concurrently with Accepted Relocated Utility Plans and (URPN Letter 6 - Notice to Proceed with Permit)</td>
<td>10-days + 5 days</td>
</tr>
<tr>
<td>6.5.4</td>
<td>Intermediate Utility As-Built Plans</td>
<td>PDF</td>
<td>1</td>
<td>Within 30 days of completed utility adjustment, installation, relocation or abandonment</td>
<td>14</td>
</tr>
<tr>
<td>Section</td>
<td>Submittal Item</td>
<td>Format</td>
<td>Quantity</td>
<td>Delivery Date</td>
<td>Review Period* (Days)</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------------------------------------------</td>
<td>----------------</td>
<td>----------</td>
<td>---------------------------------------------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>6.5.4</td>
<td>Final Utility Record Drawings (As-Built Plans)</td>
<td>FS, HS, PDF, MS</td>
<td>2,3,1,1</td>
<td>Concurrently w/Accepted Construction Record Drawings (As-Built Plans)</td>
<td>30 days for GDOT plus 30 days for Utility Owners</td>
</tr>
<tr>
<td>7</td>
<td>ROW Acquisition Plan</td>
<td>AR, PDF</td>
<td>1</td>
<td>Within 60 days from NTP 1</td>
<td>14</td>
</tr>
<tr>
<td>7</td>
<td>Various ROW submittals</td>
<td>AR, PDF</td>
<td>As needed**</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>8.3.2</td>
<td>BFI (Bridge Foundation Investigation)</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>8.3.4</td>
<td>Soil Survey Reports</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>8.3.6</td>
<td>WFI (Wall Foundation Investigation)</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>8.3.7</td>
<td>High Mast Light Foundation Investigation</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>8.4</td>
<td>Blasting Plan</td>
<td>AR, PDF</td>
<td>1</td>
<td>As needed</td>
<td>30</td>
</tr>
<tr>
<td>9.2.3</td>
<td>Property Owner Notification Letters</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>7</td>
</tr>
<tr>
<td>9.3.2</td>
<td>Survey Control Package</td>
<td>ASC, PDF</td>
<td>1</td>
<td>Prior to Project Completion</td>
<td>N/A</td>
</tr>
<tr>
<td>9.3.6</td>
<td>Bound Field Notes</td>
<td>PDF</td>
<td>1</td>
<td>Prior to Project Completion or upon GDOT request</td>
<td>N/A</td>
</tr>
<tr>
<td>9.3.6</td>
<td>Topographic Mapping</td>
<td>DTM, PDF</td>
<td>1, 1</td>
<td>Prior to Project Completion</td>
<td>N/A</td>
</tr>
<tr>
<td>10.3.2</td>
<td>Demolition and Abandonment Plan</td>
<td>PDF</td>
<td>1</td>
<td>Within 90 days from NTP 1</td>
<td>14</td>
</tr>
<tr>
<td>11.4.1</td>
<td>Vibration Control Plan</td>
<td>PDF</td>
<td>1</td>
<td>Within 120 days from NTP 1 and 30 days prior to NTP 3</td>
<td>14</td>
</tr>
<tr>
<td>12.3.2</td>
<td>Stormwater System Report(s)</td>
<td>PDF</td>
<td>1</td>
<td>As needed</td>
<td>14</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Post-Construction Stormwater Report</td>
<td>PDF</td>
<td>1</td>
<td>See Section 12</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Record of attendance in periodic training</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Record of distributing stormwater related educational materials to the public</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Record of pet waste program</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Outfall Map and Inventory</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Record of conducting inspections of outfalls</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>Section</td>
<td>Submittal Item</td>
<td>Format</td>
<td>Quantity</td>
<td>Delivery Date</td>
<td>Review Period* (Days)</td>
</tr>
<tr>
<td>---------</td>
<td>----------------</td>
<td>--------</td>
<td>----------</td>
<td>---------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Procedures for receiving and responding to complaints related to illicit discharges</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Spill response procedures</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Erosion, Sedimentation and Pollution Control Plans (ESPCPs)</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Procedures for receiving and responding to erosion and sedimentation complaints</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Record of ensuring through Contracts or other mechanisms that construction site operators control waste</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Procedures for bringing Contractors back into compliance with the Contract requirements</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Inventory of post-construction stormwater management structures</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Inspect GDOT accepted Post Construction Stormwater management structures</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Provide an annual copy of required maintenance performed</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Inventory and Map of MS4 structures</td>
<td>See SP 156</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Perform inspections on 20% of all GDOT MS4 structures within the project area</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Record of all field personnel with supervisory capacity assigned to the project attending a GDOT F-SWPP training course once every 5 years</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.3.2.2</td>
<td>Procedures for receiving and responding to complaints related to MS4 structures</td>
<td>PDF</td>
<td>1</td>
<td>See Attachment 12-1</td>
<td>30</td>
</tr>
<tr>
<td>12.5.2</td>
<td>Hydraulic &amp; Hydrology Report (submit together with the Bridge Preliminary Layout)</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>12.5.3</td>
<td>Drainage Design Report</td>
<td>PDF</td>
<td>1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>13.5.1</td>
<td>Preliminary Bridge Layouts (submit together w/ the Hydraulic &amp; Hydrology Report)</td>
<td>FS, HS, PDF</td>
<td>2, 6, 1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>Section</td>
<td>Submittal Item</td>
<td>Format</td>
<td>Quantity</td>
<td>Delivery Date</td>
<td>Review Period* (Days)</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------------------------------------</td>
<td>-------------</td>
<td>----------</td>
<td>---------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>13.5.2</td>
<td>Preliminary Wall Layouts</td>
<td>FS, HS, PDF</td>
<td>2, 6, 1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>13.5.3</td>
<td><strong>Final Bridge Plans</strong></td>
<td>FS, HS, PDF</td>
<td>2, 6, 1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>13.5.3</td>
<td><strong>Final Wall Plans</strong></td>
<td>FS, HS, PDF</td>
<td>2, 6, 1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>13.5.4</td>
<td>Bridge Demolition Plan</td>
<td>AR, PDF</td>
<td>AR</td>
<td>Within 150 days from NTP 1 and 30 days prior to NTP 3</td>
<td>14</td>
</tr>
<tr>
<td>15.3.4</td>
<td>Documentation from supplier of Georgia Grown source for all vine, shrub and tree plants</td>
<td>AR</td>
<td>AR</td>
<td>Prior to installation</td>
<td>3</td>
</tr>
<tr>
<td>15.4</td>
<td>Samples, mock-ups, and catalog cuts for embellishment elements</td>
<td>AR</td>
<td>AR</td>
<td>60 days prior to starting production or construction</td>
<td>14</td>
</tr>
<tr>
<td>15.4</td>
<td>Sample panels of textured concrete surfaces</td>
<td>AR</td>
<td>AR</td>
<td>60 days prior to starting production or construction</td>
<td>14</td>
</tr>
<tr>
<td>16.3.2</td>
<td>Overhead Sign Support Structures Concept Plans</td>
<td>PDF</td>
<td>1</td>
<td>As needed</td>
<td>14</td>
</tr>
<tr>
<td>16.3.2</td>
<td>Overhead Sign Support Structures Final Plans</td>
<td>PDF</td>
<td>1</td>
<td>As needed</td>
<td>14</td>
</tr>
<tr>
<td>16.3.4.2</td>
<td>Traffic Signal Timing Plans</td>
<td>PDF</td>
<td>1</td>
<td>As needed</td>
<td>14</td>
</tr>
<tr>
<td>18.3.1</td>
<td>Transportation Management Plan (TMP)</td>
<td>PDF</td>
<td>1</td>
<td>Within 120 days from NTP 1</td>
<td>21</td>
</tr>
<tr>
<td>18.3.2</td>
<td>Traffic Control Plans (each Phase)</td>
<td>PDF</td>
<td>1</td>
<td>As needed</td>
<td>14</td>
</tr>
<tr>
<td>19.3.2</td>
<td>Maintenance Management Plan including Joint Inspection Project submittal</td>
<td>AR, PDF</td>
<td>1</td>
<td>Within 150 days from NTP 1</td>
<td>21</td>
</tr>
<tr>
<td>Various</td>
<td>Final Plans (100%)</td>
<td>FS, HS, PDF</td>
<td>2, 10, 1</td>
<td>**</td>
<td>30</td>
</tr>
<tr>
<td>Various</td>
<td>Released for Construction (RFC) Plans</td>
<td>HS, FS, PDF</td>
<td>3, 10, 1</td>
<td>**</td>
<td>NA</td>
</tr>
</tbody>
</table>

*Review period is the period required for the generation of comments or the review time to determine the state or status of the document. Plan for multiple review periods that may be required for any submittal to secure Accepted or Approved status from GDOT.

If a submittal is not listed, the review time shall be 30 days per Volume 1, Article 6.3.2 (Time Periods).

** Based upon the approved Baseline Project Schedule

*** Time of review will be based upon actual impact to Project

**** See Technical Provisions

**BOLDED and Italicized** = requires FHWA review and approval
3.3.7 Additional Submittal Requirements

Obtain any Government Approvals or other approvals required to allow for implementation and construction of the Construction Phasing and Staging Plan.

3.3.7.1 Staged Design Submittals

The DB Team may submit Staged Design Submittals (components) for the Project. A Staged Design Submittal is a submittal that consists of a portion or portions of the Work within the limits of an accepted Construction Phase. For example, a Staged Design Submittal for a bridge might be categorized as foundations, substructures, abutments, or complete continuous units of superstructure. Staged Design Submittals for other components of the Project might include grading, drainage, signing and pavement marking, and erosion control. Ensure the Staged Design Submittals, Construction Phasing and Staging Plan, and Project Schedule are aligned and consistent. Ensure that Staged Design Submittals also includes all reports, specifications, studies, calculations, and supporting documents and information.

For each Construction Phase shown in the Construction Phasing and Staging Plan, either submit a complete set of drawings or make a series of Staged Design Submittals (components). The timing and content of Staged Design Submittals must be logical and include or be preceded by related items (e.g., bridge submittals must include or be preceded by related highway geometry; a bridge and its related retaining walls must be submitted together; etc.).

3.3.7.2 Changes to Accepted and Released for Construction Submittals

After a design package has been Released for Construction (RFC), any subsequent design changes must be submitted to GDOT with documentation from the EOR sufficient to justify the reasoning behind the change request. The DB Team must obtain written acceptance prior to its implementation as a plan revision, and prior to any related subsequent construction activity. Minor field adjustments or redline revisions do not require EOR approval or prior written acceptance.

3.3.7.3 Plan Presentation Requirements

Provide all plan submittals as required by and in accordance with the GDOT Plan Development Process (PDP), Electronic Data Guidelines (EDG) and the Plan Presentation Guide (PPG).

Ensure the Plans are fully dimensioned in English units and all elevations necessary for construction are shown similar to GDOT’s normal practice. Prepare all plans on the scales according to GDOT’s PPG.

Include details for all civil elements and calculations within proximity of the Site, for each location, so that these locations can be reviewed holistically and connections with communication and electrical networks are clearly understood.

3.3.7.4 Construction Plans Organization and Sheet Index

Assemble construction plans according to GDOT’s PPG.
3.3.7.5  Computations

Record all design computations and computer printouts neatly on 8.5- by 11-inch sheets, fully titled, numbered, indexed, dated, and signed by the designer/Project manager and checker. Submit the computer files and one copy of the computations fully checked and appropriately bound to GDOT with the plans.

Submit a complete tabulation of the drainage analysis along with the calculations used to determine the size of drainage structures to GDOT.

3.3.7.6  Submittal Formats

Ensure each design submittal, in addition to electronic delivery in .pdf format on the PMCS, consists of scalable 11-by-17-inch or 12-by-18-inch drawings, full size 24-by-36-inch design drawings, and calculations.

Ensure documents for all Final Plan submittals (plans, calculations, specifications, reports, etc.) is sealed by a qualified Professional Engineer. In addition to written design review comments (if any), design drawings may be returned to the DB Team with any remarks indicated.

3.3.7.7  Additional Specifications

Prepare and submit specifications for Construction Work included in the plans which are not covered by GDOT's Standard Specifications, the Supplemental Specifications, and/or the Special Provisions as required in Attachment 3-1 (Manuals) in addition to the design drawings that include Georgia standards and details.

3.3.7.8  Submittals Process

Review of the Design Documents by GDOT may be limited to the basic requirements of the DB Documents, relating to design compliance and material types and may not include detailed review or checking of design of components and related details or the accuracy with which such designs are depicted on the design drawings.

Review or acceptance by GDOT or other Persons of any Design Documents does not relieve the DB Team of responsibility under the Contract, including the overall correctness of Design Documents, such as engineering mathematical computations. Submit all Design Documents, including plans, specifications, reports, calculations, shop drawings (where public safety is affected), and Permit documents to GDOT.

Provide all copies for distribution. GDOT will be responsible for distributing the submittals to all required parties of the contract.

Include in all Submittals the DB Team's QA certification statement (in addition to the design consultant's QA certification statement for all design-related submittals) including a certification statement that the submittal complies with all terms and conditions of the Agreement, signed by the EOR. GDOT will reject any submittal if the QA certification statement is not included.
3.3.7.9 Required Participants of the Process

The QAM and DQAM, except as otherwise required in the DB Documents, will be primarily responsible for verifying that the accepted Design Quality Management Plan process as required in Section 2.3 (Quality Management Requirements) has been followed, verifying that the submittal meets all DB Document requirements, ensuring that all necessary Governmental Approvals have been obtained by the DB Team, and performing any review(s) as provided for in this Section 3.

Provide all required Submittals in compliance with the DB Documents.

3.3.7.10 GDOT Design Review Process

Provide the submittal to GDOT via the PMCS and the required copies in accordance with the DB Documents. Categorize submittals into Discipline Groups as follows:

1. Right of Way, Railroad, and Utilities (RRU Group)
2. Roadway, Drainage, and Maintenance of Traffic (RDMOT Group)
3. Bridge, Structures, Retaining Walls, and Aesthetics (BSRA Group)
4. ITS, Traffic (includes signing, pavement marking, signals, and lighting) (ITSTT)
5. All types (ALL Group)
6. Other (OTH)

GDOT will log in the submittal and distribute to the required review participants.

The review period begins the following Business Day after any submittal is received for the period prescribed in Volume 1, Article 6.3.2 (Time Periods) and Table 3-1 (Master Submittal List), except where there is a maximum number of concurrent submittals of a particular type specifically noted in this Section 3. In cases where the maximum is exceeded, the review period will begin when prior submittal reviews are completed so that the maximum number in concurrent review is not exceeded. For the general case where there is not a maximum number of concurrent submittals specifically noted in this Section 3, an additional seven days will be added to the prescribed review period whenever there are more than five concurrent submittals in review in the subject document’s particular Discipline Group. Further, an additional seven days will be added for each additional increment of five concurrent submittals in review in a Discipline Group. For example, if there are six to 10 submittals in concurrent review in a Discipline Group, then an additional seven days are added; and if there are 11 to 15 submittals in concurrent review in a Discipline Group, then an additional 14 days are added, etc. For purposes of calculating the number of submittals, the accepted Project Schedule will generally be used as a guide, except that complementary documents, for example bridge plans and bridge calculations, will be considered a single Submittal. Documents that fully integrate multiple disciplines in the presentation, for example roadway and drainage plans, together with the respective calculations would be counted as one submittal. For documents or packages that include multiple bridges, each individual bridge will be counted as a separate submittal. For documents or packages that include multiple retaining walls, noise barriers, BFIs, or WFI's, GDOT will determine the number of Submittals to be counted.

Once a review is complete, the drawings or Submittal will be designated by GDOT as either:
1. Accepted
2. Accepted with Comments
3. Rejected

The terms Accepted and Accepted with Comments mean that the design process may proceed, and is not a notice that construction may begin.

If Accepted or Accepted with Comments: The GDOT representative will deliver the comments and, if necessary, return the drawings or Submittal via PMCS to the DB Team.

If Rejected: The GDOT representative will deliver the rejected drawings or Submittal via PMCS to the DB Team. Address the specific comments and resubmit. The resubmittal is a new Submittal and follows the same time period as provided in Volume 1, Article 6.3.2 (Time Periods) and Table 3-1 (Master Submittal List). Drawings or Submittals may be rejected without review if the submission is incomplete.

### Section 3.3.8 Shop Drawings and Temporary Works Submittals

#### 3.3.8.1 General

Shop drawings include all working, shop, and erection drawings, associated trade literature, calculations, schedules, manuals, and similar documents submitted by the DB Team to define some portion of the Project work. The type of work includes both permanent and temporary works as appropriate to the Project. Permanent works include all the permanent structures and parts thereof required of the completed DB Documents. Temporary works include any temporary construction work necessary for the construction of the permanent works. This includes falsework, formwork, scaffolding, shoring, temporary earthworks, sheeting, cofferdams, special erection equipment, and the like. Falsework includes any temporary Construction Work used to support the permanent structure until it becomes self-supporting. Formwork comprises common materials such as wood or metal sheets, battens, soldiers and walers, ties, proprietary forming systems such as stay-in-place metal forms, and proprietary supporting bolts, hangers, and brackets. Formwork may be either permanent formwork requiring a shop drawing submittal such as stay-in-place metal or concrete forms or may be temporary formwork that requires certification by the Professional Engineer designing the specialized components (the Specialty Engineer) for construction affecting public safety and for major and unusual structures. Scaffolding is an elevated work platform used to support workmen, materials and equipment, but not intended to support the structure. Shoring is a component of falsework such as horizontal, vertical, or inclined support members. This term is interchangeable with falsework.

Construction affecting public safety is defined as construction that may jeopardize public safety, such as structures spanning functioning vehicular roadways, pedestrian walkways, railroads, navigation channels of navigable waterways, and walls or other structure foundations located in embankments immediately adjacent to functioning roadways. It does not apply to those areas of
the Site under the DB Team’s control and outside the limits of, or influence of, normal public access.

For the purpose of shop drawing review and processing as described in this Section 3.3.8, the term Shop Drawing Engineer means a Professional Engineer as defined in Volume 1, Exhibit 1 (Acronyms and Definitions) and applies to the initiator or producer of shop drawings regardless of whether or not that party is normally the lead Professional Engineer for the design or the EOR; and the term Shop Drawing Checking Engineer means a Professional Engineer as defined in Volume 1, Exhibit 1 and applies to the shop drawing checker and certifier regardless of whether or not that party is normally the EOR, the Shop Drawing Engineer, or the lead Professional Engineer for the design.

### 3.3.8.2 Work Items Requiring Shop Drawings

In general, GDOT requires shop drawings for items of work not fully detailed in the plans which require additional drawings and coordination prior to constructing the item, including:

1. Bridge components not fully detailed in the plans (i.e., segments, steel girder details, post-tensioning details, handrails, etc.)
2. Retaining wall systems
3. Precast box culverts
4. Non-standard drainage structures, attenuators, and other nonstructural items
5. Building structures
6. Drainage structures, attenuators, and other nonstructural items
7. Design and structural details furnished by the DB Team in compliance with the DB Documents
8. Temporary Works affecting public safety

### 3.3.8.3 Schedule of Submittals

Include shop drawings in the required Project Schedule. For each planned shop drawing submittal, define the type and approximate number of drawings or other documents that are included and the planned submittal date, considering the processing requirements herein. Coordinate subsequent submittals with Project Schedule to allow sufficient time for review and re-submittal as necessary.

### 3.3.8.4 Style, Numbering, and Material of Submittals

#### 3.3.8.4.1 Drawings

Submit the shop drawings electronically in PDF format on the PMCS. Furnish four sets of shop drawings to GDOT for review in addition to the electronic delivery. Consecutively number each sheet in the submittal series, and indicate the total number in the series (i.e., 1 of 12, 2 of 12, 12 of 12), and include on each sheet the following items as a minimum requirement:

1. Bridge Numbers
2. Drawing title and number
3. A title block showing the names of the fabricator or producer and the DB Team for which the work is being done
4. The initials of the persons responsible for the drawing
5. The date on which the drawing was prepared
6. The location of the items within the Project
7. The DB Team’s approval stamp with date and initials
8. The signature and seal of the Specialty Engineer when applicable

A re-submittal will be requested when any of the required information is not included.

### 3.3.8.4.2 Other Documents

Provide four sets of original documents or clearly legible photographic or xerographic copies of documents other than drawings, such as trade literature, catalogue information, calculations, and manuals in addition to electronic delivery in PDF format on the PMCS.

Clearly label and number each sheet in the submittal to indicate the total number of sheets in the series (i.e., 1 of 12, 2 of 12, ... 12 of 12), and provide an additional three sets of documentation for items involved with precast pre-stressed components and an additional two sets of documentation for items involving structural steel components.

Bind and submit all documents with a table of contents cover sheet, and list on the cover sheet the total number of pages and appendices. Include a title referencing the submittal items, the name of the firm and persons responsible for the preparation of the document, the DB Team’s approval stamp with date and initials, and, when applicable, the signature and seal of the Specialty Engineer.

Submit appropriately prepared and checked calculations and manuals that clearly outline the design criteria, and include on the internal sheets the initials of the persons responsible for preparing and checking the document.

Clearly label trade literature and catalogue information on the front cover with the title, date, and name of the firm and persons responsible for that document.

### 3.3.8.4.3 Qualified Products List

Shop drawings are not required for Qualified Products accepted by GDOT and included on the Qualified Product Lists as specified in Attachment 3-1 (Manuals). Submit shop drawings to GDOT after the Shop Drawing Checking Engineer has reviewed and accepted for conformance with the DB Documents and compliance to the design intent for non-Qualified Products. Upon completion of GDOT’s review, GDOT’s red ink review stamp will signify an officially reviewed shop drawing and will state either Released for Construction or Released for Construction as Noted.
3.3.8.4.4 DB Team-Originated Design
Submit shop drawings and applicable calculations to the Shop Drawing Checking Engineer for review, and ensure that each sheet of the shop drawings and the cover sheet of the calculations are signed and sealed by the Shop Drawing Engineer.

3.3.8.4.5 Temporary Works
For construction affecting public safety, submit shop drawings and the applicable calculations for the design of special erection equipment, false-work, scaffolding, etc. to the Shop Drawing Checking Engineer, and ensure that each sheet of the shop drawings and the cover sheet of the applicable calculations is signed and sealed by the Shop Drawing Engineer.

3.3.8.4.6 Formwork and Scaffolding
The DB Team is solely responsible for the safe installation and use of all formwork and scaffolding. GDOT does not require any formwork or scaffolding submittals unless such work would be classified as construction affecting public safety.

3.3.8.4.7 Other Miscellaneous Design and Structural Details
Submit shop drawings and the applicable calculations to the Shop Drawing Checking Engineer, and ensure that each sheet of the shop drawings and the cover sheet of the applicable calculations is signed and sealed by the Shop Drawing Engineer.

3.3.8.5 Processing of Shop Drawings

3.3.8.5.1 Responsibility for Accuracy and Coordination of Shop Drawings
Coordinate, schedule, and control all submittals, with a regard for the required priority, including those of the various subcontractors, suppliers, and GDOT, to provide for an orderly and balanced distribution of the work. Also coordinate, review, date, stamp, accept, and sign all shop drawings prepared by the DB Team, Contractors, or DB Team-Related Entities (subcontractor, fabricator, supplier, etc.) prior to submitting them to GDOT for review. Submittal of the drawings confirms verification of the work requirements, units of measurement, field measurements, construction criteria, sequence of assembly and erection, access and clearances, catalog numbers, and other similar data. Indicate on each series of drawings the specification section and page or drawing number of the RFC plans to which the submission applies, indicate on the shop drawings all changes from the RFC drawings, and itemize all changes in the letter of transmittal. Likewise, whenever a submittal conforms to the RFC plans, clearly state so in the transmittal letter. Schedule the submission of shop drawings to allow a GDOT review period as specified in the DB Documents. The review period commences upon GDOT’s receipt of the valid submittal or re-submittal and terminates upon the transmittal of the submittal back to the DB Team. The DB Team is discouraged from transmitting voluminous submittals of shop drawings at one time. For submittals transmitted in this manner, allow for additional review time. Only shop drawings distributed by GDOT with the red ink stamps are valid and all Work that the DB Team performs in advance of GDOT’s release of shop drawings will be at the DB Team’s risk.
3.3.8.5.2 Scope of Review by the Shop Drawing Checking Engineer

The Shop Drawing Checking Engineer’s review of the shop drawings is for conformity to the requirements of the DB Documents and to the intent of the design. The Shop Drawing Checking Engineer’s review of shop drawings, which includes means, methods, techniques, sequences, and construction procedures, is limited to the effects on the permanent works. The Shop Drawing Checking Engineer’s review of submittals, which includes means, methods, techniques, sequences, and construction procedures, does not include an in-depth check for the ability to perform the Work in a safe or efficient manner.

3.3.8.5.3 Special Review by the Shop Drawing Checking Engineer

For construction affecting public safety, the Shop Drawing Checking Engineer will make an independent design review of all relevant shop drawings and similar documents. Do not proceed with construction of the permanent works until receiving the Shop Drawing Checking Engineer’s approval. Send a copy of the approval letter to GDOT. The review of these shop drawings is for overall structural adequacy of the item to support the imposed loads and does not include a check for economy, efficiency, or ease of construction.

3.3.8.6 Other Requirements for Shop Drawings for Bridges

3.3.8.6.1 Shop Drawings for Structural Steel and Miscellaneous Metals

Furnish shop drawings for structural steel and miscellaneous metals. Ensure shop drawings consist of working, shop, and erection drawings, welding procedures, and other working plans showing details, dimensions, sizes of material, and other information necessary for the complete fabrication and erection of the metal work.

3.3.8.6.2 Shop Drawings for Concrete Structures

Furnish shop drawings for concrete components that are not cast-in-place and are not otherwise exempted from submittal requirements, also furnish shop drawings for all details that are required for the effective prosecution of the concrete work and are not included in the DB Documents such as special erection equipment, masonry layout diagrams, and diagrams for bending reinforcing steel, in addition to any details required for concrete components for the permanent work.

3.3.8.6.3 Special Construction Submittals

No requirements.

3.3.8.6.4 Shop Drawings Requiring Railroad Coordination

No requirements.

3.3.8.6.5 Modifications on Construction

Where GDOT allows the DB Team to make modifications to the permanent works for the purposes of expediting the DB Team’s chosen construction methods, submit proposals to the
EOR for review and approval prior to modifying the works. Submit proposals for minor modifications under the shop drawing process. Indicate on all drawings the changes from the DB Documents and itemize all Change Requests in the letter of transmittal. GDOT will require additional submittals for major modifications. Minor modifications are those items that, in GDOT’s sole discretion, do not significantly affect the quantity of measured Work, or the integrity or maintainability of the structure or its components (for example, adjusting concrete dimensions, substituting steel plate sizes, changing reinforcing bar size and spacing, etc., all within the acceptable limits of the design). Major modifications are any modifications that, in the sole opinion of GDOT, significantly affect the quantity of measured Work, or the integrity or maintainability of the structure or its components; for example, substituting alternative beam sizes and spacings, changing material strength or type, and the like. Provide signed and sealed revised sheets to GDOT for any required revisions to the Released for Construction plans prior to submitting shop drawings. GDOT’s decision on the delineation between a minor and a major modification and the disposition of a proposal is final.

3.3.9 Release for Construction Documents

Provide sufficient review and revision time in the schedule and account for possible multiple re-submittals to secure a final Release for Construction prior to starting construction on any particular Element of the Work. Construction cannot proceed on any of the Work until the design Submittal has been reviewed, accepted, and Released for Construction.

For final Submittals, after updating the documents to resolve all comments (as applicable), the EOR shall submit a full set including any necessary GDOT Standard Details and/or Construction Details. Upon receipt, GDOT will provide written notice that the drawings or Submittal are Released for Construction, Stamp the accepted set Released for Construction, and distribute copies to GDOT within three Business Days.
4 ENVIRONMENTAL

4.1 General
Comply with all Environmental Law and policies set forth by the federal, state, and local agencies with jurisdiction over the construction activities associated with the Project and as described in the approved Environmental Document and permits. Follow all pertinent policies and procedures as described in the 23 CFR 771, O.C.G.A. 12-16-1, and the most recent version of the GDOT Environmental Procedures Manual.

The Environmental Documents have been approved for this Project.

4.2 Administrative Requirements

4.2.1 Standards
Conduct activities in this Section 4 in accordance with Environmental Law, GDOT’s Environmental Procedures Manual, other Attachment 3-1 (Manuals), and other provisions of the DB Documents.

4.2.2 Personnel Requirements

4.2.2.1 Environmental Compliance Manager
Designate an Environmental Compliance Manager (ECM) who will work through an environmental team (ET), as detailed in this Section 4.2.2, to prevent, minimize, and/or correct any violation of or noncompliance with Environmental Approvals. The ET may include the following persons (some persons may serve multiple roles, provided the required qualifications are met):

- NEPA Specialist
- Archeologist
- Historian
- Natural Resource Biologist
- Water Quality Specialist
- Air Quality Specialist
- Noise Specialist
- Hazardous Materials Manager
- Worksite Erosion Control Supervisor (WECS)

The ECM reports and coordinates all issues directly with GDOT and the DB Team’s Project Manager. In the event the ECM, in consultation with the DB Team’s Project Manager and GDOT, is unable to reach satisfactory resolution of environmental issues, the ECM will provide written notification to the DB Team and GDOT outlining the concerns, actions taken in attempt to correct the concerns, and recommend a course of action.

The ECM reports immediately to GDOT and DB Team any violation or non-compliance and includes with any such report the appropriate recommendations for corrective action including stoppage of Work.
The ECM coordinates with GDOT, the DB Team, and appropriate Governmental Entities. The ECM also submits all necessary environmental documentation and monitoring reports to the appropriate Governmental Entities and when applicable, through GDOT, to the extent necessary to maintain compliance with applicable Environmental Approvals.

The ECM will be an employee or subcontractor of the DB Team. The DB Team will not have the ability to relieve the ECM of his or her duty without the written approval of GDOT. Should the DB Team desire to replace the ECM, submit the résumé of a replacement candidate. The replacement candidate will be available to the Project within 30 days after delivery of GDOT’s written acceptance. In the absence of the ECM, the DB Team’s Hazardous Materials Manager may act as an interim ECM with GDOT approval.

Qualifications: The ECM candidate must have at least five years of experience successfully managing environmental compliance of a similar type of project as the Project. This person or firm must be prequalified by GDOT. Ensure all costs associated with the ECM are included in the Proposal. The qualifying experience required of an ECM candidate must include the following:

1. Has developed and managed a storm water pollution prevention plan
2. Has developed and managed a hazardous substance and petroleum products management plan
3. Has implemented Environmental Mitigation Plans
4. Has provided environmental and personal protection training
5. Has monitored compliance with Section 404 Permit conditions

The ECM’s qualifying experience must demonstrate familiarity with the following:

1. The scope and terminology of ASTM E 1527-05, Standard Practice for Environmental Site Assessment Process
2. Provisions of the NPDES Construction General Permit (GAR1000002)
3. Requirements of Section 404 and permit provisions

4.2.2.2 Reserved

4.2.2.3 Reserved

4.2.2.4 NEPA Specialist

The ECM designates a NEPA Specialist to provide expertise in NEPA laws, regulations, and policies during the course of the Work. The NEPA Specialist will be able to address environmental justice (EJ) issues related to the Project, if applicable.

The ECM designates personnel if a need arises for renewed activities to comply with environmental laws.

Qualifications: The NEPA Specialist meets the certification requirement of GDOT Transportation Planning Prequalification Category 1.06(a) NEPA Documentation.
4.2.2.5 Cultural Resource Management Personnel

The ECM designates an Archeologist, Architectural Historian, Historian, and/or Historical Architect to provide expertise in monitoring impacts to cultural resources during the course of the Work.

The ECM designates personnel if a need arises for renewed activities to comply with cultural resources laws.

Qualifications: The Cultural Resource Management Personnel meet the certification requirement of GDOT TransportationPlanning Prequalification Category 1.06(b) History and 1.06(f) Archaeology. Cultural Resource Management Personnel must meet professional standards under regulations developed by the Secretary of the Interior, found at http://www.nps.gov/history/local-law/Prof_Qual_83.htm.

4.2.2.6 Natural Resource Biologist

The ECM designates a Natural Resource Biologist to provide expertise in monitoring impacts on wildlife and the natural environment during the course of the Work. The ECM designates personnel if a need arises for renewed activities to comply with natural resources laws.

Qualifications: The Natural Resource Biologist must meet the certification requirement of GDOT Transportation Planning Prequalification Category 1.06(e).

4.2.2.7 Water Quality Specialist

The ECM designates a Water Quality Specialist to provide expertise in permitting (USACE Section 404 and GA EPD Buffer Variance), State and federal waters delineations, storm water pollution prevention, and the protection of jurisdictional State and federal waters during the course of the Work. Qualifications: The Water Quality Specialist must have verifiable experience implementing Water Quality Certification Plans and be able to demonstrate a working knowledge of the National Pollutant Discharge Elimination System and MS4 permit requirements applicable to the Project. The Water Quality Specialist must meet the certification requirements of GDOT Transportation Planning Prequalification Category 1.06(e).

4.2.2.8 Air Quality Specialist

The ECM designates an Air Quality Specialist to provide expertise for air quality studies during the course of the Work, if necessary.

Qualifications: The Air Quality Specialist must meet the certification requirement of GDOT Transportation Planning Prequalification Category 1.06(c).

4.2.2.9 Noise Specialist

The ECM designates a Noise Specialist to provide expertise for noise studies during the course of the Work, if necessary.

Qualifications: The Noise Specialist must meet the certification requirement of GDOT Transportation Planning Prequalification Category 1.06(d).
4.2.2.10 Hazardous Materials Manager

The ECM designates a Hazardous Materials Manager to provide expertise in the safe handling of Hazardous Materials required to perform the Work and those that may be discovered/impacted during the term of the Agreement. The Hazardous Materials Manager conducts appropriate activities such as the following:

1. Schedule and/or conduct training for the DB Team’s employees
2. Verify all employee certifications prior to and required for any handling of Hazardous Materials
3. Maintain records of all incidents involving Hazardous Materials and notify the ECM, GDOT, and appropriate authorities in writing of any such incidents

Qualifications: The Hazardous Materials Manager must meet the certification requirements of GDOT Soils, Foundation and Material Testing, Hazardous Waste Site Assessment Studies 6.05, and be a qualified professional with 40 hours of HAZWOPER certification. In addition, the Hazardous Material Manager must have at least five years of experience on similar projects in the following areas:

1. Development of investigative work plans, site investigation reports, and remedial action plans or equivalent reports necessary and acceptable to the EPA in material discovery and remediation efforts of Hazardous Materials
2. Investigation and remediation of Hazardous Materials following GDOT Environmental Procedures Manual guidelines

4.2.2.11 Worksite Erosion Control Supervisor (WECS)

Before beginning Work, designate a qualified WECS to initiate, install, maintain, inspect, and report the condition of all erosion control devices as described in GDOT Standard Specifications Sections 160 through 171 or in the DBA and erosion, sedimentation, and pollution control plan (ESPCP) documents. The designee must submit their qualifications on the GDOT provided resume form for consideration and approval. The DB Team may utilize additional persons having WECS qualifications to facilitate compliance, however, only one WECS will be designated at a time.

The WECS and alternates must:

1. have at least one year of experience in erosion and sediment control, including the installation, inspection, maintenance and reporting of BMPs;
2. successfully completed the Georgia Soil and Water Conservation Commission Certification Course Level IA and GDOT’s WECS Certification Course; and
3. provide phone numbers where the WECS can be located 24 hours per day, seven days per week.

The WECS’ duties include the following:

1. Be available or have an approved representative available 24-hours a day and have access to the equipment, personnel, and materials needed to maintain erosion control and flooding control.
2. Inform GDOT in writing whenever the alternate WECS assumes project responsibilities.

3. Ensure that erosion control deficiencies are corrected within 72 hours or immediately during emergencies. Deficiencies that interfere with traffic flow, safety, or downstream turbidity are to be corrected immediately.

4. During heavy rain, have the construction area patrolled day and night, any day of the week to quickly detect and correct erosion or flooding problems before they interfere with traffic flow, safety, or downstream turbidity.

5. Be on the site within three hours after receiving notification of an emergency prepared to positively respond to the conditions encountered. GDOT may handle emergencies without prior notice to the DB Team. GDOT will recover costs for emergency maintenance work according to GDOT Standard Specifications Subsection 105.15, Failure to Maintain Roadway or Structures.

6. Maintain and submit for the Project records, as-built Erosion and Sedimentation Control Plans that supplement and graphically depict EC-1 reported additions and deletions of BMPs. The as-built plans are to be accessed and retained at a GDOT facility at all times.

7. The WECS must maintain a current certification card for the duration of the Project. Recertification of the WECS is required prior to the expiration date shown on the Certification card in order to maintain certification and the WECS position for the Project.

8. Ensure that both the WECS and the alternate meet the criteria of this Section 4.2.2.11.

Failure of the WECS or alternate to perform the duties specified in the Contract, or whose performance has resulted in a citation being received from a State or Federal Regulatory Agency (e.g., the Georgia Environmental Protection Division) will result in one or more of the following:

1. Suspension of the WECS’ certification for a period of not less than 30 days
2. Removal of the Contractor’s Project superintendent in accordance with GDOT specification subsections 105.05 and 108.05 for a period not less than 14 days
3. GDOT-wide revocation of the WECS certification for a period of 12 months
4. Removal of the Contractor’s Project superintendent in accordance with GDOT Standard Specifications subsections 105.05 and 108.05

4.3 Environmental Approvals

4.3.1 Responsibilities Regarding Environmental Documents

The DB Team is responsible for coordination with GDOT and other required approval agencies to ensure that commitments made during the environmental review are being met. The DB Team is responsible to reassess Project impacts and for additional associated costs incurred due to any changes in the Project impacts as described in the approved Environmental Document. This may require resubmittal of environmental studies for approval by applicable agencies.

GDOT is responsible for completing and resubmitting environmental documentation. The DB Team is not allowed to complete the environmental documentation or reevaluation.
Execute the Environmental Commitments required by the approved Environmental Documents, DB Documents, Governmental Entities, Governmental Approvals, and all applicable federal and State Law.

Limits of the Existing and Proposed Right of Way is described in the approved Environmental Document.

Ensure Work complies with approved Environmental Documents, permits, and compliance requirements for any additional actions throughout the Term of the DB Documents. Monitor and document Work activities so that documents providing evidence for compliance are available to FHWA and Governmental Entities (as applicable) and GDOT for inspection at any time. Evidence of compliance activities may include photo documentation and other appropriate methods to demonstrate compliance. Execute the Environmental Mitigation Plan, which lists responsible parties for Environmental Commitments detailed in the approved Environmental Document as agreed to by GDOT and/or other approval agencies.

Consider the use of environmentally sustainable practices and/or materials in the development of the Project.

Environmental Documents were prepared and approved by GDOT prior to the Effective Date. During the Term, such approvals may require re-evaluation, amendment, or supplement as the Work progresses or in order to accommodate actions not identified in the approved Environmental Document or not covered specifically by existing resource agency coordination and permits. The DB Team is responsible to validate and provide design information to support additional environmental studies (cultural resources, ecology, aquatics, traffic, noise, and/or air) conducted by GDOT or on behalf of GDOT by others. Comply with the Environmental Commitments identified in the approved Environmental Document within the final limits of the Project and subsequent approved Environmental Documents as updated to incorporate the DB Team’s Conceptual Layout Plan of Project or Design Documents or due to regulatory or policy changes. Follow GDOT policies and procedures when conducting these activities for the Project.

The DB Team is responsible for preparing and paying for supporting documentation for any design changes proposed by the DB Team that differ from the NEPA Approval at the time of the Proposal Due Date. Any changes to the Project as described in the NEPA Approval shall require the DB Team to reassess impacts and submit information to GDOT for incorporation into reevaluation reports and studies. Follow all pertinent policies and procedures as described in the 23 CFR 771, 23 CFR 772, 23 CFR 774, and the GDOT Environmental Procedures Manual. GDOT will provide the costs to prepare and finalize the NEPA Re-evaluation documents for FHWA.

If the DB Team’s Conceptual Layout Plan of the Project or Design Documents deviate from the plan set incorporated into the approved Environmental Documents, then GDOT and/or Governmental Entities will need to conduct an assessment to determine whether the approved Environmental Documents remain valid. Provide information to support evaluation of the deviations from the plan set incorporated into the approved Environmental Documents. Facilitate a meeting with GDOT within 45 days of NTP 1 to discuss potential deviations from the
approved Environmental Document. The following terms define GDOT and/or FHWA required documentation needed to assess impacts to the approved Environmental Document:

1. **No Change Reevaluation:** No design or regulatory changes have occurred since the last approved Environmental Document. As applicable, GDOT will utilize document procedures following the Memorandum of Agreement with FHWA dated July 19, 2016.

2. **Change Reevaluation (design modifications):** The Conceptual Layout Plan for the Project or Design Documents contain modifications to the design in the plan set incorporated into the approved Environmental Documents; the Project corridor in the area of the changes (or as applicable) must be considered for additional or reduced environmental impacts. There may be a need for additional agency coordination as a result of the design modifications. As applicable, GDOT will utilize document procedures following the Memorandum of Agreement with FHWA dated July 19, 2016.

3. **Change Reevaluation (regulatory/policy changes):** Changes in Law or regulatory practice may require additional survey or technical analysis, environmental condition changes over time, and associated agency coordination. The additional analysis may be required regardless of design changes, construction staging, etc. (There may be no action taken by the design team that would trigger the additional technical analysis).

Ensure compliance with the conditions and schedules set forth in amendments to any approved Environmental Documents due to deviations in the plan set incorporated into the approved Environmental Documents in the Conceptual Layout Plan for the Project and/or the Design Documents.

Assume all risk arising out of or related to deviations from the plan set incorporated into the approved Environmental Documents. The DB Team is encouraged to minimize deviations from the plan set incorporated into the approved Environmental Documents. The DB Team is responsible to provide all information reasonably required to support evaluation of deviations from the plan set incorporated into the approved Environmental Documents and to comply with all policies and procedures of GDOT and Governmental Entities having jurisdiction over the Project. GDOT is responsible for all coordination of environmental studies with appropriate Governmental Entities. The DB Team is responsible to provide GDOT with the information reasonably required for coordination with Governmental Entities.

Implement the commitments per the Environmental Document and Environmental Commitments and adhere to the Special Provisions 107.23.G and 107.23.H requirements. The DB Team is responsible for the purchase of all required mitigation credits. This supporting information is listed in Table 4-1:
Table 4-1: Environmental Documentation Contained in Section 4 Attachments

<table>
<thead>
<tr>
<th>Attachment</th>
<th>Document</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attachment 4-1</td>
<td>Environmental Commitments Table (includes identification of responsible parties)</td>
</tr>
<tr>
<td>Attachment 4-2</td>
<td>Special Provision 107.23.H</td>
</tr>
<tr>
<td>Attachment 4-3</td>
<td>Special Provision 107.23.G</td>
</tr>
</tbody>
</table>

4.3.2 GDOT Review and Approval of Environmental Documents and Permits

The approval time frames for Environmental Documents are listed in Table 4-2 (GDOT-Led Environmental Preparation and Approval) and Table 4-3 (DB Team-Led Environmental Permit Approval). The tables below do not include any required public comment period and time for responding to the public comments. Upon receipt of Final Plans covering the technical report study area established in the NEPA Approval, GDOT will be responsible for developing the technical report addenda and NEPA Approval reevaluations as provided in Table 4-2 and Table 4-3. GDOT will coordinate and provide approved documentation to the appropriate Governmental Entities. The review and issuance time periods listed in Table 4-2 and Table 4-3 are per agency and may not occur concurrently. GDOT reserves the right to request revisions to the tables as needed to meet Governmental Entity approval. The timeframe for the development of the technical studies and NEPA document reevaluation are subject to the extent of change proposed by the DB Team; therefore, GDOT reserves the right to modify schedule durations as appropriate after receipt of the DB Team’s Preliminary Plans.

Table 4-2: GDOT-Led Environmental Preparation and Approval

<table>
<thead>
<tr>
<th>Document*</th>
<th>Governmental Entity Approval Time Frame</th>
<th>Reviewing Governmental Entity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Document Reevaluation Approval</td>
<td>Prepare Document: 30 days (from approval of Technical Report Addenda)</td>
<td>GDOT</td>
</tr>
<tr>
<td></td>
<td>Revise Document: 7 days</td>
<td>GDOT</td>
</tr>
<tr>
<td></td>
<td>Review period 1: 30 days</td>
<td>GDOT</td>
</tr>
<tr>
<td></td>
<td>Review period 2: 14 days</td>
<td>GDOT</td>
</tr>
<tr>
<td></td>
<td>Review period 1: 30 days</td>
<td>FHWA</td>
</tr>
<tr>
<td></td>
<td>Review period 2: 14 days</td>
<td>GDOT</td>
</tr>
<tr>
<td>Ecology Report and Addendum</td>
<td>Prepare Survey and Report Addendum: 30 days (from receipt of DB team’s preliminary design plans,</td>
<td>GDOT</td>
</tr>
<tr>
<td>Document*</td>
<td>Governmental Entity Approval Time Frame</td>
<td>Reviewing Governmental Entity</td>
</tr>
<tr>
<td>-----------</td>
<td>----------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>change description, and calculated impacts to resources)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revise Addendum: 7 days</td>
<td>GDOT</td>
<td></td>
</tr>
<tr>
<td>Review period 1: 30 days</td>
<td>GDOT</td>
<td></td>
</tr>
<tr>
<td>Review period 2: 14 days</td>
<td>GDOT</td>
<td></td>
</tr>
<tr>
<td>30 days</td>
<td>USACE</td>
<td></td>
</tr>
<tr>
<td>45 days (informal Section 7)</td>
<td>USFWS</td>
<td></td>
</tr>
<tr>
<td>135 days (for formal Section 7)</td>
<td>USFWS</td>
<td></td>
</tr>
<tr>
<td>45 days (for protected species - for Fish and Wildlife Coordination Act concurrence)</td>
<td>USFWS</td>
<td></td>
</tr>
<tr>
<td>45 days (Informal Section 7)</td>
<td>NMFS</td>
<td></td>
</tr>
<tr>
<td>Section 106 AOE Addendum</td>
<td>Prepare AOE Addendum: 21 days</td>
<td>GDOT</td>
</tr>
<tr>
<td>30 days</td>
<td>GDOT</td>
<td></td>
</tr>
<tr>
<td>Revise AOE Addendum: 7 days</td>
<td>GDOT</td>
<td></td>
</tr>
<tr>
<td>14 days</td>
<td>GDOT</td>
<td></td>
</tr>
<tr>
<td>30 days</td>
<td>State Historic Preservation Officer (SHPO)</td>
<td></td>
</tr>
<tr>
<td>Public involvement for noise barrier voting</td>
<td>Logistics, Fieldwork, voting, ballot, tally, and dry run: 45 days</td>
<td>GDOT</td>
</tr>
<tr>
<td>30 days</td>
<td>GDOT</td>
<td></td>
</tr>
<tr>
<td>15 days</td>
<td>FHWA</td>
<td></td>
</tr>
<tr>
<td>Noise Report and Addendum</td>
<td>Prepare Document: 30 days (from acceptance of Preliminary Plans, approval of horizontal/vertical roadway plans for Traffic Noise Model (TNM))</td>
<td>GDOT</td>
</tr>
<tr>
<td>60 days</td>
<td>GDOT</td>
<td></td>
</tr>
<tr>
<td>Revise noise report: 21 days</td>
<td>GDOT</td>
<td></td>
</tr>
<tr>
<td>30 days</td>
<td>FHWA</td>
<td></td>
</tr>
</tbody>
</table>
Air Quality Report and Addendum  
Prepare Document: Memo to file for no change: 7 days  
GDOT

Traffic Report and Addendum  
Prepare Document: 60 days  
GDOT

*FHWA intends to publish a notice in the Federal Register following NEPA Approval and the Section 404 permit, as applicable. If such a notice is published, claims seeking judicial review of this federal action will be barred unless such claims are filed within 150 days after the publication date of the Federal Register notice for each federal action (e.g., NEPA Approval and/or Section 404 permit). At minimum, the period of time may only be limited by the Administrative Procedures Act of 1946 (APA) (5 United States Code [USC] Section 701-706).

Assume responsibility for preparing required permits and permit modifications as stated in Table 4-3 (DB Team-Led Environmental Permit Approval) and will pay all fees required. Provide to GDOT copies of receipts of delivery of the applications and paid fees to the permitting agencies. For Notices of Termination (NOT), provide a copy of the acknowledgement of receipt of the NOT by EPD.

Assume responsibility to obtain all other permits not included in Table 4-3 (DB Team-Led Environmental Permit Approval) to meet the requirements of the DB Documents. GDOT is responsible for reviewing the permits and permit modifications, and submitting to the appropriate Governmental Entities, unless the applicant is listed as the DB Team. Documentation not meeting current submission standards or requirements of Governmental Entities will be returned to GDOT and revised by a qualified independent consultant approved by GDOT at DB Team’s cost. GDOT reserves the right to review, comment on, require revisions to, and reject for resubmission documentation submitted to GDOT by the independent consultant or the DB Team for environmental compliance or approval. The agency review time frame for permits is specified in Table 4-3. The review and issuance time periods listed in Table 4-3 for DB Team-led approvals do not apply to any revisions of the new permit applications proposed by the DB Team’s Conceptual Layout Plan of Project.

Obtain photogrammetric and/or geographic information system (GIS) data for the Project that depict any impaired waters as listed by EPD. Conduct surveys for information not available from other sources.
### Table 4-3: DB Team-Led Environmental Permit Approval

<table>
<thead>
<tr>
<th>Permit Required</th>
<th>Agency Review and Issuance Time Period (Calendar Days)</th>
<th>Listed Applicant</th>
<th>Preparer of Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>United States Army Corps of Engineers (USACE) Section 404</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Section 404 General Permit&lt;sup&gt;1&lt;/sup&gt;</td>
<td>90</td>
<td>GDOT</td>
<td>DB Team</td>
</tr>
<tr>
<td>Section 404 Individual Permit&lt;sup&gt;2&lt;/sup&gt;</td>
<td>240</td>
<td>GDOT</td>
<td>DB Team</td>
</tr>
<tr>
<td>Subsurface testing of all Underground Storage Tanks and Hazardous Materials</td>
<td>150</td>
<td>GDOT</td>
<td>DB Team</td>
</tr>
<tr>
<td>National Pollutant Discharge Elimination System (NPDES) Construction General Permit (GAR100002), Notice of Intent (NOI)&lt;sup&gt;3&lt;/sup&gt;</td>
<td>14</td>
<td>DB Team</td>
<td>DB Team</td>
</tr>
<tr>
<td>NPDES Construction General Permit (GAR100003), Notice of Intent (NOI)&lt;sup&gt;3&lt;/sup&gt; for Georgia Work</td>
<td>14</td>
<td>DB Team</td>
<td>DB Team</td>
</tr>
<tr>
<td>Georgia Stream Buffer Variance</td>
<td>150</td>
<td>GDOT</td>
<td>DB Team</td>
</tr>
</tbody>
</table>

<sup>1</sup> This applies to Section 404 permitting and if additional impacts are incurred after the permit has been approved, a new permit that covers all impacts is required and the original review times apply to the new permit. No work is authorized in the areas of the previous permit until the new permit is approved and construction authorization is received.

<sup>2</sup> This applies to Section 404 permitting impacts which may exceed the cumulative threshold for a General Permit.

<sup>3</sup> Information on the permit including Notice of Intent (NOI) and Notice of Termination (NOT) and changes that went into effect on August 1, 2018 can be found at [https://epd.georgia.gov/npdes-construction-storm-water-general-permits](https://epd.georgia.gov/npdes-construction-storm-water-general-permits). A Fact Sheet on the permits can be found at [https://epd.georgia.gov/sites/epd.georgia.gov/files/related_files/site_page/Factsheet - NPDES Construction General Permits - May 2018.pdf](https://epd.georgia.gov/sites/epd.georgia.gov/files/related_files/site_page/Factsheet - NPDES Construction General Permits - May 2018.pdf)

<sup>4</sup> The review and issuance time periods will commence once a completed permit package that complies with the requirements of the DB Documents is accepted by GDOT and submitted to the issuing agency and end once the permit is issued by the appropriate Governmental Entity. Therefore, schedule several review periods prior to agency submittal to ensure proper planning to accomplish the entire process for each required permit. Each initial GDOT review period is 30 days. Should the Submittal not be complete or rejected as provided in Section 3 (Design and Submittals), each subsequent review period will be 15 days and is excluded from the timeframe in Table 4-3 (DB Team-Led Environmental Permit Approval) above.
The above permits and review times do not contemplate offsite plant or other offsite activity that the DB Team may propose for use in construction or other non-permanent construction.

Assume responsibility for payment of any fees to obtain any necessary permits or approvals, of any fines incurred as a result from failure to obtain any necessary permits or approvals, and/or for any fines levied as a result of inadequate or improper installations.

4.3.3 Comprehensive Environmental Protection Plan

Adopt a proactive approach for overseeing and inspecting environmental Work during construction to help guard against unanticipated impacts to the environment. Comply with the scope of environmental commitments (Environmental Commitments Table) from the Environmental Documents, including the NEPA document, Special Provision 107.23.H, environmental permits, and other environmental approvals.

Develop, execute, and maintain a Comprehensive Environmental Protection Plan (CEPP) for the Work to ensure environmental compliance with all applicable environmental laws and commitments. Ensure the CEPP obligates the DB Team to protect the environment and document the measures taken during the performance of the Work to avoid, minimize, and mitigate impacts on the environment from the design and construction activities of the Project. Ensure the CEPP effectively demonstrates in detail the DB Team’s knowledge of all applicable Project-specific Environmental Approvals, issues, and commitments, as well as applicable environmental laws, as set forth in this Section 4 and elsewhere in Volume 2. It must also describe the processes to follow during the course of the Work to comply with those Environmental Approvals, issues, and commitments and laws, as well as the documentation required to validate compliance. Ensure all monitoring and reporting activities are concise and consistent throughout the term of the Agreement as applicable to the activities being performed and are in accordance with the requirements set forth in the environmental laws. Ensure the CEPP also effectively describes the quality control and assurance measures that the DB Team will implement to verify the compliance of the CEPP with all applicable environmental laws. Ensure the CEPP establishes a goal of zero environmental violations during the performance of all Work activities while meeting each regulatory agency’s permitting requirements and sets forth detailed processes for rectifying such violations in an appropriate and timely manner should violations occur.

4.3.4 Hazardous Materials Management Plan

Prepare a Hazardous Materials Management Plan (HMMP) for the safe handling, storage, treatment, and/or disposal of Hazardous Materials, whether encountered at or brought onto the Project Site by the DB Team, a third party, or otherwise, during the term of the Agreement. Submit the final HMMP to GDOT for review and approval within 60 days of NTP 1; approval of the Plan by GDOT is be a condition of commencement of Construction Work. Follow the federal Environmental Protection Agency (EPA), EPD guidelines, and GDOT Policies and Procedures for Underground Storage Tank (UST), and Hazardous Waste (HW) Site Investigation Procedure.
Ensure the HMMP includes procedures compliant with all applicable environmental laws and the following at a minimum:

1. Updated Material Safety Data Sheets (MSDS) for all chemicals to be used on the Project, per OSHA requirements, for the term of the Agreement
2. Designated individuals responsible for implementation of the plan
3. Procedures for identifying and documenting potential contaminated sites that might impact Project development
4. Procedures for mitigation of known contaminated sites anticipated to impact construction
5. Procedures for mitigation of unanticipated contaminated sites encountered during construction
6. Procedures for developing a detailed Spill Response Plan for the term of the Agreement
7. Process for training personnel for responding to and mitigating incidents involving contamination or waste
8. Provisions for appropriate storage and disposal of all waste encountered or disposed of on the Project for the term of the Agreement
10. Procedures for preparing Underground Storage Tank/Hazardous Waste (UST/HW) site investigation reports, and package submittals to the Environmental Testing Unit of the Office of Materials and Testing (OMAT) for review in the event that Hazardous Materials are discovered during construction
11. Identification and contact information for designated responsible individuals

Ensure the HMMP includes provisions for making all workers aware of the potential Hazardous Materials to which they may be exposed, limiting Contractors and other Site workers’ exposure to Hazardous Materials and providing all necessary personal protection equipment to protect workers from exposure. Ensure the HMMP requires the DB Team to provide any non-DB Team personnel who visits the Project area with the appropriate personal protection equipment.

Ensure the HMMP requires that all personnel of the DB Team-Related Entities handling Hazardous Materials be trained and certified at least to the minimum requirements established under the current guidelines of OSHA 1910.120 (HAZWOPER Training).

Further, the HMMP must also include procedures for ensuring that all applicable certifications, licenses, authorizations, and Governmental Approvals for DB Team personnel handling Hazardous Materials are current and valid through the duration of the Work.

4.4 Deliverables

As indicated in this Section 4 and in Section 3 (Design and Submittals).
5 RIGHT OF WAY (ROW) – DB TEAM ACQUISITIONS

5.1 General
GDOT will provide the DB Team with Right-of-Way Plans identifying the Proposed ROW and Easements. The Proposed Right of Way Plans are included as Attachment 5-1 (Existing Right of Way and Required Right of Way).

The permanent easements for Parcels 7, 8, and 11 will be acquired as Permanent Easements for Construction and Maintenance of Slopes and Utilities.

All Parcels are identified as State Proposed/State Acquired and will be acquired by GDOT no later than July 1, 2020.

5.2 Administrative Requirements
No requirements.

5.3 Design Requirements
No requirements.

5.4 Construction Requirements
No requirements.
6 UTILITY ADJUSTMENTS

6.1 General
By Georgia Statutes, Utilities, whether publicly or privately owned, aerial or underground, are permitted by GDOT to be accommodated within the ROW. To this end, make every effort to avoid Utilities. Design/construction techniques that minimize or avoid Utility conflicts may involve increased upfront costs; however, those costs may be offset by savings during construction, in addition to the total cost savings for the Project, GDOT, and the respective Utility Owners. This Section 6 establishes procedures and requirements for Utility Adjustments including such processes as coordination with Utility Owners, administration of engineering, construction, other activities necessary for Utility Adjustments and required documentation.

6.2 Administrative Requirements

6.2.1 Standards

6.2.2 Communications

6.2.2.1 Communication with Utility Owners: Meetings and Correspondence
Hold meetings and otherwise communicate with each Utility Owner, Subcontractor, Utility Owner’s pre-approved design consultant, and Utility Owner’s construction contractor as necessary to efficiently accomplish the Utility Adjustments in compliance with the DB Documents. GDOT may participate in these meetings if requested by the Utility Owner or the DB Team or otherwise as GDOT deems appropriate.

Provide a notice and an agenda for the meeting separately to GDOT and the appropriate Utility Owner at least seven days in advance of each scheduled meeting. Prepare and distribute minutes of all meetings within seven days of the meeting with Utility Owners and keep copies of all correspondence with any Utility Owner.

Coordinate with Utility Companies for early coordination of Utility Adjustments.

6.2.2.2 Real Property Matters
GDOT will determine the ROW required for construction of the Project and will endeavor to provide adequate ROW for the existing or typical Utility facilities that will be permitted to be accommodated within that ROW. Services must be performed in accordance with Section 7 (ROW Additional Properties).
Provide the services described below in connection with existing and future occupancy of property by Utilities.

1. **Determination of Utility ROW and Easement**: The determination as to the need for replacement ROW or easement for Utilities will be made as follows:
   a. If additional ROW or easement will be required for the construction of the Project, coordinate with the Utility Owner to verify such circumstances and obtain a written statement as to whether the Utility Owner desires that the DB Team acquire such additional ROW or easement or the Utility Owner plans to acquire its own ROW or easement.

2. **Interest to be Acquired**: If the Utility Owner desires for the DB Team to acquire replacement ROW or easement, step (a) must be followed. If Utility Owner intends to acquire its own ROW or easement step (b) must be followed.
   a. If the Utility Owner desires for the DB Team to acquire replacement ROW or easement:
      i. Recommend to GDOT what interest will be required and the instrument (i.e., deed, quitclaim deed, easement limited agreement, etc.) to be used to acquire and/or transfer such interests. The recommendation must be reviewed and concurrence provided by GDOT.
      ii. An Easement Limited Agreement (ELA) may be utilized to transfer rights in accordance with UAM Section 4.2.F.2 and as determined by GDOT. GDOT will be responsible for the establishment of the ELA with the Utility Owner.
      iii. If the DB Team is unable to acquire the needed right of way or easement and request assistance from GDOT to acquire the needed right of way or easement, the DB Team will be required to reimburse GDOT for the costs in acquiring the right of way or easement. There will be no schedule relief for the DB Team if this occurs.
   b. If the Utility Owner intends to acquire its own ROW or easement:
      i. Obtain written notification from the Utility Owner of such a decision and include this in a Utility Owner’s Work Plan.
      ii. Notify the GDOT Project Manager of said decision and provide a copy of the Utility Owner’s Work Plan to GDOT.

3. **Methods of Acquisition**: The method of acquisition described in Section 4.1.C.6 of the UAM will apply.
   a. Adjustment on Projects:
      i. **Reimbursable Cases**: When the Utility Owner is entitled to reimbursement for the cost of acquisition of replacement right of way or easements, GDOT will request permission from the Utility Owner, which must be obtained in writing, to acquire necessary Utility right of way or easements concurrently with State Proposed State Acquired acquisitions. The Standard Utility Owner Agreement (SUA) will include reasons for Utility Owner’s desire to acquire the right of way or easement.
ii. **Non-Reimbursable Cases**: If the cost of acquisition of replacement right of way or easement is not reimbursable, GDOT will, at the written request of the Utility Owner, acquire such right of way or easement under written agreement and the Utility Owner will reimburse GDOT for such cost in accordance with State Law. Any acquisition by GDOT will comply with all requirements pertaining to GDOT’s acquisition of its own right of way and easement.

### 6.2.2.3 Documentation of Existing Utility Property Interests – Affidavits

For each Existing Utility Property Interest within the Existing Right of Way or Proposed Right of Way claimed by any Utility Owner, include an easement deed or an Affidavit of Property Interest in the applicable Utility Work Plan, with appropriate documentation of the Existing Utility Interest attached. Any such claim shall be subject to GDOT’s acceptance as part of the Utility Work Plan review. Except as otherwise directed by GDOT, prepare all Affidavits of Property Interest using the standard GDOT form.

### 6.2.2.4 Acquisition of Replacement Utility Property Interests

Each Utility Owner will be responsible for acquiring any Replacement Utility Property Interests necessary for its Utility Adjustments if the DB Team is not responsible as outlined in the MOU. For acquisitions that are not the responsibility of the DB Team, the DB Team shall have the following responsibilities:

1. Coordinate with, and provide the information to, each Utility Owner as necessary for the Utility Owner to acquire any Replacement Utility Property Interests required for its Utility Adjustments.

2. If any of the DB Team-Related Entities assists a Utility Owner in acquiring a Replacement Utility Project Interest, such assistance shall be by separate contract, and the DB Team shall ensure that the following requirements are met:

   a. The files and records must be kept separate and apart from all acquisition files and records for the Proposed Right of Way and Additional Properties on the Project.

   b. The items used in acquisition of Replacement Utility Property Interests (e.g., appraisals, written evaluations and owner contact reports) must be separate from the purchase of the Proposed Right of Way and Additional Properties on the Project.

   c. Any DB Team Related Entity personnel negotiating the acquisition of Replacement Utility Property Interests must be different from those negotiating the acquisition of Project Right of Way.

The DB Team is not responsible for Utility Owner condemnation proceedings.

#### 6.2.2.4.1 Georgia Utility Permitting System (GUPS)

Ensure that each Utility Owner submits Utility permit requests through GUPS for the following:

1. Each Utility proposed to be relocated or installed within the Existing ROW, Proposed ROW and Additional Properties.
2. Each Utility proposed to remain in its existing location within the Existing ROW, Proposed ROW and Additional Properties.

6.2.2.4.2 Documentation Requirements

Prepare, negotiate (to the extent permitted by Section 6.2.2.2 (Real Property Matters)), and obtain execution by the Utility Owner (and record in the appropriate jurisdiction, if applicable) all agreements and deeds described in this section, including all necessary exhibits and information concerning the Project (e.g., reports, Plans, and surveys). Each agreement or deed will identify the subject Utility or Utilities by the applicable Utility Permit Number, and identify any real property interests by parcel number or highway station number, or by other identification acceptable to GDOT.

6.2.2.4.3 Record Keeping

Maintain design, construction and inspection, and other Utility related records to ascertain that Utility Adjustment Work is accomplished as required by the Design-Build Documents and the applicable Utility agreements.

6.3 Design Requirements

6.3.1 Memorandum of Understanding (MOU)

The allocation of responsibility for the Utility Adjustment work will be specified in the MOU.

GDOT has executed MOUs between GDOT and each Utility Owner. Copies of the MOUs can be found in the attachments. If a Utility is impacted by the Project and the impact requires a relocation of the Utility, refer to the executed MOU for the Party responsible for the cost of the relocations.

Ensure Utility Adjustments will occur either by coordinating the relocation with the Utility Owner self-performing the relocation work, performing the work with its own forces or by using the Utility Owner’s Pre-Approved Design Consultants or Contractors. See Attachment 6-3 (Memorandums of Understanding) for requirements related to coordination and relocations for all Utility owners within the Project Limits.

6.3.2 Responsibilities of the DB Team

Ensure all Utility Adjustments necessary to accommodate the Project.

6.3.2.1 DB Team Pre-Construction Coordination

Communicate, cooperate, and coordinate with GDOT, the Utility Owners, Utility Owner’s design consultants and construction contractors, property owners, local Governmental Entities, locally impacted businesses, and potentially affected third parties, as necessary for performance of the Utility Adjustment Work. Provide advance notification to all impacted local Governmental Entities, business and property owners for and planned disruption of service. Coordinate with GDOT for any public outreach for planned Utility disruptions as required. The DB Team is responsible for assisting in the preparation of all SUAs and Contract Item Agreements (CIAs) as required. Utility agreement templates can be acquired from the State Pre-Construction Utility
Manager. As part of the Pre-construction coordination, the DB Team is required to coordinate with all Utility permitting agencies within the Project limits to ensure that any Utility permits issued by any agency are reviewed and approved by the DB Team. Notify the Utility Owners that a GUPS permit is required for any facilities located inside the Project limits.

Perform all Utility coordination to GDOT standards by a prequalified firm in Area Class 3.10 - Utility Coordination. Refer to the following website for a list of current prequalified firms:

http://www.dot.ga.gov/PS/Business/Prequalification/PrequalConsultants

Include the following in Utility coordination:

1. Schedule and meet with the following for a Utility kick-off meeting within 15 Calendar Days of NTP 1: (a) all Utility Owners with facilities located within the Project limits; (b) GDOT's District Utilities Office (Optional – may or may not attend); and (c) the State Subsurface Utilities Engineer (or designee) (Optional – may or may not attend). Discuss schedule, provide a Project overview, and provide Utility Owners with a clear understanding of Design-Build Utility Coordination processes and what the Utility Owners can expect for the duration of the Project.

2. Contact each Utility Owner to advise of the proposed Project, and obtain supplemental verification of the locations of existing Utility facilities (including the employment of additional Overhead/Underground Subsurface Utility Engineering (SUE) investigations as needed in determining requirements for the relocation or adjustment of facilities.

3. Perform all coordination necessary for Utility Adjustments.

6.3.2.2 DB Team Design Activities

The DB Team is responsible for the following design activities:

1. Collect the following from each Utility Owner self-performing their relocation work within the Project limits: Utility relocation plans, approved GUPS permits, Utility agreements if required, and cost estimates and letters of no conflict where the Utility Owner’s facilities will not be impacted by the Project.

2. Prepare all engineering design, plans, and technical specifications required to perform the necessary Utility relocations.

3. Coordinate the design work of Subcontractors, Utility Owners, and/or Utility Owners’ contractors; including any required inspection, permitting, testing, and monitoring to ensure that the Work is properly performed in accordance with approved design plans.

4. The resolution of any conflicts between Utilities and the construction of the Project.

5. No additional compensation will be allowed for any delays, inconveniences, or damage sustained by the DB Team or its Subcontractors due to interference from Utilities or the operation of relocating Utilities.

6. Provide each Utility Owner with roadway design plans and preliminary Utility plans as soon as the plans have reached a level of completeness adequate to allow the Utility Owner to fully understand the Project impacts.
7. Assist Utility Owners in the preparation and submittal to GDOT a Utility Work Plan Retention Request for any Utility that is to remain under the roadway within the construction limits.

8. If a party other than the Utility Owner prepares Utility relocation plans, provide a concurrence box on the plans where the Utility Owner signs and accepts the Utility relocation plans as shown.

9. Review the Utility plans to identify that there are no conflicts with the Project, and ensure that there are no conflicts between each of the Utility Owner's relocation plans.

10. Furnish the final Utility relocation plans to each Utility owner to incorporate into the GUPS Project permit. Once the GUPS Project permit is submitted, GDOT will forward to the DB Team for concurrence.

11. Review all Utility relocation plans, Utility agreements, Utility estimates, and certificates of eligibility to ensure that relocations comply with GDOT's UAM.

12. Certify to GDOT that Utility relocation design plans have been reviewed and accepted by the respective Utility Owner.

6.3.2.3 Delays
Under no circumstances will the DB Team be entitled to any additional compensation or time extension hereunder as the result of any Utility Adjustment, whether performed by the DB Team or by the Utility Owner, except as provided in Volume 1, Article 14 (Relief Events; Compensation Events).

6.3.3 General Responsibilities of GDOT
GDOT will provide guidance to the DB Team in the Utility Adjustment process to the extent as described in the Design-Build Documents and the Utility Accommodation Policy and Standards Manual.

6.3.4 Utility Adjustment Relocation
The DB Team is responsible for all Utility Adjustment Work associated with the Project, with the exception of items explicitly excluded within the MOUs.

6.3.5 When Utility Adjustment is Required
Utility Adjustment may be necessary to accommodate the Work for either or both of the following reasons: (i) a physical conflict between the Work and the Utility, and/or (ii) an incompatibility between the Work and the Utility, even though there may be no physical conflict. The physical limits of all Utility Adjustments will extend as necessary to replace the existing Utility, whether inside or outside of the Existing ROW and Proposed ROW. Section 6.2.2.4 (Acquisition of Replacement Utility Property Interests) contains provisions that address the acquisition of easements for Utilities to be installed outside of the Existing ROW and Proposed ROW.
6.3.6  Certain Components of the Utility Adjustment Work

6.3.6.1  Betterments

Replacements for existing Utilities will be designed and constructed to provide service at least equal to that offered by the existing Utilities, unless the Utility Owner specifies a lesser replacement or unless a larger size is required to meet current Law, industry standards, or Code. Services include equal access and ability to maintain the facility at its current level of functionality; in other words, like for like in-kind replacement and in accordance with the UAM and GDOT Design Policies.

Any Betterment work furnished or performed by the DB Team as part of a Utility Adjustment will be deemed added to the Work. That proportion of the costs representing improvement or Betterment in a facility will be excluded from the costs eligible for payment by the DB Team or participation by GDOT, unless required to meet Law, industry standards, or Code.

Pay the in-kind replacement costs or larger facility costs if required to meet current Law, industry standards, or Code for removing, adjusting, and relocating those facilities that are physically in place and in conflict with proposed construction and where replacement is necessary.

6.3.6.2  Protection in Place

Assist the Utility Owner in the submission of Retention Request to GDOT for review and acceptance for each Utility that will remain in place in accordance with GDOT’s Utility Accommodation Policy and Standards Manual. The DB Team is responsible for Protection in Place using a GDOT approved Utility Work Plan Retention Request of all Utilities impacted by the Project as necessary for their continued safe operation and structural integrity.

6.3.7  DB Team’s Responsibility for Utility Identification

All Design Documents for Utility Adjustment Work, whether furnished by the DB Team, or by the Utility Owner or pre-approved design consultant, must be consistent and compatible with the following:

1. The applicable requirements of the DB Documents, including Section 6.2.1 (Standards)
2. Any Utilities remaining in, or being installed in, the same vicinity
3. All applicable Governmental Approvals
4. Private approvals of any third parties necessary for such work

Ensure that the Design Documents are complete and include all Utility adjustment schedules (required only if the Utility Owner self performs), Utility relocation plans, approved GUPS permits, and associated agreements (if required) necessary to address all foreseeable Utility impacts that might affect the Project. This includes Utility issues affecting ROW acquisition, environmental clearances, Project staging, and Project constructability.

Endeavor to design the Project to avoid conflicts with Utilities when feasible and minimize impacts where conflicts cannot be avoided. Submit to GDOT a SUE Utility Impact Analysis (UIA)
in GDOT’s prescribed format as specified in Section 3 (Design and Submittals), Table 3-1 (Master Submittal List).

Research and verify any compensable prior right claimed in the MOU that would result in reimbursement to the Utility Owner for any relocation design, construction or material cost when a Utility Owner claims prior rights in the MOU and does not include either design or construction in the Design-Build Documents. If there is a dispute over property interests with a Utility Owner, The DB Team is responsible for resolving the dispute. Meet with GDOT’s District Utilities Manager to present the property interests information gathered. This information must be sufficient for the District Utilities Manager (or designee) to certify the extent of the Utility Owner’s property interests. GDOT has final approval authority as to the DB Team’s determination of whether the Utility Owner has property interests. The DB Team is responsible for all design, construction and material costs when the design and construction are included in the Design-Build Documents.

### 6.3.8 Utility Relocation Plans

#### 6.3.8.1 Plans Prepared by the DB Team

Where the DB Team and the Utility Owner have agreed that the DB Team will furnish a Utility Adjustment design, prepare final Utility Relocation Plans and have an authorized representative of the Utility Owner sign the plans as “reviewed and approved for construction.” Attach the Utility Work Plan (as approved by the Utility Owner) to the applicable Utility Agreement (if required) for GDOT’s approval.

Unless otherwise specified in the applicable Utility Agreements, all changes to final Utility Relocation Plans previously approved by the Utility Owner (excluding estimates, if the Utility Owner is not responsible for any costs) require written Utility Owner approval. Transmit any GDOT comments to the Utility Owner, and coordinate any modification, re-approval by the Utility Owner, and re-submittal to GDOT as necessary to obtain GDOT’s approval.

#### 6.3.8.2 Plans Prepared by the Utility Owner

Coordinate with the Utility Owner as necessary to confirm compliance with the applicable requirements for all Utility Adjustments to be furnished by a Utility Owner. Attach those Utility Adjustments to the applicable Utility Agreement (if required), and include them in the appropriate Utility Work Plan for GDOT’s acceptance. Transmit any GDOT comments to the Utility Owner, and coordinate any modification, review by the DB Team, and re-submittal to GDOT as necessary to obtain GDOT’s acceptance.

#### 6.3.8.3 Design Documents

Each proposed Utility Adjustment must be shown in the Design Documents, regardless of whether the Utility Relocation Plan is prepared by the DB Team, Utility Owner or Utility Owner’s pre-approved design consultant.
Required Information

1. Preliminary Utility Relocation Plans:
   a. Preliminary Utility Relocation Plan sheets are typically comprised of preliminary roadway plan sheets with the inclusion of all existing Utility facility locations (overhead and underground) found within a Project’s limits. The degree of effort exerted on the part of GDOT and the Utility Owner varies with the type and location of the Utility. GDOT has classified these degrees of effort into different quality levels of SUE information.
   b. Produce and use Preliminary Utility Relocation Plans in the Utility coordination/relocation design activities outlined here. The following minimum information must be shown on the Preliminary Utility Plans:
      i. Construction centerlines with Project stations and begin/end Project limits
      ii. Curb and gutter or edge of pavement (proposed and existing)
      iii. Road and street names
      iv. Existing and required ROW limits, property lines, environmentally sensitive area limits, and property owners
      v. All proposed and existing easements (including existing Utility easements)
      vi. Proposed and existing drainage structures/features (excluding drainage text)
      vii. Proposed construction limits (C/F lines)
      viii. Topographical planimetrics (i.e., existing buildings/structures, existing tree/vegetation limits)
      ix. All proposed bridges, walls, other structures and landscape hardscapes
      x. All proposed and existing strain poles (signal, sign, lighting)
      xi. Utilities Legend
      xii. Miscellaneous General Notes
      xiii. Existing overhead and underground Utilities found within the Project’s limits, including size and material if known
      xiv. Sanitary sewer manhole top, and invert elevations. Sanitary Sewer pipe flow directions
      xv. Railroad mainline and spur tracks with their respective property/easement limits
      xvi. Project survey control point locations

2. Final Utility Relocation Plans
   a. The final Utility Relocation Plans must clearly show all existing Utilities on the plans and clearly indicate all existing Utilities to remain and all proposed relocations necessary to avoid construction conflicts.
   b. In addition to the information required for the Preliminary Utility Relocation Plans, the final Utility Relocation Plans must include Miscellaneous General Notes required for coordination of Utility facilities with roadway construction.
Sheet Layout

1. Remove any information and graphic data that is not necessary to depict the disposition of Utilities found within the Project’s limits by turning off the appropriate CAD levels on which the data is stored. This will help ensure that information pertinent to Utility facilities can be clearly seen in the Utility Plan sheets. Examples of extraneous information would be items such as horizontal curve data, superelevation data, roadway dimensions, misc. text, etc. Ensure all background information such as pavement limits, existing structures, etc. is screened back, and ensure all text, line work, details, and symbols are clear and legible when plans are reduced to half-size (typically, 11-by-17 inches).

2. To maintain plan clarity, all applicable general notes, tables, details, and the Utility Legend must be placed separately from the Utility Plan sheets. Provide a Utility Plan Cover Sheet for both preliminary and final Utility Relocation Plans. A recommended example Utility sheet schedule is provided below:
   a. Utility Sheet 1 (Cover Sheet) – Utility General Notes, Utility Legend, Miscellaneous Details
   b. Utility Sheet 2 (required as needed) – Additional Miscellaneous Details, Pole Data Table
   c. Utility Plan Sheets – Display Utilities shown in plan view with respect to Project on 24 Series Plan Sheets.
   d. Utility Profile and Cross-Sections Sheets - Proposed Utility facility profiles and cross-sections (as required)
   e. Miscellaneous Utilities Sheets – Miscellaneous proposed Utility details (as required)

Follow the above sheet schedule for all separate Utility relocation plans (i.e., water and sewer plans) included in the Project plans.

Note on the Utility Relocation Plans whose responsibility it is for Utility adjustment. Ensure the plans have made accommodations for Utility crossings and attachments for bridge plans, if applicable. Include the size, weight, and type of Utility for any new Utility crossings requests. In addition, fully detail the method of attachment to the bridge. Review such requests to ensure adequacy and constructability and obtain final acceptance from GDOT. Follow the approval process within this specification. Ensure that all proposed and existing Utilities are coordinated with the respective Project’s Construction Staging Plans and Erosion Control Plans.

Address any additional environmental impacts due to Utilities in the Project’s Environmental Document and/or Permit upon completion of the Utility relocation plans.

6.3.8.4 Certain Requirements for Underground Utilities

Use casing as specified in the Utility Accommodation Policy and Standards Manual for all underground Utilities crossing the Existing ROW, Proposed ROW and/or Additional Properties.

The Worksite Utility Coordination Supervisor (WUCS) shall ensure compliance with all Georgia 811 requirements.
6.3.8.5 Utility Work Plan

Utility Work Plan means the combination of the Utility Relocation Plans and the Utility Adjustment Schedule (if required), and any required agreements, specifications, cost estimates (if required), and any other information and materials which the Design-Build Team is required to submit to GDOT in connection with each Utility Relocation. The Utility Work Plan also includes the Utility Owner’s approval of plans, specifications, GUPS project permit, and cost estimates (if required). The term Utility Work Plan also refers to Supplemental Utility Work Plans and Utility Work Plan Retention Requests.

Prepare a Utility Work Plan that addresses each Utility Adjustment (as well as each Utility remaining in place and not requiring any Protection in Place or other Utility Adjustment) and submit it to GDOT for its review and acceptance. Provide Utility Work Plans for each individual Utility Owner in accordance with the Utility Accommodations Policy and Standards Manual. Coordinate preparation of all components of each Utility Work Plan with the Utility Owner or Utility Owner’s design consultant. Complete the review and comment process for the applicable Utility Work Plan, including the issuance of any required GDOT acceptances, before the start of construction for the affected Utility Adjustment Work.

Provisions governing the procedure for and timing of Utility Work Plan submittals are in Section 6.5 (Deliverables).

Address all Utility Adjustments covered by the same initial Utility Agreement in a single full Utility Work Plan.

6.3.8.6 Utility Adjustment Schedule (UAS)

The purpose of the UAS is to provide the DB Team with the pertinent information related to the Utility Owner’s relocation work and timeline when Utility Owners are self-performing the work. When the DB Team is performing the relocation work on behalf of the Utility Owner or if the relocation work has been included in the contract to be accomplished by the Utility Owner’s pre-approved contractor, no UAS will be required, unless there is a dependent activity by the Utility Owner to facilitate this work. However, it is recommended that the Utility Owner still complete a UAS to account for Construction Engineering (CE) activities and/or other Utility coordination type activities that may occur during the Project.

Schedule all Utility relocations, adjustments, and obtain a written schedule from the Utility Owner or a Utility Owner pre-approved contractor.

6.3.8.7 Revised Work Plan Acceptance

Obtain a revised Utility Work Plan from the Utility (if self-performing) within 30 days after becoming aware of, or upon receipt of written notification of, previously unforeseen Utility removal, relocation, or adjustment found necessary by either the DB Team or the Utility after the start of construction of the Project.

The incorporation of this revised Utility Work Plan into the overall Project Schedule is not intended to correct errors and omissions with the original or current accepted Utility Work Plans submitted to GDOT. If such errors or omissions occur, it is the Utility’s responsibility to adhere to
the original or current Utility Work Plan submitted and approved. However, when a revised Utility Work Plan is deemed appropriate to be submitted, use the following procedure for its acceptance:

1. Review all revised Utility Work Plans submitted by the Utility found within the Project limits.
2. Submit the revised Work Plan after review and acceptance, to GDOT for review and acceptance. If, upon review, GDOT determines a revised Work Plan is unreasonable based on the required scope of Utility Adjustment and/or relocation required to accommodate the Project, GDOT will initiate the escalation process to resolve such disputes involving the revised Utility Work Plan, if disputes occur.

6.3.8.8 Post-Let Utility Certification
Develop the Preliminary Utility Status Report. Include a listing of all Utility Owners located within the Project limits and a recommendation as to the extent of each Utility Owner’s property interests. Include copies of easements, plans, or other supporting documentation that substantiates any property interests of the Utility Owners in the report. Ensure the report lists each Utility Owner with contact information, any Utility Agreements, current UIA, and a preliminary assessment of the impact to each Utility Owner.

Upon receipt of the accepted Utility relocation plans, approved GUPS permits, and the Preliminary Utility Status Report review and forward that information to GDOT for review. GDOT will review the information and will perform the post-let Utility certification and issue Notice to Proceed (NTP 3) released for construction. In some instances, a conditional NTP 3 may be provided to allow the project to proceed with construction activities where no utility conflicts exist, there is minimal utility involvement, or when the project will be completed in sections/zones/stages. Under these circumstances, the GDOT Project Manager (PM) will provide all subsequent NTP 3’s for those areas not included on the initial NTP 3.

6.4 Construction Requirements

6.4.1 Reserved

6.4.2 General Construction Criteria

Notify GDOT that the Project has reached Substantial Completion and certify at that time that all Utilities have been identified, and that those Utility Owners with property interests or other claims related to relocation or coordination with the Project have been relocated or their claims otherwise satisfied or will be satisfied.

In addition to the above, comply with all provisions set forth under subsection 107.21 of the GDOT Standard Specifications, Construction of Transportation Systems, current edition.

Ensure all Utility Adjustment construction performed by the DB Team conforms to the requirements listed below. All construction engineering and contract supervision is the responsibility of the DB Team. Ensure that all Utility relocation work included in the contract is accomplished in accordance with the Contract Special Provisions, MOU and the Utility Owner.
approved final design plans and specifications. Consult with the Utility Owner before authorizing any changes that affect the Utility Owners facilities. For Work included in the DB Team’s Contract, the Utility Owner or Utility Owner’s contractor has the right to visit and inspect the work at any time and advise the DB Team and GDOT of any observed discrepancies or potential issues. Notify the Utility Owner when all Utility relocation work is completed and ready for final inspection and acceptance. The DB Team is responsible for verifying that all Utility Adjustment construction performed by each Utility Owner conforms to the requirements described below. In case of nonconformance, the DB Team will cause the Utility Owner (and/or its contractors, as applicable) to complete all necessary corrective work or to otherwise take such steps as are necessary to conform to these requirements:

1. All criteria identified in Section 6.3 (Design Requirements).
2. The Utility Work Plans approved by GDOT (other than Utility Adjustment Field Modifications complying with this Section 6.4).
3. All safety and environmental requirements.
4. Overall Project Schedule or proposed ROW schedule described in Section 2 (Project Management), Section 5 (Right of Way (ROW) – DB Team Acquisitions), and Section 7 (ROW – Additional Properties).
5. Ensure that the installed, abandoned, excavated, or relocated Utilities within the Project limits are all locatable. Locatable means that the line can be field located using SUE QL-B methodology.

The DB Team is responsible for performing all Utility installation, removal, relocation, and adjustments required to accommodate the proposed Project in accordance with the MOU and any required Utility Agreements. This includes any required inspection, permitting, testing, and monitoring to ensure that all the work is properly performed to the approved design plans. The resolution of any conflicts between Utilities and the construction of the Project is be the responsibility of the DB Team. No additional compensation will be allowed for any delays, inconveniences, or damage sustained by the DB Team or its Subcontractors due to interference from Utilities or the operation of relocating Utilities.

### 6.4.3 Construction Activities

Ensure Utility Adjustments are performed either by the Utility Owner, the Utility Owner’s pre-approved contractors or by self-performing the construction Work.

The DB Team Utility Work construction management will be performed by the Worksite Utility Coordination Supervisor.

### 6.4.4 Inspection of Utility Owner Construction

Set forth procedures for inspection of all Utility Adjustment Work performed by Utility Owners (and/or their pre-approved contractors) to verify compliance with the applicable requirements described in Section 6.4.2 (General Construction Criteria) and to ensure the work is being accomplished in accordance with the GDOT approved Utility Relocation Plan.
6.4.5 Scheduling Utility Adjustment Work

The Utility Adjustment Work (other than construction) may begin at any time following issuance of NTP 1. Refer to Volume 1, Article 7.6.2 (Utility Adjustments) of the Agreement for the conditions to commencement of Utility Adjustment Construction Work by the DB Team. Do not arrange for any Utility Owner to begin any demolition, removal, or other construction Work for any Utility Adjustment until all the following conditions are satisfied:

1. The Utility Adjustment is covered by an executed Utility Agreement (if required) (and any conditions to commencement of such activities that are included in the Utility Agreement have been satisfied).

2. Availability and access to affected Replacement Utility Property Interests have been obtained by the Utility Owner (and provided to the DB Team, if applicable).

3. Proposed ROW and/or Additional Properties have been obtained in accordance with the applicable requirements of the DB Documents.

4. The review and comment process has been completed and required approvals have been obtained for the Utility Work Plan covering the Utility Adjustment.

5. All third-party approvals (such as railroad, governmental, etc.) necessary for the Utility Adjustment construction have been obtained, and any pre-construction requirements contained in those approvals have been satisfied.

All other conditions to that Work stated in the DB Documents have been satisfied.

6.4.6 Standard of Care Regarding Utilities

Carefully and skillfully carry out all Work impacting Utilities and mark, support, secure, exercise care, and otherwise act to avoid damage to Utilities in accordance with O.C.G.A. 25-9 (The Georgia Utility Facility Protection Act). At the completion of the Work, ensure the condition of all Utilities is at least as safe and permanent as before.

6.4.7 Emergency Procedures

The WUCS shall prepare and submit to GDOT an Emergency Utility Response Plan (EURP) at least 30 days prior to NTP 3. The EURP shall indicate the Project location (which includes street address and or major intersections / major highway route, if possible with a land mark) that would be reported in case of an emergency, WUCS, Emergency Utility Coordinator (EUC), Utility company name, Utility company emergency contact information to include emergency phone number, response time for emergency, working condition of devices needed to facilitate prompt shut off, and primary point of contact name and phone number for the Project.

The Emergency Utility Coordinator (EUC) must be an employee of the DB Team and is responsible for notifying the appropriate Utility company and/or Utility subcontractors in case of an emergency. EURP must include the contact details of the EUC, if WUCS is not the primary emergency Utility coordinator for this Project.

The plan will also include a means of reporting emergencies and the Utility Emergency Response Information for each company. Post the EURP in an area readily accessible to GDOT and Project personnel. Distribute the copies of EURP by e-mail and hard copy to GDOT, DB
Team’s Project Manager, superintendent, and all approved Subcontractors whose work can be in conflict with Utility facilities, and personnel of each facility/owner/operator who has facilities within the Project limits. Keep a copy in close proximity to active construction.

In the event of interruption to gas, water, or other Utility services as a result of accidental breakage or as a result of being exposed or unsupported, promptly notify the appropriate emergency officials, the Georgia Utilities Protection Center, and the appropriate Utility facility company or operator, if known. Do not engage in excavating or blasting activities that may cause further damage to the Utility facility until the damage has been repaired.

Include an item in the agenda of Utility Coordination meeting about the updates/changes in the EURP plan to ensure the contact information provided in the EURP (name and phone numbers) is kept up-to-date.

The Emergency Utility Response Plan and Emergency Utility Response Information template can be found at the State of Georgia, Office of Utilities Webpage.

**6.4.8 Switch Over to New Facilities**

After a newly adjusted, relocated or installed Utility has been accepted by the Utility Owner and is otherwise ready to be placed in service, coordinate with the Utility Owner regarding the procedure and timing for placing the newly adjusted Utility into service and terminating service at the Utility being replaced.

**6.4.9 Traffic Control**

The DB Team is responsible for, and the Construction Traffic Control Plan will cover, all traffic control made necessary for Utility Adjustment Work, whether performed by the DB Team or by the Utility Owner. Traffic control for Adjustments or installations will be coordinated with GDOT. Traffic control must comply with the guidelines of the Manual on Traffic Control Devices (MUTCD), current edition, and of Section 18 (Traffic Control).

**6.5 Deliverables**

Time all Submittals described in this Section 6 to meet the Baseline Project Schedule, considering GDOT’s applicable review and response times designated in this Section, or if not stated therein, then as stated in Volume 1, Article 6.3 (Review and Oversight).

Upon GDOT review and acceptance, provide a copy of the accepted final Utility plans to all Utility Owners whose Utility relocation work was performed by the DB Team.

**6.5.1 Utility Work Plan Submittals**

Transmit any GDOT comments to the Utility Owner, and coordinate any modification, review, and approval by the Utility Owner and re-submittal to GDOT, as necessary to resolve all GDOT comments and/or obtain GDOT’s acceptance, as applicable.

**6.5.2 Preliminary Utility Status Report**

Prepare and submit to GDOT a Preliminary Utility Status Report concurrently with accepted relocated Utility plans in accordance with Section 3 (Design and Submittals).
6.5.3 Subsurface Utility Engineering (SUE) Requirements

Compile and submit to GDOT all SUE deliverables, Utility relocation plans, SUE Utility Impact Analysis, Utility Adjustment Schedules (if required), Utility Agreements (if required), Utility Estimates (if required) (if estimates are provided by the Utility owners), and Letters of no conflict, as set forth above for the Project.

Ensure each Utility Agreement and Utility relocation plan submitted is accompanied by a certification from the DB Team stating that the proposed relocation will not conflict with the proposed highway improvement and will not conflict with another Utility Owner’s relocation plan.

6.5.4 Utility As-Built Standard

6.5.4.1 General As-Built Utility Requirements

The DB Team is responsible for managing, ensuring the accuracy of, and delivering all Utility Record Drawings, which must be submitted for intermediate review and approval within 30 days after Utility relocations are completed.

Ensure the following:

1. All underground Utilities that are relocated, adjusted or newly installed within the Project limits will be surveyed by a certified licensed surveyor at the time of installation to determine the exact location and position of the Utility line, including:
   a. The outside diameter of pipe or width of duct banks and configuration of either cased or non-encased multi-conduit systems
   b. The Utility’s structural material composition and condition
   c. Identification of benchmarks used to determine elevations
   d. All bored in facilities will require bore logs, which is part of the required as-built record information
   e. Elevations with an accuracy of +/- 0.05 feet and certified accurate to the benchmarks used to determine elevations
   f. Horizontal data accurate to within +/- 0.2 feet or applicable survey standards, whichever is more precise
   g. Recording and labeling of the average depth below the surface of each run, all change of direction points, and all surface or underground components such as valves, manholes, drop inlets, clean outs, meters, etc.
      i. For wet facilities – at 100 ft. intervals
      ii. For dry facilities – at 25-50 ft. intervals, depending on the vertical alignment
2. All resulting abandoned or excavated underground Utilities within the Project limits are clearly delineated and labeled as abandoned or removed.
3. All relocated, adjusted and newly installed aerial facilities are recorded to include the following:
   a. Owner
   b. Age
   c. Size
   d. Height
e. Number  
f. Material type  
g. General condition of the Utility  
h. Horizontal location surveyed to the same accuracies and precision as is required for the topographic data  
i. Aerial Utility Owners attached to the pole  
j. Horizontal connectivity of the Utilities between the poles, including major service drops (substations or industrial facilities)

6.5.4.2 As-Built Utility CADD Files and Plans Preparation

Submit as-built information in GDOT’s current CADD format (MicroStation and InRoads) and in PDF format in accordance with GDOT’s current Electronic Data Guidelines (EDG) and Plan Presentation Guide (PPG).

Ensure the as-built Utility information is submitted as follows:

**CADD Files**

1. All points/data are placed in one CADD file per Utility Owner.  
2. DGN files are named using the naming convention “1234567UTLAB_XYZ.dgn” (where “1234567” represents the PI# and “XYZ” the Owner’s UPC code).  
3. One empty, overall file using the naming convention “1234567UTLEAB.dgn” is created with all individual files named “1234567UTLAB_XYZ.dgn” attached as reference files.  
4. All UTLAB files follow the conventions set forth in the EDG for the UTLE file.  
5. Sheet files, using GDOT’s title block, are created for each Utility Owner in accordance with Section 24, and Section 44 (if required) of GDOT’s PPG; levels are correctly turned on/off/grayed back to enable future printing if needed.  
6. The Project’s scale is maintained.  
7. Relocated poles are numbered and matched to a pole data table.  
8. Pole data tables and point data tables are included.  
9. All street names are labeled.  
10. All easements and ROW are labeled.  
11. The location and elevation of the referenced benchmark is identified and labeled; if the referenced benchmark is not within the Project limits, then a complete description of its location will be provided to assist in future locating.  
12. Any changes in details of design and/or additional supporting information, such as approved placement details, pipe sizes, material changes, geo-coded photos, etc., are be labeled.

**PDF Files**

1. Create PDFs of the CADD sheet files for each Utility Owner in accordance with Section 24, and Section 44 (if required) of the GDOT PPG; levels must be correctly turned on/off/grayed back to enable future printing.
2. Include the name, address, and telephone number of the firm preparing the drawing in the title block.
3. Include the date the as-built data is collected in the revision block of the title block.
4. Include the Professional Surveyor’s or Professional Engineer’s stamp and statement certifying that Record Drawings reflect the true conditions in the field.
   a. An electronic stamp may be used.
   b. Certification applies to new as-built information (not to the existing Utility information) provided by GDOT.
5. Provide the Contractors’ statement (with an original signature and Project Number on the cover sheet and transmittal letter) verifying that all construction specifications and product qualities have been met.
6. Label “Record Drawing” on each sheet.

6.5.4.3 Utility Record Drawings Review and Submittal Process

1. Submit completed as-built CADD files and PDFs of the Record Drawings Utility plan sheets to the DB Team’s EOR for review and comments.
2. Record Drawings are not considered complete until the DB Team has responded to all comments from these reviews to the satisfaction of the DB Team’s EOR.
3. Prior to submitting any Utility as-buils to Utility Owners, provide GDOT with one PDF copy of each of the major Utilities (Water/Sewer, Gas, Telecom and Electric) for preliminary review and comment. After comments have been addressed; no further preliminary review will be required.
4. Each Utility Owner, whose facilities were relocated, abandoned, adjusted, or installed will receive a PDF and CADD copy of their Record Drawings for review and acceptance within 90 days of the completed work.
5. Submit the combined final Utility as-built plans to GDOT as follows:
   a. One overall, final CADD file in GDOT’s current CADD Software with each Utility Owner’s file appropriately attached as a reference file per GDOT’s PPG and EDG
   b. One PDF set of Section 24 and Section 44 (if required) plans for each Utility Owner’s facilities
6. GDOT will perform Quality Assurance (QA) on all deliverables to determine compliance with GDOT’s EDG ad PPG before final acceptance by GDOT.

6.5.4.4 Utility Facility Relocation Acceptance Form

The Utility Facility Relocation Acceptance Form (see Attachment 6-2) shall be completed by the Contractor’s WUCS. It must also be signed by an authorized representative of the Utility Owner and by the GDOT Project Manager upon completion and acceptance of the final Utility as-built plans by the Utility Owner.

Execution of the Utility Facility Relocation Acceptance Form by the DB Team, Utility Owner, and GDOT provides acknowledgement that the Utility relocation work accomplished by the DB Team has been visually inspected and accepted by the Utility Owner and constructed in accordance with the Utility Owner approved relocation design plans, their current specifications, and the
requirements of the Memorandum of Understanding (MOU) as executed by the Utility Owner. Further, the Contractor’s WUCS must provide the Utility Owner with a complete set of Record Drawings (CADD and PDF) reflecting the relocation work performed by the Contractor for review and approval. Upon completion of the Utility Facility Relocation Acceptance Form and the exchange of the final Utility Owner approved Record Drawings, all parties must agree that the Utility Owner will operate and maintain the installed facilities covered by the Utility Facility Relocation Acceptance Form going forward based on the date of execution by the GDOT Project Manager. The DB Team, however, is responsible to correct any items inadvertently overlooked and subsequently identified in a Utility punch list and to provide up to date Record Drawings to the Utility Owner.

Execution of the Utility Facility Relocation Acceptance Form by GDOT does not confer legitimacy and accuracy or in any way transfers liability for errors or omissions made by the preparer.

6.5.5 Other Deliverables
As indicated in this Section 6 and in Section 3 (Design and Submittals).
7 RIGHT OF WAY (ROW) – Additional Properties

7.1 General
Additional Properties required based on the requirements of Section 6 (Utility Adjustments) that require acquisition, in addition to the Existing ROW owned by GDOT and proposed ROW as shown in the approved Environmental Documents, must be approved by GDOT and FHWA, if applicable, by a NEPA/GEPA re-evaluation. Pay and fully reimburse to GDOT all costs to acquire Additional Properties.

This Section 7 sets forth the ROW acquisition activities for Additional Properties that will be provided by the DB Team and designates the ROW acquisition activities GDOT will conduct. Provide all engineering and ROW documents necessary to acquire title for Additional Properties, in form and substance acceptable to GDOT, in the name of the Georgia Department of Transportation. Also provide for relocation of displacees and clearance/demolition of the improvements from the ROW, as more fully described in the following sub-sections.

7.2 Administrative Requirements
Provide information of all proposed and final acquisition requirements for Additional Properties, including temporary easements, permanent easements, full takes, or leased property for construction means and methods by the DB Team.

Acquire additional ROW in accordance with State and/or federal laws and in conformance to FHWA and GDOT policies, procedures, and guidelines.

Pursuant to the applicable State and/or federal regulations,

1. acquire additional DB Team ROW parcels for the Project on behalf of GDOT subject to GDOT’s rights of review, approval, and audit.
2. maintain adequate access to all properties at all times or until relocation is completed.
3. maintain Utility service to occupied properties at all times or until relocation is completed.
4. maintain a complete and current set of approved ROW plans for public use.

GDOT will either provide to the DB Team any GDOT forms referenced in this section or will make them available upon request. Complete and document all ROW activities in compliance with all applicable State and/or federal laws, including the GDOT Right of Way Manual, Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), and the rules and regulations implementing the Uniform Act. In the event of an irreconcilable conflict between the GDOT Right of Way Manual and the Uniform Act, the standard, criterion, requirement, condition, procedure, specification, or other provision offering higher quality or better performance will apply per Volume 1, Article 1.2.4.

In the event The DB Team does not follow the provisions of 49 CFR Part 24 of the Uniform Act in the performance of the acquisition and/or relocation processes for the Project, fails to obtain or create any necessary written documentation in the ROW parcel files, or violates any requirements of the Uniform Act that results in the Project losing federal funding on a parcels or the Project in general, the DB Team will be responsible for any and all such loss of federal funds.
and all expenses determined to be ineligible for federal reimbursement due to the DB Team’s failure to comply with the provisions of the Uniform Act. (This is applicable to Federal-Aid Design-Build projects.)

### 7.2.1 Standards
Provide activities in this Section in accordance with GDOT's GDOT Right of Way Manual, other manuals listed in Attachment 3-1 (Manuals), and other provisions of the DB Documents.

### 7.2.2 Meetings
Conduct and attend meetings as requested by GDOT. Meetings may include, but are not limited to, property acquisition status meetings, project status meetings, and property owner’s meetings.

Provide exhibits, take minutes, and distribute minutes, as requested by GDOT. Distribute within five days of the meeting but will not be finalized until an adequate comment period of five days has been allowed.

### 7.2.3 Correspondence
All correspondence with GDOT relating to acquisition of real property must include a heading with the following information (at a minimum):

1. County
2. Project numbers
3. PI numbers
4. Parcel number
5. Name and address of owners of record, tenant, or other interest holder

All correspondence with property owners relating to acquisition of real property must be on GDOT Letterhead and include the following information (at a minimum):

1. County
2. Project numbers
3. PI numbers
4. Parcel number
5. Name and address of owners of record, tenant, or other interest holder
6. Name and contact information of ROW service provider

### 7.2.4 File Management and Document Control
In administering and managing ROW activities:

1. Maintain parcel records on file of all aspects of the acquisition process in accordance with GDOT requirements and applicable State and/or federal laws.
2. Ensure each negotiation parcel file includes all documents required by GDOT and/or FHWA.
3. Furnish the following data for entry into GDOT’s Electronic Data Management system at a frequency defined by GDOT, but no less than monthly:
7.2.5  Project Tracking and Reporting
The DB Team must establish a Project tracking system and reporting system.

1. Provide monthly ROW parcel status updates to GDOT.
2. Provide GDOT with all specific reports and supporting documentation for review and approval during the acquisition process.
3. Provide monthly summaries (or as requested) for the cost of ROW acquisition and related relocation assistance, including amounts authorized and amounts paid on a parcel-by-parcel basis and budget forecasting on an overall Project basis.
4. Maintain and electronically transmit to GDOT, in a format acceptable to GDOT, monthly status reports (or as requested) including pre-acquisition, acquisition, relocation, and demolition or removal of improvement status.

Prepare and submit electronically to GDOT, on a monthly basis (or as requested), a spreadsheet that contains ROW-specific data including, but not limited to, parcel number, type of ROW, progress status, and types of properties.

7.2.6  Quality Assurance, Quality Control, and Audits
Establish a quality assurance, quality control, and audit system that accomplishes the following:

1. Show the appraisal, acquisition and relocation status of all parcels.
2. Identify how the DB Team remains in compliance during the property acquisition process.
3. Ensure that activities are undertaken to prevent fraud, waste, and mismanagement.
4. Ensure that negotiation records are complete, detailed, and thorough.
5. Perform or ensure that routine and random audits are performed on the process and parcel files throughout the life of the acquisition process.

An independent consultant with the necessary expertise in appraisal, acquisition, and relocation policies and procedures may administer QA/QC and/or audits and make periodic reviews and reports to the DB Team and GDOT.

For GDOT initiated audits:

1. Make files available.
2. Acknowledge required actions and/or findings.
3. Take correction actions, as required, to address findings.
7.3 Design Requirements

7.3.1 DB Team Responsibilities
Reimburse GDOT for any administrative activities provided in support of the acquisition of Additional Properties. Once the DB Team receives approval from GDOT to acquire additional parcels, GDOT will request that the Office of Attorney General assign an approved Special Assistant to the Attorney General (SAAG) to conduct the title work, closings, condemnations, and any related legal activities. Reimburse GDOT within 30 days of receipt of the invoice from GDOT for the cost GDOT will pay the Office of Georgia Attorney General for its services. Do not, without prior approval, initiate negotiations of the additional DB Team acquired ROW until the ROW plans for the applicable constructible segment have been approved by GDOT and the constructible segment has environmental clearance.

Do not begin construction on any parcel of real estate unless property rights for the parcel have been obtained and recorded in favor of GDOT, possession has occurred, ROW Certification has been completed, and the parcel(s) have been released for construction. ROW property possession may be by use of Right of Entry (ROE) as may be granted by certain Governmental Entities, and/or certain Public Utility parcels, and as accepted by GDOT on a case by case basis.

DB Team’s ROW Project Manager (ROW PM) is responsible for ensuring that the additional ROW is free of obstructions prior to construction commencing on any constructible segment of the Project including illegal encroachments on existing right of way.

DB Team’s ROW PM will audit, review, and pre-approve all negotiations, files, settlements, etc. prior to requesting any required GDOT’s review and/or approval.

As set forth in Volume 1, Article 2 (Grant of Authority and Right of Way), and as more fully described in this Section 7, the DB Team is responsible for the reimbursement to GDOT for costs of all services and preparation of all documentation for all Additional Properties.

DB Team’s services to be provided with respect to the acquisition of the Additional Properties include the following:

1. Appraisals
2. Environmental due diligence
3. Letter from the DB Team’s EOR certifying that the required ROW Properties acquisition is necessary and that any proposed alternatives are not feasible (unless otherwise authorized by GDOT)

The DB Team is permitted to negotiate with a property owner to use private property located beyond the State Proposed Project limits for mobile work trailers, storage, equipment, etc. Said negotiation of use is between The DB Team and the property owner and will in no way affect the negotiations related to right of way acquisition for the Project. GDOT will not be obligated to exercise its power of eminent domain in connection with DB Team’s acquisition of any such temporary right or interest, and GDOT will have no obligations or responsibilities with respect to the acquisition, maintenance, or disposition of such temporary rights or interests.
7.3.2 DB Team Conflict of Interest
Promptly disclose to GDOT if at any time, the DB Team, DB Team-Related Entity, or any subsidiary or parent company of the DB Team to the best of the DB Team’s knowledge, directly or indirectly is involved in any of the following:

1. Acquires or has previously acquired any interest in real property likely to be parcels of the ROW or the remainders of any such parcels.
2. Loans or has previously loaned money to any interest holder in any real property likely to be a ROW parcel and accepts as security for such loan the parcel, or the remainder of any such parcel that is not a whole acquisition.
3. Purchases or has previously purchased from an existing mortgagee the mortgage instrument that secures an existing loan against real property likely to be a ROW parcel, (or the remainder of any such parcel), or is employed by or acts as a representative of any property owner or tenant from which ROW or easement necessary for the Project. In the case of acquisitions, loans, or mortgage purchases that occurred prior to Effective Date, such disclosure must be made within 14 days after Effective Date.

In the event that DB Team, DB Team-Related Entity, or any subsidiary or parent company of DB Team, acquires a real property interest, whether by title or mortgage, in any ROW parcels of said interest will be conveyed to the State of Georgia by condemnation.

If the DB Team, DB Team-Related Entity, or any subsidiary or parent company of the DB Team, is employed by or acts as a representative of any property owner or tenant which ROW or easement necessary is for the Project, the DB Team must immediately cease said relationship or activity.

7.3.3 GDOT Responsibilities
GDOT will have the following responsibilities in connection with acquisition of DB Team proposed Additional Properties:

1. Provide final approval, where final approval is warranted, for all negotiation settlements and relocation assistance payments.
2. Provide a staff ROW Oversight Manager and/or Administrative Review Officer to serve as first point of contact, and who will be responsible for reviewing all negotiated settlements.

ROW Oversight Manager, State ROW Program Manager, Assistant ROW Administrator or ROW Administrator will be the only authorized persons allowed to sign the Option Agreements and Administrative Settlement Analysis.

7.3.4 Office of the Attorney General Responsibilities
The parties hereto acknowledge the statutory requirements that the Attorney General of the State of Georgia has exclusive authority to represent and defend GDOT, through the appointed SAAG. In its role as attorney for GDOT, the SAAG has the responsibility for the following:

1. Prepare Ownership Verifications and/or Preliminary Title Certificates which will include all pertinent deeds or documents relating to each parcel.
2. Review Right of Way plans for property line discrepancies or errors.
3. Analyze recommended parcel values and/or appraisal issues.
4. Coordination with GDOT on all legal matters concerning acquisition processes, including all negotiated legal settlements.
5. Conduct closings within 90 days of GDOT’s acceptance of the Option Agreement.
6. Prepare final title opinions.
7. Represent GDOT in all condemnation and eviction proceedings.
8. Prepare, obtain, and file of all necessary legal documentation for eviction of property owners or tenants.
9. Implement jury trials including determination of expert witnesses and all appeals.
10. Provide additional legal advice and opinions as needed by GDOT.

7.3.5 ROW Acquisition Plan
Submit written acquisition and relocation procedures to GDOT for approval prior to commencing right-of-way activities. These procedures must contain a prioritized appraisal, acquisition, and relocation strategy as well as check points for GDOT approval, such as approval of just compensation, replacement housing payment calculations, replacement housing payment and moving cost claims, appraisals, administrative and stipulated settlements that exceed determined thresholds based on a risk management analysis, etc.

Prepare a ROW Acquisition Plan within 60 days of NTP 1 that sets forth the following:

1. DB Team’s organization, including names, titles, and qualifications of Key Personnel and other ROW personnel
2. Key Personnel roles and responsibilities
3. Integration of the ROW schedule into the Project Schedule
4. Interface between design and ROW activities
5. Acquisition process and key interactions
6. Documentation and reporting procedures
7. Quality control procedures
8. Quality review standards and audits

Ensure the ROW Acquisition Plan establishes the specific means by which DB Team will perform the following:

1. Provide sufficient prequalified personnel (include an organizational chart) to achieve, in accordance with the Project Schedule, the goals and milestones established for ROW acquisition, relocation assistance, appraisals, and clearance/demolition of the improvements from the ROW
2. Provide relocation advisory assistance such as finding replacement properties and offering special assistance including ADA requirements, if applicable
3. Provide administrative support
4. Provide a conceptual stage study, if applicable
5. Provide translation to foreign language, or communications for those visually impaired or hearing impaired, as necessary
6. Provide documentation and reports
7. Procure, distribute, and explain GDOT acquisition and relocation brochures as approved by GDOT and/or FHWA

8. Establish, implement, and maintain QC procedures and quality review standards for the acquisition of ROW while preventing fraud, waste, and mismanagement

9. Ensure the ROW Acquisition Plan includes the following:
   a. General Information/Project Introduction
   b. Project Approach
   c. Overview of Roles and Responsibilities (DB Team/GDOT)
   d. Key Personnel roles and responsibilities
   e. Process and Procedures for the following phases/activities:
      i. Pre-Acquisition
      ii. Acquisition
      iii. Administrative Appeal
      iv. Condemnation and Condemnation Support
      v. Closing
      vi. Relocation Assistance
      vii. Certification (Single/Phased Release)
      viii. Clearance of ROW
      ix. Property Fencing
   f. Acquisition support staff and activities
   g. Meetings
   h. Schedule
   i. Documentation and Document Control
   j. File Management
   k. Progress Tracking and Reporting
   l. Quality Assurance Quality Control and Audits
   m. Appendix:
      i. ROW Plan Exhibit
      ii. Key Personnel Organization Chart
      iii. Acquisition Team Member Role, Responsibilities, Associated Certifications
      iv. Project Inspection Checklist
      v. Correspondence/Forms/Templates

Identify all Key Personnel and other personnel. Provide a copy of the GDOT Service Class Certification for the DB Team’s proposed ROW PM, Acquisition Manager, appraisers, other valuation experts, relocation negotiation agents, relocation benefits specialist, pre-acquisition agent, conceptual stage study preparer, condemnation court coordinator, condemnation petition preparer, property manager (including asbestos inspector, asbestos abatement, demolition, and UST removal personnel and affiliation), negotiators, and any State Proposed ROW personnel whose services will be required. Ensure all of the above is in good standing with the GDOT Office of ROW.
Update the ROW Acquisition Plan including the organization chart whenever changes in the Plan or personnel occur. For the acquisition of Additional Properties, assess the ROW Acquisition Plan and revise accordingly.

### 7.3.6 Acquisition Process Summary
Describe all applicable activities and services with respect to the acquisition of DB Team proposed Additional Properties, including:

1. ROW plans development, if applicable
2. ROW budget estimates and updates, if applicable
3. Title-related activities, if applicable
4. Appraisals and/or other valuation or damage study reports, if applicable
5. Relocation benefits package preparations, if applicable
6. Negotiations
7. Relocation advisory assistance
8. Condemnation coordination services
9. Abatement inspections, abatement, and demolition or removal of obstructions to clear required ROW
10. ROW Certification support
11. ROW Release request
12. Documentation and document control
13. Monthly Progress Reports
14. ROW administration and management
15. ROW quality management
16. Other activities required to obtain all ROEs, as necessary

### 7.3.7 Pre-Acquisition Activities

#### 7.3.7.1 ROW Plans and Engineering
Prepare a plat and legal description for Additional Properties needed, if any, in accordance with the requirements of this Section 7. If proposing DB Team Proposed / DB Team Acquired ROW, develop Proposed ROW Plan and submit within 30 days from the Issuance of NTP 1. No acquisition activities can begin until the DB Team's Proposed ROW Plan is accepted by GDOT, and if required, FHWA, and the NEPA Reevaluation is approved by FHWA.

Prepare timely written notification to GDOT of any environmental or other concerns associated with the DB Team proposed Additional Properties that could require environmental remediation or other special attention or that would require a report to be prepared.

The NEPA Reevaluation must be approved by GDOT prior to commencing acquisition activities for any parcel.

#### 7.3.7.2 Title Services
Provide to the assigned SAAG one full-size and one half-size set of printed preliminary ROW plans in order for the SAAG to prepare owner verifications and preliminary title reports prior to negotiations. Adhere to the GDOT ROW Manual, and comply with the following requirements:
1. Review the preliminary title commitment or report to ensure that all current owners of record title are contacted and that negotiations or condemnation actions are conducted with all appropriate parties.

2. Work with the current owners of record of each parcel or with interest in a parcel or their designee and all other appropriate parties to clear any title exceptions or exclusions not acceptable to GDOT.

3. Submit a request for a plan revision attaching a copy of the Owner Verification Form if the attorney certifies that the plans, legal descriptions, and/or property owner’s name is in conflict.

Furnish the following data for entry into the TPro System: Property Owner’s names (as the title reports are received from Attorney).

### 7.3.7.3 Project Inspection Checklist

Submit a request for an update to the Project Inspection Checklist for any Additional DB Team acquired properties.

Schedule a Project field review with the DB Team ROW PM, GDOT Project Review Appraiser and ROW Oversight Manager to determine the type and scope of appraisal work required for the Additional DB Team proposed properties along with any necessary specialty reports.

Following the meeting, GDOT will complete an update to the Project Inspection Checklist and return to DB Team.

### 7.3.7.4 Appraisal Services

Provide GDOT with fair market value appraisals. Prepare all appraisals in conformance with acceptable appraisal methods and standards (including the Uniform Act), and in accordance with professional appraisal methods and applicable GDOT and FHWA policies and procedures.

In addition, adhere to the GDOT *ROW Manual*, and comply with the following requirements:

1. Select appraisers from GDOT’s prequalified list of appraisers per the appropriate level as determined by the GDOT review appraiser. GDOT has final approval of the selection of each appraiser submitted by DB Team.

2. Obtain back-up appraisal reports per GDOT *ROW Manual* guidelines.

3. Select certain specialty valuation and cost estimators as may be required by the assigned review appraiser.

4. Establish personal pre-appraisal contact with each owner of record title and each occupant and document all contacts.

5. Contact the owner of record or their designated representatives by telephone to offer them the opportunity to accompany the appraiser on the appraiser’s inspection of the parcel and maintain a record of all such contacts in the parcel file.

6. Obtain and include in the appraisal copies of all written leases, licenses, and other occupancy agreements, including outdoor advertising and sign agreements, in order to identify lessees, licensees, and other occupants with potential compensable interests in each parcel, and to determine the value of each such interest.
7. Coordinate with the GDOT review appraiser regarding corrections and additional information that may be required for a particular appraisal.
8. Cause the appraisers to prepare updated appraisals when required by GDOT or as needed during eminent domain proceedings. Ensure updated appraisal packages comply with Uniform Standards of Professional Appraisal Practice (USPAP).

Prepare and deliver to GDOT, upon request, a copy of all file documents as formally requested in discovery motions or requests for production.

7.3.8 Acquisition Activities

7.3.8.1 DB Team Responsibilities during ROW Negotiations

Comply with the following requirements during ROW negotiations:

1. Conduct all negotiations in accordance with the requirements of applicable State and federal laws, including 23 CFR § 710 and 49 CFR § 24.
2. Contact each property owner or owner’s designated representative in person and onsite, when possible. Present Fair Market Value (FMV) in the appropriate offer letter on GDOT’s letterhead and include the following documents:
   a. Statement of Value
   b. Option with plats attached
   c. GDOT-approved brochure and receipt for same
   d. Incidental Payment Claim Form
   e. To-scale ROW plan sheets, cross section, and driveway profiles pertaining to subject parcel and receipt for same
3. Ensure the Title Report is no more than six months old and an appraisal no more than 12 months old at the Initiation of Negotiations (IN).
4. Make no less than three negotiation contacts with the owner or the owner’s representative (one original contact and two follow-up contacts).
5. The DB Team’s Acquisition Manager shall make one additional contact, Last Contact.
6. Distribute to all property owners and displacees affected by the Project GDOT-approved informational brochures at the time of the IN.
7. Identify lessors, lessees, licensees, occupants, outdoor advertising sign owners, or other parties with potential compensable interests. If appropriate after consultation with GDOT, negotiate with such parties for the acquisition of their compensable interests utilizing the appropriate paperwork.
8. Verify the property owners, lessees, licensees, occupants, and other holders of compensable interests. Confer with and transmit to GDOT any settlement proposals from property owners, lessees, licensees, occupants, or other holders of any compensable interest, as applicable, including a detailed Administrative Settlement Analysis. GDOT will determine whether to accept any settlement proposal.
9. Deliver any settlement proposal and DB Team’s Administrative Settlement Analysis to GDOT within seven days of DB Team’s receipt of the settlement proposal from the interest holder.
a. GDOT shall provide a settlement decision to DB Team within 10 days.
b. The DB Team shall then provide a response to the interest holder within five days.

10. Provide documents to support the closing, including appropriate information from the parcel file, legal description, parcel plat, and data tables.

11. If negotiations are unsuccessful, prior to sending out any 10-day Administrative Appeal letters regarding warnings of condemnation on each parcel, send to GDOT a request to move to condemnation providing information and justification to support the request.

12. Send a 10-day Administrative Appeal letter to the interest holder for those negotiations that are unsuccessful. In the event the interest holder requests an administrative review hearing, GDOT will facilitate the process. GDOT will then provide the results of the administrative review hearing to DB Team and the interest holder.

13. Provide timely (not more than five days after inquiry) response to the verbal or written inquiries of any property owner, lessee, licensee, occupant, or other holder of a compensable interest, as applicable.

14. Create and maintain a complete negotiation parcel file for each interest holder (separately from the relocation files), and in conformance with the GDOT ROW Manual. Retain and properly secure all original ROW documents in the Project office, or as otherwise approved by GDOT. Ensure all original ROW documents are accessible by GDOT upon request.

15. Submit completed (closed or condemned) negotiation parcel files to GDOT for review only after a thorough review is performed by DB Team’s ROW PM.

16. Be open to all reasonable settlement proposals (that comply with the regulations as outlined in this Section) from the interest holders, which are feasible and help expedite the ROW acquisition process. Understand that GDOT and the FHWA encourage solutions that satisfy the interest holder and promote the success of the Project.

7.3.8.2 DB Team Responsibilities during Relocation Assistance

Coordinate and perform the administrative requirements necessary to relocate any occupants and their personality from ROW. Perform all Work with respect to relocation assistance in accordance with applicable State and federal laws, the Uniform Act, and in accordance with all provisions of this Agreement.

Activities related to the relocation assistance of occupants from ROW include, but are not limited to the following:

1. Prepare a revised conceptual stage study, if needed
2. Prepare a Relocation Plan in accordance with the GDOT ROW Manual
3. Monitor all relocation assistance activities
4. Prevent fraud, waste, and mismanagement
5. Assist with all GDOT requests and be responsible for carrying out decisions made by GDOT
6. Complete the following items when determining relocation assistance benefits and preparing relocation assistance benefits packages, which include offer package and any replacement housing reports:
a. Prepare all packages in conformance with applicable State and/or federal laws and regulations, 49 CFR § 24 – the Uniform Act, FHWA and/or GDOT policies and procedures.
b. Employ Relocation Specialists who are thoroughly familiar with the Uniform Act in regard to determining relocation assistance benefits.
c. Ensure the GDOT-approved format for relocation assistance benefits packages is used and demonstrated in all forms, letters, and package documentation.
d. Take measures to protect the integrity of the relocation assistance benefits determination process, such as designating a qualified individual to administer the relocation assistance benefits separate from the individual determining the relocation assistance benefits.
e. Submit relocation assistance benefits packages to GDOT ROW for review and approval prior to administering any relocation assistance benefits.

7. Provide relocation assistance strictly in accordance with the State and/or federal laws and the Uniform Act. Complete the following items when administering relocation assistance benefits:

a. Provide written notice to all property owners, lessees, licensees, occupants, and potential relocated persons regarding eligible relocation assistance; provide them with a GDOT-approved brochure; perform relocation interviews, complete and maintain interview forms, and discuss general eligibility requirements, programs, and services with potential displacees; and maintain a thorough written record of all contacts.
b. Provide in writing to GDOT any questions as to the eligibility of a potential relocated persons.
c. Contact and provide relocation assistance to those parties affected by the ROW acquisition.
d. Locate information, evaluate, and maintain files on comparable available housing, commercial, retail, and industrial sites.
e. Calculate replacement supplement benefits.
f. Compute and submit relocation benefits packages to GDOT for review and approval prior to DB Team’s proceeding with any relocation activities.
g. Perform and complete a Decent, Safe, and Sanitary (DSS) inspection for any replacement housing.
h. Secure and process any required moving estimates and forms, to be approved by GDOT, for the relocation of personal property.
i. Coordinate moves with displacees and/or moving companies in accordance with GDOT procedures and the Uniform Act.
j. Attend all closings on replacement properties and ensure supplemental payments, if any, are properly distributed in a timely manner.
k. Process and compute increased interest payments on the mortgage of owner-occupied dwellings, as required.
l. Deliver to displacees a 90 Day notice of eligibility letter simultaneous with the delivery of the relocation benefits package along with the location of the comparable property used to compute the supplement.
m. Deliver a 60 Day notice to vacate letter to displacees after obtaining title to the displacee’s ROW.

n. Notify GDOT immediately if a displacee has not moved after the 60 Day notice to vacate has expired. Provide to GDOT a written recommendation to facilitate the displacees' move.

o. Be available for any appeals or hearings.

p. Prepare relocation payment claim submissions for all displacees and all relocation assistance benefits.

q. Verify DSS dwelling criteria on all replacement housing as selected by the displacees.

r. Secure dwellings and structures no later than 14 days after vacancy and protect the ROW following acquisition and relocation.

s. Maintain a complete file, separate from acquisition files, on each displacee and make available to GDOT for immediate inspection.

t. Be responsible for all relocation activities that may occur after title is secured by condemnation.

u. Prepare all correspondence to the displacees or their representatives on GDOT’s approved letterhead.

v. Assist the SAAG with eviction proceedings:
   i. Serve notice of eviction proceedings to the occupants of the property who have not complied with move dates.
   ii. Coordinate the eviction process with the local authorities.
   iii. Accompany the Sheriff’s Department when they are carrying out evictions.

### 7.3.8.3 DB Team Responsibilities during Closings

The GDOT-assigned SAAG will conduct all closings. For purposes of closing services related to Relocation/Replacement Housing, complete the following items:

1. Ensure Relocation Negotiation Agent attends all relocation closings.
2. Ensure the Relocation Negotiation Agent properly coordinates all assistance payments with the SAAG and GDOT.
3. Provide transportation assistance to all interest holders needing transportation services to and/or from the closing.

### 7.3.8.4 DB Team Responsibilities during Administrative Appeal

Support the administrative review appeal efforts undertaken by the GDOT when an agreement cannot be reached with a property owner, and complete the following items:

1. Notify GDOT of Acquisition Manager’s final or last contact and submit information to confirm negotiation compliance.
2. Mail the owner a 10-day Administrative Review (Appeal) Letter informing the owner of the impending condemnation and the Review process.
3. GDOT General Office support staff shall mail to the owner an acknowledgement letter confirming receipt of the Administrative Review Request and provide a copy to the DB Team upon receipt of the Appeal Hearing Request from the owner.
4. Submit the Administrative Appeal Package, negotiation parcel file, and other required supporting documents to the GDOT ROW Oversight Manager.

7.3.8.5 DB Team Responsibilities for Condemnation Support

Support condemnation efforts undertaken by the GDOT-assigned SAAG as directed by GDOT and complete the following:

1. Notify GDOT and document the reasons for condemnation, including recommendations for properly obtaining title in consideration of all interest holders.
2. List all interest holders in the condemnation petition including those not listed in the Title Report but are found to be tenants in possession.
3. Coordinate with the assigned SAAG on all applicable eminent domain/condemnation activities in accordance with the policies and procedures as described in the GDOT ROW Manual and as required per State and federal laws.
4. Request an updated title report from the GDOT-assigned SAAG issuing the original title commitment prior to condemnation.
5. Prepare and submit condemnation petitions to the Office of ROW for review by GDOT's Legal Division and make any revisions or corrections, as requested by GDOT.
6. Forward, upon GDOT approval, petitions to assigned SAAG for recording with the appropriate Clerk of Superior Court.
7. Procure and make available a Condemnation Court Coordinator to do the following:
   a. Assist the assigned SAAG in making arrangements for conferences with witnesses prior to trial
   b. Appear at court hearings
   c. Perform any other duties necessary in eminent domain proceedings
8. Procure appraisals and specialty reports, as required for condemnation proceedings, and as acceptable to GDOT and the assigned SAAG.
9. Procure and make available any necessary expert witnesses as required by GDOT and assigned SAAG. GDOT will make payments to expert witnesses required by SAAG.
10. Arrange for the appearance of all expert witnesses or fact witnesses when requested by the assigned SAAG.
11. Provide GDOT with a parcel status, on a monthly basis, for all condemnation parcels.
12. Provide the assigned SAAG with proper monetary court deposits for Fair Market Value (FMV).
13. Procure the condemnation valuation expert witness as according to the process as defined in the GDOT ROW Manual.

7.3.9 Post-Acquisition Activities

7.3.9.1 Certification and Release


Meet the following conditions to submit a Single-Phase Certification to GDOT:
1. The plans must be approved by GDOT.
2. A statement is required from the State certifying that all individuals and families have been relocated to Decent, Safe, and Sanitary housing or the State has made available to relocatees adequate replacement housing in accordance with Federal Highway Administration directives.
3. All necessary right of way, including control of access rights when pertinent, have been acquired including legal and physical possession.
4. Trial or appeal of cases may be pending in court, but legal possession has been obtained.
5. All occupants have vacated the lands and improvements.
6. The State has physical possession and the right to remove, salvage or demolish these improvements.
7. All Certifications must have the same format and be accompanied by:
   a. Preconstruction Status Report
   b. ROW Project Status Report (TPro)
   c. Relocation Advisory Service Certificate
   d. TPro Relocation Status Report
   e. Right of Way Improvement Status (PM-14)
   f. Trade Fixture and Sign Inventory Report (PM-15)
   g. Copies of Right of Entries or Options with Special Stipulations
   h. Copy of cover sheet highlighting outstanding parcels

Meet the following conditions, in addition to the above-mentioned conditions, to submit a Multiple-Phase Certification/Release to GDOT:

1. No less than 45 days prior to DB Team’s planned closing date for all or any portion of a constructible segment, submit a Phased/Segmented ROW Certification Release Request for the applicable Group of parcels for GDOT review and approval.
2. GDOT will approve DB Team’s Request for Certificate/Release or alternatively provide the right of entry within seven days of the last parcel of the requested Group of parcels has been closed.
3. If due to an unexpected delay to closing, GDOT and DB Team will work collaboratively to redefine the constructible segment and ROW certification. In that case, GDOT’s approval of DB Team’s certification will not be unreasonably withheld and will be issued within seven days. Without limiting any other conditions to start of construction, GDOT approval of the ROW certification for the applicable portion of the requested Group will be a condition to start of Construction Work within the applicable portion of the constructible segment. GDOT approval will not be unreasonably withheld.
4. Should the parcel go to condemnation, GDOT will approve DB Team’s certification and release parcels within seven days of possession of the property passing to GDOT. Possession of non-relocation parcels pass on the 31st day after petition has been filed, possession of parcels involving the relocation of a displacee pass on 61st day after petition has been filed.
5. If a 32-3-11 is filed, then the possession is deferred until the motion is resolved.
7.3.9.2  DB Team Responsibilities for Clearance of ROW

Provide to GDOT photographs of the property and all improvements and other necessary documentation as applicable per the GDOT ROW Manual prior to removal or demolition of any buildings, improvements, and/or fixtures. Also provide photos of property and items of dispute in and of a quality suitable for presentation as evidence in court. Following possession of any improved property ROW, complete the following:

1. Coordinate all property management activities with the GDOT ROW Property Management Demolition/Removal Unit.
2. Comply with all required government jurisdictions.
3. Secure and protect the buildings, improvements, and fixtures on the ROW until they are disposed of or demolished. DB Team shall board-up, mow, and winterize as required by GDOT or other governmental applicable laws.
4. Coordinate with owners and occupants to ensure the clearance of personal property from the ROW has occurred.
5. Provide for any insect and rodent control and initiate extermination as required to protect the adjacent properties and rid the ROW from infestations.
6. Secure all appropriate Governmental Approvals required for demolition or removal of improvements. Secure any environmental surveys or tests as may be required by local, State, and/or federal jurisdictions. Notify GDOT in writing of all such activities.
7. Prepare necessary documentation for disposal of improvements, fixtures, and buildings in accordance with applicable laws and submit the same to GDOT.
8. Properly disconnect all Utility services including, but not limited to power, water, gas (meter pulls), and sewer (sewer caps), at the back of the required ROW at a minimum, prior to any demolition or removal of any buildings, improvements, and/or fixtures. The exact location of these Utility disconnects shall be given to the GDOT ROW Property Management Demolition/Removal Unit in a format that can be used to easily locate them in the field (e.g., Northing/Easting, parcel number).
9. Process all required forms, documents, and permit applications in order to proceed with the timely demolition or removal of any improvements, buildings, and fixtures.
10. Properly notify GDOT ROW property management upon completion of the demolition and clearance of all buildings, improvements, and/or fixtures.

7.3.9.3  DB Team Responsibilities for Property Fencing

Comply with GDOT Policy and the 2009 International Building Code, 2009 Edition – International Code Council, as well as, the specifications found in the GDOT Standard Specifications, and any supplemental specifications. Comply with applicable sections of GDOT’s Design Policy Manual on fencing. Ensure fencing standards for DB Team-provided fencing conform to the overall aesthetics requirements found elsewhere in these DB Documents and referenced standards. Ensure all fencing installed is preapproved by GDOT prior to installation.

7.3.10  Schedule and Reviews

Comply with the requirements in Section 7.3.9 (Post Acquisition Activities) and this Section 7.3.10.
7.3.10.1 Schedule

The Project Schedule must indicate the date to begin the acquisition activities of the State Proposed/DB Team Acquired ROW and the anticipated completion date of acquisition activities for each parcel. Ensure acquisition activities noted between Start and Complete comply and are in conformance with applicable State and/or federal laws and regulations, 49 CFR § 24 – the Uniform Act, FHWA and/or GDOT policies and procedures. In developing the Project Schedule, give priority to the acquisition of parcels that have significant impact on the Project Schedule and/or affect the Critical Path (i.e., relocation parcels, parcels with improvements, and property management). Advise GDOT of all DB Team Proposed/DB Team Acquired ROW and temporary rights or interests in real property to be acquired by DB Team.

7.3.10.2 GDOT and/or FHWA Reviews

In developing the Project Schedule, incorporate the following applicable time periods for GDOT and/or FHWA reviews:

1. ROW plans approval by GDOT and/or FHWA: 45 days
2. ROW plan revisions approval by GDOT: 15 days
3. Assignment of review appraiser: 10 days
4. Revised Conceptual Stage Study review, if needed: 30 days
5. Parcel Specialty Reports review: 15 days
   Note: No more than eight Parcel Specialty Reports can be submitted to GDOT for review within a 15-day period.
6. Appraisal review: 30 days
   Note: No more than eight Parcel Appraisal Packages can be submitted to GDOT for review within a 15-day period.
7. Relocation benefits package check review: 30 days
   Note: No more than four relocation benefits packages can be submitted to GDOT for review within a 15-day period.
8. Review and provide disposition of the proposed Negotiation settlement offer, to include settlement amount: 10 days
9. Review Administrative Review (appeals) package: 15 days
   Note: No more than four Administrative reviews can be submitted to GDOT within a 30-day period.
10. Administrative Review proceedings by GDOT: within 45 days of approval of the Appeals package
11. Review of Condemnation Petition Request package: 30 days
    Note: No more than eight Condemnation Petition Request packages can be submitted to GDOT for review within a 30-day period.
12. Review of Condemnation Petition package and filing: 30 days
    Note: No more than eight Condemnation Petition packages can be submitted to GDOT for review and filing within a 30-day period.

The revised Proposed ROW Plan for Additional Properties will be coordinated with the development of the Construction Phasing and Staging Plan. The DB Team’s Proposal Schedule
and the Baseline Project Schedule must account for all newly proposed parcel acquisition and provide a Project Schedule activity for each parcel.

GDOT and/or FHWA will not begin review until the Submittal package is complete. If any Submittal is determined by GDOT to be incomplete or to be revised, the Submittal will be returned and the timeframe given above will start over for each re-submittal.

Schedule delays resulting from inadequate or incomplete appraisals, specialty reports, ROW Plans, negotiation packages, relocation packages, and condemnation petitions, are the responsibility of DB Team.

7.4 Construction Requirements
No requirements.

7.5 Deliverables
As indicated in this Section 7 and in Section 3 (Design and Submittals).
8 GEOTECHNICAL

8.1 General
Perform all geotechnical investigations, testing, research, and analysis necessary to effectively determine and understand the existing surface and subsurface geotechnical conditions. Ensure the geotechnical investigations and analyses are both thorough and complete, so as to provide accurate information for the design of roadways, pavements, foundations, structures, and other facilities that result in a Project that is safe and meets operational standards.

All geotechnical reports, provisions, and recommendations developed by the DB Team and accepted and/or concurred by GDOT will be part of the Project's design and endorsed by the EOR.

8.2 Administrative Requirements

8.2.1 Standards
Construct and maintain roadway pavements in conformance to GDOT's Pavement Design Manual and GDOT policies and procedures.

Perform all other geotechnical Work in general conformance with GDOT's Geotechnical Engineering Manual and guidelines, AASHTO guidelines, and Attachment 3-1 (Manuals), and other provisions of the DB Documents.

8.3 Design Requirements

8.3.1 Subsurface Geotechnical Investigation by the DB Team
Determine the specific locations, frequency, and scope of all subsurface geotechnical investigations, testing, research, and any analysis the DB Team considers necessary to provide a safe and reliable roadway, pavement, foundation, structure, and other facilities for the Project.

Prepare and amend, as needed, Geotechnical Engineering Reports as described later in this Section 8 documenting the assumptions, conditions, and results of the geotechnical investigation and analysis, including the following:

1. The geology of the Project area, including soil and/or rock types, and drainage characteristics.

2. Field investigations and laboratory test results used to characterize engineering and physical properties of soil and rock, including moisture content, plasticity index, gradations for each major soil strata change, levels of shrink/swell potential soil compressibility, and short-term and long-term settlement/consolidation, strength tests and engineering properties; recording rock recovery and rock quality designation in the field in addition to laboratory tests to determine compressive and split tensile strength tests of rock cores.

3. A discussion of conditions and results with reference to specific locations on the Project, including a dewatering plan and impacts on near-by structures.
4. Design and construction parameters resulting from the geotechnical investigation and analysis, including parameters for the design of pavements, pipes, foundations, structures, slopes, and embankments.

5. Plan view locations of field sampling, profile of boring logs and other field data, laboratory test results, calculations, and analyses that support design decisions taking into consideration down-drag on piles and soil squeeze in high embankments.

6. Include the slope stability analysis for embankment and excavation slopes including both short-term (undrained) and long-term (drained) conditions, and discussion of design measures undertaken to ensure stability and safety of all slopes. Ensure the analysis considers the potential for long-term surficial slide failures common to high plasticity clays in Georgia, and specific recommendations are provided to minimize their occurrence. Internal and external stability analysis shall be considered for walls supporting fill/cut within the Project.

Submit each Geotechnical Engineering Report upon completion, along with back-up of calculations and input and output of GDOT recognized computer software to GDOT for review and comment as a Submittal.

If environmentally-sensitive conditions such as undocumented contaminated soil or archaeological sites are encountered during the subsurface exploration activities, notify GDOT immediately. For hazardous materials, also follow the requirements in Volume 1, Article 7.8 (Hazardous Materials Management) and in GDOT Standard Specification 107.22.

8.3.2 Bridge Foundation Investigation (BFI)

Perform a BFI for each bridge in the Project. The BFI report and all recommendations must be reviewed and endorsed by the EOR.

8.3.2.1 Pile Foundation

1. Design and construct the pilings in accordance with all related special provisions per the accepted Bridge Foundation Investigation recommendations.

2. All piles must be embedded a minimum of 10 feet into natural ground and 10 feet below 500-year scour line with additional length determined by the lead Professional Engineer for geotechnical design.

3. Piles should have minimum embedment in the following materials:

   Table 8-1: Pile Embedment Specifications

<table>
<thead>
<tr>
<th>Material and Density</th>
<th>Recommended Minimum Embedment</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 – to 20 – blow count soil</td>
<td>15 feet</td>
</tr>
<tr>
<td>40 – to 50 – plus blow count soil</td>
<td>10 feet</td>
</tr>
<tr>
<td>Hard rock (requires pilot holes)</td>
<td>5 feet</td>
</tr>
</tbody>
</table>

4. Pile tips must be set below any soft/loose soils that may settle/consolidate under the design load unless the soft/loose soils are at least deeper than five pile diameters below the pile tip.
5. When piles must penetrate rock to provide the minimum embedment, use pilot holes drilled a minimum of 5 feet into the rock.

### 8.3.2.2 Drilled Caisson

1. Design and construct the drilled caissons in accordance with Special Provision 524 per the approved Bridge Foundation Investigation recommendations.

2. When sound rock is encountered, drilled caissons must be embedded a minimum of 10 feet into sound rock as defined by Special Provision 524.3 or per the approved BFI recommendations.

### 8.3.2.3 Spread Footings

1. Top of footing must be a minimum of 2 feet below the top of final grade.

2. Spread Footings should bear below the scour line, if applicable.

### 8.3.3 Dynamic Pile Testing

Perform dynamic pile testing using the Pile Driving Analyzer (PDA) to monitor the driving of piles with accelerometer and strain gauges attached to the piles. Perform a minimum of two PDAs (one for the abutment and one for the intermediate bents), but no less than 2 percent of the production piles, and additional PDAs will be required for a change in bent type, change in abutment, change in geotechnical material, or as determined by the EOR. Perform the dynamic pile testing in accordance with ASTM D4945-08 and Special Provision 523 per the approved Bridge Foundation Investigation recommendations.

Upon completion of a PDA test, provide a complete report consisting of but not limited to PDA field monitoring data, results of Case Pile Wave Analysis Program (CAPWAP) computer analyses, and the driving criteria recommendation from the geotechnical engineer who developed the BFI. The recommendation must be endorsed by the EOR. Submit the report electronically in PDF format and the electronic data files of the PDA analysis and CAPWAP to GDOT and allow seven days for review and acceptance before proceeding with driving production piles.

### 8.3.4 Soil Survey (SS)

Perform a SS for all Projects that include the design of roadway foundations, embankments, and the treatments for geotechnical and related problems on the Project in conformance with the GDOT Geotechnical Engineering Manual and Attachment 3-1 (Manuals). The EOR shall review and endorse the SS report and all recommendations.

### 8.3.5 Pavement Design

Comply with the required minimum pavement design provided in Section 11 (Roadways).

If pavement design has not been previously provided by GDOT, then prepare a pavement design report that confirms or revises the required minimum pavement design provided in Section 11 (Roadways). Ensure the pavement design report documents the assumptions, considerations, and decisions contributing to the Project’s pavement design and meet all requirements of GDOT’s Pavement Design Manual.
For roadways adjacent to and crossing the Project that are disturbed by the construction activities of the Project:

1. Match the in-place surface type and structure of the existing roadways at a minimum.
2. Construct all new shoulders as full depth shoulders unless otherwise specified in Volume 2.
3. Design all tie-in Work to avoid differential settlement between the existing and new surfaces.
4. Coordinate the design and construction of all cross roads with the Governmental Entity having jurisdiction whether a municipality, county, or GDOT.

8.3.6 Wall Foundation Investigation (WFI)
Perform a WFI for each wall in the Project that includes wall structures in conformance with the GDOT Geotechnical Engineering Manual, AASHTO guidelines, and Attachment 3-1 (Manuals) for all new walls and wall extensions. The EOR shall endorse the WFI report and all recommendations.

8.3.7 High-Mast Lighting Foundation
Perform a high-mast light foundation investigation and provide a Geotechnical Investigation (also referred to as HMLFI or HMI) report to determine the foundation type to be used at each high-mast light tower location. As part of the report, assess minimum foundation embedment depth required for overturning resistance and the need to address groundwater if present at the proposed tower location.

Prepare the high-mast lighting foundation investigation in conformance with the GDOT Geotechnical Engineering Manual, AASHTO LRFD guidelines, and Attachment 3-1 (Manuals) for all new high mast lighting foundations and include endorsement by the EOR.

8.4 Construction
Ensure that materials used to construct the Project meet the minimum requirement as specified in GDOT specifications, policies and procedures, guidelines, and Attachment 3-1 (Manuals).
Ensure all materials used to construct the Project conform to the requirements of the GDOT Qualified Products List (QPL) or equivalent as approved by GDOT. Personnel possessing the requisite GDOT materials certifications will perform testing of materials.

Ensure that backfill materials meet the requirements of Attachment 8-1 (SS 812 – Backfill Materials).
Assume responsibility for obtaining and complying with all Governmental Approvals for construction of the Project.
Submit to GDOT for review and acceptance any blasting plan(s). Perform blasting in accordance with State Law, and in accordance with GDOT’s specifications, policies and procedures.
8.5 Deliverables

As indicated in this Section 8 and in Section 3 (Design and Submittals).
9 SURVEYING AND MAPPING

9.1 General
Provide accurate and consistent land surveying and mapping necessary to support ROW acquisition, design, and construction of the Project. The DB Team is responsible for all surveying responsibilities.

Review existing survey data and determine the requirements for updating or extending the existing survey and mapping data. The DB Team is responsible for the final precision, accuracy, and comprehensiveness of all survey and mapping.

9.2 Administrative Requirements

9.2.1 Standards
Provide surveying and mapping activities in accordance with the GDOT Automated Survey Manual and Attachment 3-1 (Manuals), and other provisions of the DB Documents.

9.2.2 Ownership
The documents produced by the DB Team surveyor or the surveyor’s subcontractors are the property of GDOT and release of any such document must be approved by GDOT.

9.2.3 Property Owner Notification
Prepare for GDOT review and acceptance a property owner notification letter in accordance with the GDOT Automated Survey Manual prior to entering any private property outside the Existing ROW.

9.3 Design Requirements

9.3.1 Units
Perform all survey Work in U.S survey feet. Ensure the Work conforms to state plane coordinates.

Ensure the combined sea level and scale factor for the Project conforms to the GDOT Automated Survey Manual.

9.3.2 Survey Control Requirements
Ensure that all surveying conforms the Georgia Professional Land Surveying Practices Act, follows the General Rules of Procedures and Practices of the Georgia Board of Professional Engineers and Land Surveying, and otherwise conforms to all applicable Law. Ensure that any person in charge of the survey is proficient in the technical aspects of surveying and is a Professional Land Surveyor (Surveyor).

Establish all horizontal and vertical primary Project control from approved control provided by GDOT. Meet the guidelines as defined in the GDOT Automated Survey Manual if using GPS methods.
Establish and maintain additional survey control as needed and final ROW monumentation throughout the duration of the Project.

Tie any additional horizontal and vertical control for the Project to the established primary Project control network.

Set and/or verify by a Professional Land Surveyor all survey control points.

Establish and maintain a permanent horizontal and vertical primary survey control network. Ensure the control network consists of, at minimum, horizontal deltas coordinated and elevated set in intervisible pairs at spacing of no greater than 1 mile. Install control monuments per the GDOT Automated Survey Manual.

Provide to NOAA, in coordination with GDOT, notification of planned activities that will disturb or destroy any geodetic control monuments at least 90 days prior to construction. This provides time to plan for and execute relocation of geodetic monuments.

Replace all existing horizontal and vertical primary survey control points disturbed or destroyed. Make all survey computations and observations necessary to establish the exact position and elevation of all other control points based on the primary survey control.

Deliver to GDOT a survey control package in accordance with the criteria in the GDOT Automated Survey Manual, as well as a revised survey control package when survey monuments or control points are disturbed, destroyed or found to be in error.

### 9.3.3 Conventional Method (Horizontal & Vertical)

Meet the accuracy of the appropriate level of survey as defined in the GDOT Automated Survey Manual if using conventional methods to establish additional horizontal control.

#### 9.3.3.1 Horizontal Accuracy Requirements for Conventional Surveys

Horizontal control is to be established on the Georgia State Plane Coordinate System of 1985 [NAD83 or GCS 85], at a minimum.

Upon request, GDOT will compile and provide to the DB Team a survey control package of existing GDOT approved survey monumented data in the Project vicinity.

#### 9.3.3.2 Vertical Accuracy Requirements for Conventional Surveys

Establish vertical control on the North American Vertical Datum of 1988 (NAVD 1988) as shown in Table 9-1.
Table 9-1: North American Vertical Datum of 1988

<table>
<thead>
<tr>
<th></th>
<th>1st Order</th>
<th>2nd Order</th>
<th>3rd Order</th>
<th>Remarks and Formulae</th>
</tr>
</thead>
<tbody>
<tr>
<td>Error of Closure</td>
<td>0.013 feet (\sqrt{M})</td>
<td>0.026 feet (\sqrt{M})</td>
<td>0.049 feet (\sqrt{M})</td>
<td>Loop or between control monuments</td>
</tr>
<tr>
<td>Maximum Length of Sight</td>
<td>250 feet</td>
<td>300 feet</td>
<td></td>
<td>With good atmospheric conditions</td>
</tr>
<tr>
<td>Difference in Foresight and Backsight Distances</td>
<td>±10 feet</td>
<td>±20 feet</td>
<td>±30 feet</td>
<td>Per instrument set up</td>
</tr>
<tr>
<td>Total Difference in Foresight and Backsight Distances</td>
<td>±20 feet per second</td>
<td>±50 feet per second</td>
<td>±70 feet per second</td>
<td>Per total section or loop</td>
</tr>
<tr>
<td>Recommended Length of Section or Loop</td>
<td>2.0 miles</td>
<td>3.0 miles</td>
<td>4.0 miles</td>
<td>Maximum distance before closing or in loop</td>
</tr>
<tr>
<td>Maximum Recommended Distance Between Benchmarks</td>
<td>2000 feet</td>
<td>2500 feet</td>
<td>3000 feet</td>
<td>Permanent or temporary benchmarks set or observed along the route</td>
</tr>
<tr>
<td>Level Rod Reading</td>
<td>± 0.001 foot</td>
<td>± 0.001 foot</td>
<td>± 0.001 foot</td>
<td></td>
</tr>
<tr>
<td>Recommended Instruments and Leveling Rods</td>
<td>Automatic or tilting w/ parallel plate micrometer precise rods</td>
<td>Automatic or tilting w/ optical micrometer precise rods</td>
<td>Automatic or quality spirit standard, quality rod</td>
<td>When two or more level rods are used, they should be identically matched</td>
</tr>
<tr>
<td>Principal Uses</td>
<td>Broad area control, subsidence or motion studies, jig and tool settings</td>
<td>Broad area control, engineering projects basis for subsequent level work</td>
<td>Small area control, drainage studies, some construction and engineering</td>
<td></td>
</tr>
</tbody>
</table>

9.3.4 Reserved

9.3.5 Right of Way Surveys

Base all surveys on the primary horizontal and vertical control network established for the Project.
9.3.5.1 Accuracy Standard

Ensure the accuracy standards of the appropriate level of survey as defined in the following table are met when performing ROW surveys consisting of boundary locations.

<table>
<thead>
<tr>
<th>Table 9-2: Chart of Tolerances</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>------------------------</td>
</tr>
<tr>
<td>Error of Closure</td>
</tr>
<tr>
<td>Adjusted Mathematical Closure of Survey (No Less Than)</td>
</tr>
</tbody>
</table>

*GDOT policy requires all bearings or angles be based on the following source: Grid bearing of the Georgia Coordinate System of 1985, with the proper zone and epoch specified.

9.3.6 Survey Records and Reports

Use electronic field books to collect and store raw data if necessary. Preserve original raw data and document any changes or corrections made to field data such as station name, height of instrument, or target, as well as raw and corrected field data in hardcopy output forms in a similar manner to conventional field books for preservation.

Record field survey data and sketches that cannot be efficiently recorded in the electronic field volume in a field note volume and store with copies of the electronic data.

Record all field notes in permanently bound books (loose leaf field notes are allowed). Deliver copies of any or all field note volumes to GDOT upon request.

The documents produced by the Surveyor, or the Surveyor's subcontractors, are the property of GDOT, and release of any such document must be approved by GDOT prior to release.

Provide all created topographic mapping to GDOT in digital terrain model format using the software and version thereof being used by GDOT at the time of delivery.

9.4 Construction Requirements

9.4.1 Construction Surveys

Comply with the requirements in Section 9.3 (Design Requirements).

9.4.2 ROW Monuments

Comply with the requirements in Section 9.3 (Design Requirements).

Upon completion of the ROW acquisition and all Construction Work, such that the Final ROW monuments are disturbed by construction, set permanent and stable concrete ROW monuments (constructed according to current GDOT specifications) located on the final ROW line at all points of curvature (PCs), points of tangency (PTs), points of intersection (PIs), miters and breaks, points of compound curvature (PCCs), points of reverse curvature (PRCs), and all intersecting crossroad ROW lines.
Set permanent and stable concrete ROW monuments (constructed according to current GDOT specifications) located on all final ROW lines where the distance between such significant ROW line points exceeds 1,500 feet at no more than 1,000-foot intervals.

Purchase all materials, supplies, and other items necessary for proper survey monumentation.

### 9.4.3 Side-scan Sonar Surveys

No requirements.

### 9.5 Deliverables

As indicated in this Section 9 and in [Section 3](#) (Design and Submittals).
10 GRADING

10.1 General
Conduct all Work necessary to meet the requirements of grading, including clearing and grubbing; excavation and embankment; removal of existing buildings, pavement, and miscellaneous structures; subgrade preparation and stabilization; dust control; aggregate surfacing; and earth shouldering.

10.2 Administrative Requirements

10.2.1 Standards
Provide grading activities in accordance with Attachment 3-1 (Manuals) and other provisions of the DB Documents.

10.3 Design Requirements
Ensure that all borrow, stockpile, and waste sites for this Project are environmentally approved prior to construction activities occurring in them. Place all common fill or excess material disposed of outside Project Right of Way in either a permitted solid waste facility, a permitted inert waste landfill, or in an engineered fill. See GDOT Standard Specifications Construction of Transportation Systems, Special Provisions, and Supplemental Specifications for additional information.

Do not dispose of existing bridge and construction debris within the Project. Provide an environmentally approved site to dispose the existing bridge and/or construction debris at no additional cost to GDOT.

Notify GDOT of any non-permitted encroachment in the existing right of way. Do not take any action to remove the encroachment without GDOT approval.

10.3.1 Removal and Disposal of Material
There is no known suitable place to bury existing bridge/construction debris within the Project Site. Provide an environmentally approved site as shown in Standard Specification 201 to dispose the existing bridge and/or construction debris at no additional cost to GDOT.

The material from structures designated for demolition is the DB Team’s property. Properly dispose of all material removed outside the limits of the Project.

10.3.2 Demolition and Abandonment Plan
Develop, implement, and maintain, for the Term, a Demolition and Abandonment Plan for all existing structures, features, and Utilities including types and sizes, as described in Section 10.4 (Construction Requirements) that will be removed, abandoned or partially abandoned during the Term. Ensure the plan provides that said structures are structurally sound after the abandonment procedure and shows with sufficient detail for the Abandonment the locations of all existing features as listed in Section 10.4.
GDOT reserves the right to require the DB Team, at any time, to salvage equipment and/or material in an undamaged condition and to deliver to a location designated by GDOT within the GDOT District in which the Project is located. GDOT has first right of refusal to retain any salvage material or equipment. Take possession of, but do not reuse for the project, any material or equipment GDOT decides not to salvage. Ensure all material incorporated into the Project is new.

10.3.3 Detours
Maintain all detours. Provide a pavement transition, required in accordance with AASHTO’s Roadside Design Guide, GDOT guidelines, and the MUTCD, based on the roadway design speed of the section, at all detour interfaces.

10.3.4 Slopes and Topsoil
Comply with Attachment 3-1 (Manuals) regarding design limitations and roadside safety guidelines associated with the design of slopes along roadways. Adjust grading to avoid and minimize disturbance to the identified waters of the U.S. Ensure the grading plan is in accordance with the approved Environmental Documents. Secure all associated Governmental Approvals to meet the Released for Construction (RFC) plans.

Perform finished grading and place topsoil in all areas suitable for vegetative slope stabilization (and areas outside the limits of grading that are disturbed during the Work) that are not paved.

Clear the entirety of cut slopes within the available Right of Way and remove debris.

10.3.5 Special Flood Hazard Areas Fill Mitigation
Grade within the Project limits to meet Chatham County compensatory cut requirements for any fill in FEMA Special Flood Hazard Areas.

10.4 Construction Requirements
Remove any features that are abandoned in place (e.g., parking lots, abandoned pavements, sidewalks, driveways, catch basins, drop inlets, pipes, manholes, curbing, retaining walls, utilities, foundations, paved floors, underground tanks, fences, bridges, buildings, and other incidental structures to the following depths):

1. Abandoned pavements: Obliterate, grade to drain, and grass existing pavement inside the Project that is no longer being used.
2. Abandoned pipes: Ensure abandoned pipes that are left in place are grout filled or filled with flowable fill.
3. Under pavements: Remove to a depth of at least 3 feet below the finished subgrade elevation.
4. Underneath other structures: Remove to at least 3 feet below the foundations of any proposed structure, including installations such as guard rail posts and utility poles.
5. Elsewhere within the ROW and easement areas, remove as follows: Remove to at least 3 feet below the finished surface of slopes and shoulders and 1 foot below natural ground outside construction lines.
Thoroughly crack or break abandoned structures that may impound water. These structures include, but are not limited to, concrete floors, basements, catch basins, and other structures within 10 feet of finished grade.

Break floors so that no section greater than 10 square feet remains intact.

10.5 Deliverables

As indicated in this Section 10 and in Section 3 (Design and Submittals).
11  ROADWAYS

11.1 General
Coordinate roadway design, construction, maintenance, and operation with all other Work planned or under construction by GDOT and/or Governmental Entity.

11.2 Administrative Requirements

11.2.1 Standards
Provide activities in this section in accordance with GDOT Standard Specifications, Construction of Transportation Systems, other Attachment 3-1 (Manuals), and other provisions of the DB Documents.

11.3 Design Requirements

11.3.1 Overview
Coordinate roadway design with the design of all other components of the Project. Design the Project roadways to integrate with streets and roadways that are adjacent or connecting to the Project.

Design the Project roadways to incorporate roadway appurtenances, including fences, noise attenuators, barriers, and hazard protection as necessary to promote safety and to mitigate visual and noise impacts on neighboring properties. Fence type shall be replaced in accordance with GDOT’s Construction Standards and Details. Should the existing type of fence not match the type provided in GDOT’s Construction Standards and Details, the type of proposed fence shall be submitted to GDOT for approval prior to construction.

Design and construct any and all proposed intersection reconstruction or rehabilitation to meet the requirements of the Environmental Document Approvals and Attachment 3-1 (Manuals).

11.3.2 Design Criteria Order of Precedence
Adhere to the following requirements for the design of the Project. The plans provided in the Reference Information Documents are provided for reference only and may contain or conform to some but not all of the design requirements herein. In the event of any conflict, ambiguity, or inconsistency among the following design criteria, the order of precedence, from highest to lowest, one being higher than two, is as follows:

1. Allowable Design Exceptions, Design Variances, and Design Deviations as set forth in Section 11.3.4 (Allowable Design Exceptions, Design Variances, and Design Deviations)
2. Attachments (Technical Provisions)
3. Other Volume 2 provisions
4. Technical Manuals (Attachment 3-1)
11.3.3 Typical Sections and Pavement Design

Comply with Attachment 11-1 (Roadway Design Criteria). Provide minimum 14-foot lanes within the DDI from nose point to nose point, designed with design vehicles running side by side in all lanes with all vehicles able to safely navigate DDI crossovers within prescribed lanes without impeding other vehicles. Provide mountable curb at the median radius returns on Dean Forest Road at the crossovers.

Provide 12-foot to 15-foot lanes outside the DDI; lane width as determined by the EOR and to tie into existing conditions.

Ensure all new pavement for the Project meets, at a minimum, the pavement designs identified in the table(s) in Attachment 11-2 (Pavement Designs).

All ramps shall be concrete, then transition to asphalt 50 feet prior to the physical gore.

Extend concrete pavement on Dean Forest Road from the ends of the southernmost curb returns of the I-16 eastbound exit and entrance ramps across the bridges to the ends of the northernmost curb returns of the I-16 westbound exit and entrance ramps. Asphalt pavement is not allowed along Dean Forest Road between these limits.

A Crushed Concrete Aggregate base may be used in lieu of Graded Aggregate Base. Comply with Attachment 11-3 (Special Provision 815 – Graded Aggregate).

Use the detail in Attachment 11-4 (Pavement Transition Detail) for transitions between concrete and asphaltic pavements.

11.3.3.1 Crossing Streets

Coordinate, design, and construct the improvements on crossing streets in accordance with the requirements of the Governmental Entity having jurisdiction of said roadway.

11.3.3.2 Roadside Safety

Ensure that all roadside safety devices used on the Project meet NCHRP 350 test criteria and other safety requirements that meet or exceed current GDOT requirements.

11.3.3.3 Pavement Joints

Include in staged construction consideration of using pavement construction widths that don’t force the final roadway surface to have longitudinal joints in the wheel path.

Do not design or construct longitudinal pavement joints in the wheel path of the traveling public unless specifically approved by GDOT in writing.

11.3.3.4 Intersection Reconstruction or Rehabilitation

Design and construct all proposed intersection reconstruction or rehabilitation to meet the requirements of the Environmental Document Approvals and Attachment 3-1 (Manuals).

Design westbound off- and eastbound on-ramp turning movements for a WB-67 design vehicle if a single lane ramp. If a dual lane turning movement, design the ramp for a WB-67 and a SU-30 side by side while accommodating side by side WB-67s.

Design eastbound off- and westbound on-ramp turning movements for side by side WB-67s.

For the purposes of this contract "design" shall mean design vehicle shall be able to safely navigate turning movement without impeding any other lanes whereas “accommodate” shall mean allowance for impeding other lanes during turning movement.

### 11.3.3.5 Concrete Usage

Use colored stamped concrete in all raised medians. Monolithic concrete medians are not permitted.

Use concrete paving in hard to reach mowing areas or under structures (sign posts, bent columns, next to retaining walls, freeway ramp gores, paved ditches, flumes, ditch inlets, etc.) to improve roadway appearance.

### 11.3.3.6 Barriers

Remove and upgrade all existing guardrail within the Project limits that is not otherwise being removed or replaced.

Install new end terminals as required to ensure cable barrier remains in operation at all times when construction impacts existing cable barrier that will remain in place. Install temporary concrete barrier in the same general location as the existing cable barrier for the full length impacted, including approaches, if existing cable barrier cannot remain in operation during construction.

See Attachment 11-1 (Roadway Design Criteria) for additional roadway design requirements.

Refer to Section 3.2.2 (GDOT Standards and Manuals) regarding requirements for barriers.

### 11.3.4 Allowable Design Exceptions, Design Variances, and Design Deviations

No Design Exceptions or Design Variances proposed by the DB team are allowed. Upgrade any existing conditions within the Project limits that do not meet the requirements of either the AASHTO Controlling Criteria or the GDOT Design Policy Manual to meet the Project requirements.

Design Deviations that are present within the existing conditions may be retained. Present any existing Design Deviations that are identified within the Project limits and that are intended to be retained in the Project to GDOT.

### 11.3.5 Permanent Lighting

Submit all third-party requests for lighting within the Project Site to GDOT for approval.

No underpass lighting will be required for the Dean Forest Road bridge structure over I-16.
Design and construct lighting for the Dean Forest Road ramps and shared-use path. The limits of lighting shall include the intersections of Dean Forest Road with all I-16 ramps, extending 550 feet from the center point of each ramp intersection along Dean Forest Road. The limits of lighting on the ramps shall extend to the painted gore at the I-16 mainline. Lighting can be combination of high-mast lighting and conventional type.

Design the lighting of the Project in accordance with Attachment 3-1 (Manuals) and published guidelines, manuals, policies, etc. by reference in the manuals listed in Attachment 3-1, the DB Documents, and at a minimum to match the existing lighting. Make all necessary enhancements or changes to the existing lighting system to maintain the existing illumination if diminished by the Project.

Design and construct the lighting system in a manner that will reduce and/or discourage vandalism.

Install mechanical copper wire theft deterrent devices in all Project electrical conduits supplying power to the Project. The theft deterrent devices typically consist of a rubber stopper mechanical device that compress against the electrical wiring and prevents the wires from being easily pulled through the conduits. Install electrical pull box lids that contain locking mechanisms that work with the use of cams to prevent unauthorized access.

Prepare photometric studies to show luminance, illuminance, veiling luminance, and uniformity as appropriate for the roadways, interchanges, and special areas including roadway intersections. Provide vertical illuminance calculations as appropriate in sidewalk or multi-use areas as appropriate, as well as within crosswalk areas.


Design the lighting system to minimize or eliminate illumination of areas outside the Existing ROW. Ensure that Luminaires meet GDOT specifications, and that all luminaires are LED, unless removing and replacing an existing lighting system. Neither mercury vapor nor metal halide is allowed. All alternative energy efficient lighting technology can be considered, pending GDOT acceptance.

Design luminaire poles and breakaway bases in accordance with AASHTO’s Standard Specifications for Structural Supports for Highway Signs, Luminaire, and Traffic Signals. Install breakaway wiring connectors when using breakaway bases. Ensure the design incorporates breakaway devices that are pre-qualified by GDOT for all poles located within the clear zone of the roadways. Use appropriate safety measures if luminaire poles and breakaway bases are not used. Do not use breakaway bases when mounted on side barriers, median barriers or bridge structures.
Place all understructure lighting in a configuration that minimizes the need for lane closures during maintenance. Ensure no part of any light structure, mounting hardware, or conduit under structures protrudes below the bridge beams or other structure under any circumstance.

Determine and design appropriate foundation types and lengths for permanent lighting structures. GDOT requires consistent footing designs and has minimum footing size criteria for caisson type footings as follows:

<table>
<thead>
<tr>
<th>Height of Pole</th>
<th>Diameter by Depth of Footing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than or equal to 40’</td>
<td>2’ by 6’</td>
</tr>
<tr>
<td>40’ to 50’</td>
<td>3’ by 7’</td>
</tr>
<tr>
<td>50’ to 60’</td>
<td>3’ by 9’</td>
</tr>
<tr>
<td>High Mast</td>
<td>See Section 8 (Geotechnical)</td>
</tr>
</tbody>
</table>

NOTE: Poles for barrier mounted have a minimum of 2-ft by 4-ft base

Do not place ITS cable, fiber-optic lines, signal conductors, or any other non-lighting related cables or conductors in the lighting conduit, ground boxes, or junction boxes.

Use top latch mechanisms on all high mast lighting towers.

Minimize the potential hazards of lighting poles through the careful consideration of mounting options and pole placements, including the following options:

1. Placing mast arms on traffic signal poles
2. Placing pole bases on existing or proposed concrete traffic barrier
3. Placing poles behind existing or proposed concrete traffic barrier, guardrail or cable barrier
4. Placing high mast lighting outside the clear zone, especially in roadway horizontal curves

Ensure that lighting structures comply with Federal Aviation Administration (FAA) height restrictions within five miles of airport facilities. Coordinate with the FAA and GDOT to permit or relocate proposed or existing luminaries, mast arms, or poles that infringe into an airport’s or heliport’s base surface. Find alternative ways of providing the required level of lighting at no additional cost to GDOT if FAA restrictions prohibit lighting structures from being placed in certain areas near an airport Project.

Coordinate with the Utility Owner(s) and ensure power service is initiated and maintained for permanent lighting systems. Maintain the existing lighting as temporary lighting during construction and restore or replace prior to Substantial Completion where the Work impacts existing lighting.

Place all bore pits safely away from traffic, provide positive barrier protection, and provide necessary signs to warn of the construction area.
Contact Utility Owners regarding their specific required working clearance requirements as depicted in Section 6 (Utility Adjustments).

Ensure that roadway lighting is provided for the safety of vehicles and pedestrians as they approach local intersections.

Affix an identification decal on each luminaire, ground box, and electrical service for inventory purposes and submit inventory information to GDOT in a GDOT-compatible format. Ensure this identification denotes that these are property of GDOT and provides a contact phone number and address in the event of emergency.

Remove lighting structures impacted by construction and replace them with new fixtures in the same perpendicular location to the centerline. Match lighting bases, poles, and fixtures to existing, similar in appearance and dimensions, and utilizing similar materials. Ensure the replacement lighting is interconnected with the existing lighting.

11.3.6 Replacement Fencing
Replace fence type in accordance with GDOT's Construction Standards and Details. Submit to GDOT for approval prior to construction the type of proposed fence should the existing type of fence not match the type provided in GDOT's Construction Standards and Details.

11.3.7 Related Transportation Facilities
Design and construct all new roadway and bridges to accommodate the planned expansions or updates of Related Transportation Facilities as may be included in Attachment 11-2 (Pavement Designs).

11.3.8 Design Requests from Adjacent Property Owners
If the DB Team receives any design requests from adjacent property owners, produce a report to GDOT within 30 days of receipt of each design request that identifies the following:

1. The nature of the request
2. Any financial consequences to GDOT of compliance
3. The DB Team’s assessment of the feasibility of compliance
4. Any Change Requests from the Technical Provisions that would be required
5. Any potential risks to GDOT that may arise from implementation of the design request such as environmental and permitting risks

Proceed with the implementation of the design request at its option only if no financial consequences to GDOT, time impacts to the project, or Change Requests from the Technical Provisions exist, and if GDOT raises no objection within 30 days of the design request report. Advise GDOT in writing of the decision.

11.3.9 Additional Roadway Design Requirements
Reset existing hurricane gates currently located at the gore area of the ramp(s) to I-16 to be clear of the new construction. New locations and timing of relocation must be reviewed and accepted by GDOT. Minimize downtime of the hurricane gates.
11.4 Construction Requirements

11.4.1 Vibration Control

The DB Team is responsible for all vibration-related damages to existing structures or other facilities located in the vicinity of construction related activities. Evaluate potential impacts and develop a Vibration Control Plan for GDOT review and acceptance where vibration-inducing construction activities are to be performed in the vicinity of existing properties, structures, utilities, or other facilities. Include in the plan certain triggers of action to ensure no damage to existing structures occur, as well as a means to resolve public concerns for the vibration at any level. Additional requirements for the Vibration Control Plan are as follows:

1. Use attenuation relationships published by applicable governmental agencies and/or applicable equipment manufacturers to estimate the zones within which vibrations caused by the Project may impact existing properties and facilities.
2. Conduct site reconnaissance of properties during site investigations to determine the sensitivity of each structure/facility to vibrations within the zone of potential vibration impacts.
3. List all properties that may be adversely affected by vibrations.
4. Conduct a preconstruction survey of each structure determined to be susceptible to vibrations.
5. Provide GDOT with recommendations to mitigate that may be adversely affected by vibrations.
6. Use the vibration monitoring records to develop attenuation curves for predicting vibrations at varying distances from the source.

Adjust operations immediately if the threshold readings above are exceeded.

11.4.2 Blasting


11.4.3 Control of Access

Maintain all existing property accesses, including those not shown on the schematic, and do not revise control of access without GDOT review and the written agreement of the affected property owner. Ensure access control is in conformance with the GDOT Regulations for Driveway and Encroachment Control.

Design and construct a shared driveway to parcels 8 and 11 using the provided easement on parcel 7. Design a driveway for a WB-40 design vehicle between parcels 8 and 9.

11.4.4 Pavement Cutting

Obtain prior approval from GDOT for any open cutting (removal of pavement to construct, repair, or relocate utilities/drainage structures or for any purposes that cause a full depth cut of existing pavement and removal of any subgrade beneath) of the Travel Lane pavements or ramp. Repair in kind any pavement that is open cut as described in this paragraph prior to the Travel Lane or ramp being opened to traffic.
11.4.5 Stockpiling

The stockpiling of materials may be permitted on a case by case basis provided that participation is based on the appropriate value of approved specification materials delivered by the DB Team to the Project Site, or other designated location in the vicinity of the Project and the terms and conditions below. Stockpiled materials that may qualify for material allowances include materials that are not readily available, can be easily identified and secured for this Project, and can be stockpiled for long periods without detriment. Use the procedure identified in GDOT Supplement Specification 109.07.B to process a Material Allowance Request. Other provisions include:

1. Construct stockpiles in conformity with the provisions in the current GDOT Standard Specifications Construction of Transportation Systems. Place and maintain appropriate erosion control measures and restore the site to its original condition.

2. Store the stockpiled material in such a manner that security and inventory can be maintained. The DB Team is responsible for storage of said materials at no additional cost to GDOT.

3. Furnish the paid invoice or receipt for delivery within a reasonable time after receiving payment.

4. The material conforms with the requirements of the plans and specifications.

5. Assume risk for any damage to material due to the delay in incorporation of the material into the Final Plans.

6. Ensure the quantity of material does not exceed the quantity required by the Project, nor does the value exceed the appropriate portion of the contract item in which the material is to be incorporated.

7. Adhere to proper erosion control measures if the stockpiled material is embankment or other erodible material.

11.5 Deliverables

As indicated in this Section 11 and in Section 3 (Design and Submittals).
12 DRAINAGE

12.1 General
Effective performance of the drainage design and construction implemented for the Project (the Drainage System) is an integral part of the success of the Project. All stormwater runoff that flows through the Project, whether originating within or outside the Project, must be accounted for in the design of the Drainage System. All existing and proposed riverine/tidal bridges, stormwater conveyances (open-channel and closed-conduit), inlets, and stormwater management such as detention/retention ponds are included as part of the Drainage System.

12.2 Administrative Requirements

12.2.1 Standards
Provide activities in this section in accordance with GDOT’s Manual on Drainage Design for Highways (Drainage Manual), Attachment 3-1 (Manuals), and other provisions of the DB Documents.

12.2.2 Data Collection
Collect all necessary data, including those components outlined in this Section 12.2.2, to establish a Drainage System that complies with the requirements and accommodates the historical hydrologic flows within the Project limits.

Collect all available data identifying stormwater runoff obligations, including the following:

1. Water quality regulations as imposed by local, State, and federal governments
2. National Wetland Inventory and any other wetland/protected waters inventories
3. Any local floodplain ordinances in effective Federal Emergency Management Agency (FEMA) floodplains
4. Any restrictions on discharging stormwater to environmentally sensitive areas, navigable waters, or coastal zones
5. Official documents concerning the Project, such as the Environmental Documents and any other drainage or environmental studies

Determine any stormwater runoff issues that may include areas with historically inadequate drainage (evidence of flooding or citizen complaints of flooding), maintenance problems associated with drainage, and areas known to contain Hazardous Materials. Identify watershed boundaries, protected waters, areas classified as wetlands, floodplains, and boundaries between regulatory agencies (e.g., watershed districts and watershed management organizations).

Within the Project limits, acquire all applicable records, including:

1. Municipal drainage plans
2. Watershed management plans
3. Coastal zone management plans
4. Records of citizen concerns
5. Existing storm drain plans
6. Bridge hydraulic studies
7. Survey data
8. Data for all culverts, drainage systems, storm sewer systems, and bridges

Identify existing drainage areas and calculate the estimated runoff to the Drainage System.

Video-record and photograph components of the existing drainage system within the Project limits that are scheduled to remain in place, and for which documentation is not available, to determine condition, size, material, location, and other pertinent information. Refer to Section 19 (Maintenance During the Design-Build Period).

Take data collected into account in the Final Plans of the drainage facilities. This data will be made available to GDOT upon request.

12.2.3 Coordination with Other Agencies
Coordinate all stormwater runoff issues with GDOT, affected interested parties, and regulatory agencies, including EPD, USACE, and USFWS.

12.3 Design Requirements
Ensure the Drainage System meets the following requirements:

1. The analysis, design, and construction of all components of the Drainage System address the interim conditions during construction of the Project and the conditions depicted in the RFC Plans.
2. The Drainage System has adequate capacity to convey all stormwater through the Project without any adverse impacts to upstream and/or downstream adjacent properties.

Upgrade within the Construction Maintenance Limits all substandard drainage facilities where the design and construction of the Project propose to utilize or impact those facilities within the project limits, except for the following:

- the existing Raspberry Canal double 48-inch cross-drain under I-16 and the access road
- the existing Raspberry Canal double 48-inch cross drain underneath Dean Forest Road
- the existing 54-inch longitudinal pipe under Dean Forest Road

A drainage facility utilized on the Project is any drainage facility receiving Project stormwater runoff and/or any drainage facility conveying stormwater through the Project. A substandard drainage facility is any stormwater drainage system component where the existing structural condition, per Section 13 (Structures), and/or hydraulic capacity, per this Section 12, is inadequate to carry additional stormwater generated by the Project. Include in the design of the Drainage System reconfiguration of the existing drainage systems within the Project limits and design of new storm drainage systems as required per the performance requirements defined in this Section 12.
Immediately repair damage to existing infrastructure due to the DB Team’s operation to maintain existing system capacity at all times. This permanent repair is DB Team’s expense.

Provide facilities compatible with the existing drainage system and all applicable municipal drainage plans or systems in adjacent properties. Preserve existing drainage patterns.

Use the existing drainage facilities, provided the overall drainage requirements for the Project are achieved. Do not modify existing systems or install new drainage systems to create in-line/buried/subsurface/underground detention or stormwater runoff storage. Do not use blind junctions and/or non-accessible structures unless otherwise approved in writing by GDOT. Do not install and/or utilize longitudinal storm sewer pipe under travel lanes unless approved in writing by GDOT. Maintain the existing GDOT stormwater system, at a minimum, if no modification or upgrading is required. Include in this maintenance silt removal from any pipe, ditch, or structure and removal of any debris prior to the use of any existing GDOT stormwater system. This maintenance is the DB Team’s expense.

Base Final Plans on design computations and risk assessments for all aspects of Project drainage.

Coordinate with FEMA and the appropriate local Governmental Entities regarding any impacts to regulatory floodways and floodplains. In the event a Conditional Letter of Map Revision (CLOMR) is required, obtain local Governmental Entity approval and coordinate the subsequent submission to FEMA as early in the Project timeline as possible. Allow up to one year in the schedule for FEMA approval of any required CLOMR review.

Design the Project to follow FEMA regulations in FEMA regulated floodplains and local floodplain regulations only with respect to no net fill. This may include bridge structures over streams, bridges or bottomless culverts over streams, increasing the tie slope and/or utilizing retaining walls to reduce fill in the floodplain/floodway.

Ensure all areas of the Project comply with the Post-Construction Stormwater Design Guidelines contained in the Drainage Manual. Design detention BMP emergency spillways with an invert 0.1 feet above the 100-year ponding elevation with no clogging at the outlet control structure. Size the emergency spillway assuming a completely clogged outlet control structure. Use the resulting 100-year flow depth over the emergency spillway to set the top of pond and one foot of freeboard over the 100-year elevation. Place a fence around all detention BMPs.

Ensure flood damage potential for the completed Project does not exceed pre-Project conditions.

Place riprap energy dissipators, or approved equal, at the outlet/downstream end of the stormwater conveyance.

Retain the existing Raspberry Canal double 48-inch cross-drain under I-16 within the Project limits. Extend the pipes, as needed, to meet grades. Maintain existing hydrology to the double 48-inch cross-drain.

Retain the existing Dean Forest Road 54-inch longitudinal pipe and maintain the existing outfall location within the Project limits. Maintain existing hydrology to the 54-inch cross-drain.
Locate storm drains/pipes to limit drainage reconstruction to accommodate a future additional
through northbound lane in the westbound ramp intersection to reconstruction of the curb inlets.

12.3.1 Surface Hydrology

12.3.1.1 Design Frequencies
Use the Design Discharge Criteria in the Drainage Manual and comply Code of Federal
Regulations Title 23 – Highways Part 650 – Bridges, Structures, and Hydraulics.
Use the design storm frequency as required for the corresponding facility in the Final Plans if a
design storm frequency is not specified for a given component of the temporary Drainage
System.

12.3.1.2 Hydrologic Analysis
Design the Drainage System to accommodate the Project drainage areas. These areas may
extend outside of the Project limits.
Perform hydrologic analyses for the design of drainage features during the staging of
construction and for the Final Plans for the Project according to the Drainage Manual.

12.3.2 Storm Sewer Systems
Design enclosed storm sewer systems to collect and convey runoff to appropriate discharge
points where precluded from handling runoff with open channels or ditches. Do not allow
stormwater to be conveyed to and/or through the bridge endroll nor released onto the bridge
endroll located under a bridge.
Prepare storm sewer analyses and ensure it constitutes a section of the Drainage Design
Report that contains, at a minimum, all pertinent items shown in Figure 3.5 in the Drainage
Manual and the following:

1. Drainage area maps with each storm drain inlet and its pertinent existing and proposed
data, such as delineated drainage area, topographic contours, runoff coefficients/design
curve numbers, times of concentration, land uses, discharges, velocities and headwater
elevations
2. Detailed tabulation of all existing and proposed storm drains. This includes conveyance
size and class or gauge; catch basin spacing/location and detailed structure designs
3. Specifications for the pipe bedding material and structural pipe backfill on all proposed
pipes and pipe material alternates
4. Storm drain profiles, including pipe size, length, type, height of fill, class/gauge, gradient
and design hydraulic grade line (HGL); and numbered drainage structures with station
offsets from the roadway alignment and elevations
Refer to GDOT Guidelines for Geotechnical Studies, Section 4.5.26-Pipe Culvert Material
Alternates for allowable pipe and culvert material. The EOR must demonstrate to GDOT the
structural and hydraulic sufficiency of existing drainage structures, including pipes/culverts and
inlets, and their functionality, impacted by construction for them to remain in place. Include in
the demonstration hydraulic site inspections, calculations, bridge inventory reports, and other methods as needed. Rehabilitation of pipes and box culverts will be allowed as long as hydraulic capacity, structural integrity, and functionality are achieved.

12.3.2.1 Pipes

Replace or abandon in place all existing corrugated metal pipe within the paving construction limits of SR307/Dean Forest Road and Old Dean Forest Road (Dead End Road) with allowable pipe according to GDOT Guidelines for Geotechnical Studies, Section 4.5.26-Pipe Culvert Material Alternates. Grout fill or fill with flowable fill abandoned in-place pipes.

Design storm drains with design flow velocities greater than or equal to 3 feet per second (fps) or slopes greater than or equal to 0.0100 ft/ft to prevent sedimentation in the pipe.

Ensure minimum pipe inside diameter is 18 inches. GDOT acceptance is required for all existing pipes to be utilized with a diameter less than 18 inches.

Existing pipe systems not meeting GDOT’s maximum structure spacing requirement that are not being impacted by the construction of the Project may remain. Upgrade all existing system impacted by the construction of the Project within the Construction Maintenance Limits as defined in the Maintenance Management Plan to meet the requirements of this Section 12.

Design the Drainage System such that there is no pressurized flow in the 10-year event or more frequent storms.

12.3.2.2 Municipal Separate Storm Sewer System (MS4)

Follow requirements in the Drainage Manual for compliance with GDOT’s General NPDES Stormwater Permit No. GAR 041000 (MS4 Permit). The DB Team is directly responsible for the minimum control measures within the MS4 Permit, as required in Attachment 12-1 (MS4 Responsibilities - Design-Build Project). Adhere to Attachment 12-2 (Special Provision 169—Post-Construction Stormwater BMP Items). BMP details are available on GDOT’s website, and special grading sheets related to BMP details are posted in the RIDs.

Provide to GDOT annual report data covering the portion of GDOT’s MS4 within the Project limits 60 days prior to the end of each reporting period, as required in the MS4 Permit. Submit to GDOT a signed and sealed Post-Construction Stormwater Report prepared per the Drainage Manual for review and acceptance. Upon GDOT acceptance, GDOT will send the Report to EPD according to the permit requirements. EPD will have 60 days to disapprove the Report. GDOT will not issue substantial completion until after the 60-day EPD disapproval period ends. Proceed with construction at your own risk prior to the 60 days expiring. GDOT will not issue reimbursement for any revisions to installed post construction BMPs as required by EPD.

Design the Project without using infeasibility for any post construction BMPs because of a Project delay of 90 days or greater where this delay is caused by Right of Way acquisition, as defined in the MS4 Permit.

Complete the following items:

1. Provide record of attendance of GDOT training courses.
2. Provide GIS data of the existing and proposed storm sewer systems and all ditches within the ROW. Ensure this GIS data complies with GDOT’s Supplemental Specification 156 – GPS Specifications for Conveyance Structures GIS Mapping (available on GDOT’s website as part of the Supplemental Specifications Modifying the 2013 Standard Specifications, Construction of Transportation Systems, 2016 Edition); contact GDOT to obtain the inventory standards and MS4 policy guidance prior to any data collection efforts.

3. Clean the existing drainage system sufficiently enough to allow for the proper detailed inspection of the system within the Project limits and as required in Section 19 (Maintenance During the Design-Build Period) for any proposed stormwater systems.

### 12.3.2.3 Gutter Spread/Ponding

Design pavement drainage systems, in both staging of construction and the Project, to limit ponding to the maximum gutter spread listed in Table 6.3 in the GDOT Drainage Manual. Limit ponding for all bridge decks according to GDOT Drainage Manual, Section 13.2.2, Design Spread and Frequency.

Ensure concentrated stormwater is not allowed/ released to flow across any travel lane within the Project. The term shallow-concentrated is synonymous with concentrated with respect to flows across travel lanes. Only allow sheet flow to flow across travel lanes.

Inlets shall not be placed within the travel lane.

### 12.3.3 Hydraulic Structures (Culverts/Bridges)

Analyze existing and proposed culverts and bridges impacted, replaced, or created by the Project design, for any flooding problems.

For all culverts, determine the allowable headwater depth (HWd) for the design-year storm per the Drainage Manual and based on items such as potential damage or loss of use to adjacent property, the culvert, roadway, stream and/or floodplain, as well as traffic interruption or hazard to human life.

Ensure all hydraulic computations, designs, and recommendations are consistent with past studies and projects in the area performed by local, State, or federal agencies.

Consider in the design of the structure the analysis of the storage and/or the tidal surges where hydraulic design is influenced by upstream storage and/or tidal surges.

Ensure bridge culverts have a minimum rise dimension of 4 feet.

### 12.3.3.1 Method Used to Estimate Flows

Ensure the selected hydrologic method is appropriate for the watershed conditions by using methods detailed in Table 4.1 of the Drainage Manual.

Utilize as appropriate flow information within FEMA Flood Insurance Studies (FIS) and any subsequent Letters of Map Revision (LOMR).
Utilize the required method for calculating the design flows according to the *Drainage Manual* for crossings not located within a FEMA FIS or on a gauged waterway.

12.3.3.2 Design Frequency
Design culverts and storm drain systems for the Design Storm Event according to the Design Discharge Criteria in the *Drainage Manual*. Design bridges for the 50 and 100-year frequencies.

12.3.3.3 Hydraulic Analysis
Install protection in accordance with Section 15 (Landscape and Hardscape Enhancements) for bridge abutments in urban areas.

12.3.3.4 Riverine Bridge/Bridge Culvert Design
Analyze each existing major culvert structure with the proposed flows to ensure the headwater does not exceed that of the allowable headwater per the *Drainage Manual*. If this requirement is not met, design and construct a replacement structure with sufficient capacity to pass the proposed Design Storm Event with a resulting headwater depth of no greater than the HWd. Design bridges/major culverts to maintain the existing channel morphology through the structure, if possible.

12.3.3.5 Bridge Deck Drainage
Ensure runoff from bridge decks is carried off the bridge and into the adjoining roadway drainage system. Include bridge approach drains to intercept gutter/shoulder flow at each end of the bridge in the roadway drainage design. Ensure stormwater flowing toward the bridge is intercepted upstream of the bridge.

Do not place open deck drains for bridges over environmentally sensitive areas, roadways or railroads. In these situations, if ponding will exceed width limits, ensure runoff is collected in inlets and conveyed in a closed deck drain system before discharging outside of these areas.

12.4 Construction Requirements
Design the Drainage System to accommodate construction staging. Ensure the design includes temporary erosion control, sediment basins and other BMPs needed to satisfy the NPDES and other regulatory requirements. Include all environmental approval commitments related to drainage design and erosion control as notes on the plans for each stage of construction.

Obtain GDOT acceptance during the Term to utilize any existing stormwater system (all pipe, structure, ditch, detention/retention system or any other component necessary for the conveyance of stormwater) outside the Project limits. Note that maintenance responsibility and costs will be as follows during the Term:

1. Costs to reconstruct or upgrade the substandard drainage facilities outside the Project limits are the sole cost of the DB Team. Rehabilitation of substandard drainage facilities may be considered upon request from the DB Team. The rehabilitation will meet the useful life as if the substandard drainage system structure was replaced as new.

2. Maintain at the DB Team’s expense any stormwater system accepted by GDOT and constructed for the sole purpose of the Project outside of the Project limits.
3. Maintain and restore at the DB Team's expense the existing system to its original intended purpose for any accepted existing stormwater system whether used jointly by the DB Team and GDOT or for the DB Team's sole use. Maintenance work includes silt removal from any pipe, ditch, or structure, and removal of debris prior to the use of any existing GDOT stormwater system.

12.5 Deliverables

As indicated in this Section 12 and in Section 3 (Design and Submittals).

12.5.1 MS4 Annual Report Data

Report per the requirements of Attachment 12-1 (MS4 Responsibilities - Design-Build Project).

12.5.2 Drainage Report for Hydraulic Structures

Prepare a Hydraulic and Hydrologic (H&H) Study and any other required documentation for all existing and/or proposed river and tidal bridge sites and for culverts that meet any of the conditions listed in the Drainage Manual (Section 12.1) and any Environmental Commitments identified in the approved Environmental Documents. Include an impact analysis for any increase in backwater; at a minimum, the analysis shall include a map displaying current aerial photography and county GIS to show any additional impacts caused by the backwater increase. Additional documentation may include the preparation and submittal of any CLOMR or LOMR required for community and/or FEMA coordination. Provide all documentation according to Drainage Manual Appendix I.

Include the H&H Studies as a section in the Drainage Design Report.

12.5.3 Drainage Design Report

Submit to GDOT for review and acceptance, a Drainage Design Report, which is a complete documentation of all components of the Project’s drainage system, per the accepted Construction Phasing and Staging Plan. Include the following in the report at a minimum:

1. A set of all drainage computations, both hydrologic and hydraulic, with all support data
2. Hydraulic notes, models, and tabulations
3. Submit Bridge and culvert designs and Hydraulic reports (each riverine bridge layout/design at the same time as their corresponding H&H Study)
4. Pond designs, including a graphic display of treatment areas and maintenance guidelines for operation
5. A correspondence file
6. Drainage system data (location, type, material, size, and other pertinent information) in a suitable electronic format such as GIS
7. A post-Construction Stormwater Report with a Post-Construction BMP Infeasibility Report as applicable
8. Storm sewer drainage reports (if applicable) including Temporary and Final Drainage System layout with staged erosion control BMP location details
13 STRUCTURES

13.1 General
See Attachment 13-1 for Structures Special Provisions.

13.2 Administrative Requirements

13.2.1 Design Specifications
Provide activities in this section in accordance with:

1. GDOT’s Bridge and Structures Design Manual (GDOT Bridge Design Manual),

2. AASHTO LRFD Bridge Design Specifications, 7th Edition - 2014 (AASHTO LRFD Specifications),

3. For the design of pedestrian bridges:
   a. AASHTO LRFD Bridge Design Specifications, 7th Edition
   b. LRFD Guide Specifications for Design of Pedestrian Bridges, 2nd Edition


5. Other Attachment 3-1 Manuals, and

6. Other provisions of the DB Documents.

The GDOT Bridge and Structures Design Manual requirements take precedence where AASHTO LRFD Specifications and GDOT Bridge and Structures Design Manual requirements contradict or conflict with one another.

Unless otherwise noted, use LRFD methodology for design and detailing of all structural elements to be constructed or rehabilitated and incorporated within the Project.

13.2.2 Bridge and Wall Construction Plans Meeting
Arrange a meeting with GDOT to specifically discuss how the plans will be prepared prior to beginning plan preparation on the Project. After the preliminary bridge and wall layouts have been accepted by GDOT, prepare final plans.

13.3 Design Requirements

13.3.1 Design Parameters
Design and construct all new bridge structures to accommodate any planned expansions or updates of each facility by its respective Governmental Entity or GDOT as designated in their respective current transportation master plans. The current transportation master plans (if any) can be found in Section 11 (Roadways).
For the Technical Provisions, superstructure is the portion of the bridge above and including the bearings, and the substructure is the remaining portion of the bridge below the superstructure.

Do not place longitudinal expansion joints in any travel lanes, including turn lanes.

The DB Team may use GDOT Construction Standards and Details on the Project without updating to meet LRFD requirements. Update the design to meet LRFD requirements if the DB Team modifies any of the standards and details.

Do not use any portion of the existing bridge in the new bridge construction.

If expanded polystyrene is added into precast concrete elements, ensure the expanded polystyrene is high density polystyrene foam bedding material conforming to the following specifications: compressive strength 60 psi minimum, water absorption 0.125 lb / ft² maximum and oxygen index 24 minimum. Ensure the expanded polystyrene meets the requirements of ASTM D-1621.

13.3.1.1 Vertical Clearances
Provide a minimum vertical clearance of 17 feet for new bridges constructed over freeways. Ensure new box girder bridges, bridges with integral piers, and pedestrian bridges have 17.5 feet minimum vertical clearance. Provide a minimum vertical clearance of 17.5 feet for all substructure elements over freeways, including straddle bents. Provide these minimum vertical clearances from the final constructed grade of I-16 as provided by the I-16 at I-95 interchange reconstruction (P.I. 0012758) and I-16 widening between I-95 and I-516 (P.I. 0012757) project.

13.3.1.2 Bridge Design Live Loads and Load Ratings
Ensure that each bridge meets the load rating requirements for the design vehicle, as well as all current state legal live loads. GDOT will perform a load rating as part of the final review for each bridge design. Load ratings will be performed according to the current GDOT policy and practices.

13.3.1.3 Bridge Requirements
Replace or modify existing bridges in accordance with the requirements listed in this Section 13 and in Table 13-1 below.
### Table 13–1: Bridge Requirements

<table>
<thead>
<tr>
<th>Bridge</th>
<th>Bridge Location</th>
<th>Description</th>
</tr>
</thead>
</table>
| Bridge 1 | SR 307 (Dean Forest Road) over I-16 | Full replacement requiring new superstructure, substructure and piers/foundations. Fencing on the bridge is not required. Ensure that the bridges accommodate the typical section for SR 307 as described below:  
  - See Section 11 for number of lanes and lane widths  
  - 4-foot outside shoulder next to barrier  
  - 8-foot inside shoulder next to barrier  
  - 4-foot inside shoulder next to buffered multi-use trail  
  - 10-foot multi-use trail with 1-foot buffer from parapet/barriers or 5-foot buffer from curb, when trail is provided on a vehicular bridge  
  Detail the parapet next to the multi-use trail as 3.5 feet above the top of the multi-use trail.  
  Provide a minimum horizontal distance of 82 feet under SR 307 perpendicular to the I-16 centerline for I-16 Eastbound and for I-16 Westbound, measured from the I-16 centerline to face of barrier in front of MSE walls, to collision protection in front of column, or to roadway embankment. |

Superelevation transitions on bridges are not permitted.

On all bridges, inside and outside shoulder cross slopes shall match the adjoining lane. For bridges with normal crown roadway approaches and three or more lanes, all lanes sloped in one direction shall maintain a consistent cross slope.

Do not locate the low-point of a vertical curve on a bridge or approach slab.

If endrolls are used, utilize a maximum 2:1 (H:V) slope normal to the end bent for endrolls at bridge abutments.

Place the center of column(s) for an overpass located over an interstate median on the interstate centerline, and align the column(s) parallel with the travel lanes.

Final Bridge Plan acceptance is contingent on EOR response to GDOT review of the BFI.
13.3.2 Beam Shipping Weight

The maximum weight of an Element that may be transported without analysis is limited. Submit shipping weights larger than 135,000 pounds, allowing 45,000 lbs. for the trucking apparatus, to GDOT to determine if an acceptable route is available.

13.3.3 Bridge Decks and Superstructures

Timber bridges, masonry bridges, and structural plate arches are not permitted.

Do not use intermediate hinges for bridges.

Ensure the girder spacing for beam bridges is 10.5 feet or less, with the exception of Type I mods that are limited to 9 feet or less. Provide a minimum of four beams in each span.

Minimize the number of deck joints wherever possible.

To the extent possible, make bridge superstructures, joints, and bearings accessible for long-term inspection and maintenance. Make open-framed superstructures accessible with walkways or by use of ladders or an under-bridge inspection truck.

Use K-type cross frames when galvanized steel diaphragms are detailed. Channels are acceptable for Type I Mod, Type II, and Type III AASHTO beams with approval of GDOT.

Do not use cover plates on new steel beams.

Do not use Fracture Critical Members (FCMs) for bridges. Steel box girder straddle bent caps are considered FCMs due to their non-redundant properties and are not permitted on the Project. Post-tensioned concrete straddle bent caps are not considered FCMs, as the post-tensioning strands provide internal redundancy.

The minimum steel beam flange thickness allowed is 1 inch. The maximum steel beam flange thickness allowed is 3 inches. The minimum steel beam flange width allowed is 18 inches.

Use constant flange width for both top and bottom flanges for the entire length of girder. At the field splice locations where the flange thickness is changed, the thicker flange shall provide a minimum 25 percent more area than the thinner flange. In addition, the thicker flange shall not be greater than twice the thickness of the thinner flange.

Do not use longitudinal stiffeners or transverse stiffeners.

Seal joints for all grade separation structures.

Ensure box girder superstructures and substructures are accessible without impacting traffic below. Make box girders and box beam pier caps with a minimum inside depth of 6 feet to facilitate interior inspection. Include a minimum access opening of 3 feet in diameter into all cells and between cells of the girders or pier caps to allow free flow of air during inspections. Ensure the outside access opening cover is hinged to the inside of the box girder and pier caps. Incorporate an electrical system (110 V) inside the box girder and pier caps with lighting and power outlets.

Install locked entryways on all hatches and points of access.
Adhere to the following conditions when using unpainted weathering steel on bridge superstructure:

1. Paint beam ends at expansion joints and ends of bridge for a distance of 1.5 times the beam depth. Paint to match color of weathering steel as approved by the Engineer.
2. Ensure the painting scheme is aesthetically consistent (i.e., partial painting of beams do not present to the travelling public a pronounced visual difference when compared with the unpainted portion).

Use of ASTM A709 Grade 50W Steel and Grade HPS 70W Steel is permitted for steel bridge superstructure. Paint both steel types as required by this Section 13 as they are considered weathering steel.

Paint steel girders, if they are not weathering steel, using a gray finish color that meets the requirements of Federal Standard (FS) 595C color number FS36622.

Field splices utilizing bolted connections are permissible.

Ensure the following requirements are met for bolted field splices on steel girders:

1. Place bolts in double shear.
2. Do not allow splice plates and bolts to encroach on the slab design thickness.
3. Ensure contact surfaces of bolted parts meet class B requirements for slip critical joints in accordance with AASHTO.
4. Design connections as slip critical connections.
5. Ensure bolt lengths are such that threads are excluded from the shear plane in the connection.
6. Use 7/8-inch diameter bolts for typical girder splices. The size of the bolts may be increased for unusual structures with approval from GDOT.
7. Keep all erection bolts the same size, if possible.
8. Account for the effect of the splice on vertical clearance when locating the splice. Reduce vertical clearance at the splice location by the bottom flange splice plate, washer, nut, and free end of bolt (see AISC table titled “Entering and Tightening Clearance”).
9. Ensure all bolts are high-strength bolts that conform to the requirements of ASTM F3125 (Type 3 for weathering steel).

Blast clean steel bridge components that require painting to a near white surface condition according to SSPC-10 and paint per GDOT Standard Specifications.

Ensure steel-cross frame designs include a horizontal member.

Ensure the paving rest is 12 inches wide. Comply with Attachment 13-2 (Paving Rest Detail).

Use pour strips between construction stages of bridges for all beam types. Use Class AA-1 concrete.
Groove the entire length of the bridges transversely as per subsection 500.3.05.T.9.C of the GDOT Standard Specifications.

Use shear connectors in the negative moment region of steel girders with the use of precast deck panels.

Do not prestress or post-tension precast deck panels.

If using precast deck panels, use Ultra High-Performance Concrete (UHPC) for closure pours. Ensure closure pour widths are at least 6 inches.

Ensure deck drains and their attachments are 1 foot clear of all panel edges and joints.

Florida I-Beam (FIB) shapes are allowed. Design beams in accordance with Florida Department of Transportation (FDOT) Structures Design Guidelines, FDOT Standard Specifications, FDOT FY 2018-19 Standard Plans index numbers 450-010 and 450-036 through 450-096 and FDOT standard practices, except as noted below:

1. Neglect elastic gains.
2. Do not use transformed section properties.
3. Cast beams with a bearing slot or hole for a dowel bar in accordance with the GDOT Bridge Design Manual.
4. Do not use temporary strands.
5. The Engineer of Record is responsible for providing a beam stability analysis for all span lengths.
6. Ensure maximum beam spacing of 10.5 feet.
7. Use diaphragms, edge beams, and endwalls as specified in the GDOT Bridge Design Manual.

Pot bearings are not allowed.

### 13.3.4 Bridge/Retaining Wall Foundations

Perform LRFD bridge and wall foundation investigations for all proposed walls and bridges to be constructed on this Project. Base the foundation design on the recommendations of the accepted Bridge or Wall Foundation Investigation report and the requirements of Section 8 (Geotechnical). Except as provided in Section 8, any previously accepted reports provided by GDOT are for informational purposes only and GDOT does not certify or warranty the information contained in these reports.

If poor soils are encountered, High Performance Concrete (HPC) piles will be required per Section 4.2.2.4 of the GDOT Bridge Design Manual. Stainless steel reinforcement is not required.

### 13.3.5 Bridge Railing and Barriers

Ensure all barrier systems used on the Project match one of the systems provided in Section 3.3.2.1.2 of the GDOT Bridge Design Manual and other safety requirements as determined by
GDOT. All testing and associated costs for non-standard railings are the sole responsibility of the DB Team and accomplished through a third party acceptable to GDOT.

### 13.3.6 Retaining Walls

To the extent possible, design and construct to provide embankments without the use of retaining walls. Where earthen embankments are not feasible, the DB Team may use retaining walls.

Do not use metal walls (including bin walls and sheet pile walls), recycled material walls, or timber walls.

If pipe culverts are to extend through cast-in-place retaining walls, install the pipe so that no wall expansion joints are located within two pipe diameters from centerline of the pipe.

If pipe culverts are under a cast-in-place retaining wall footing, provide a minimum of 1 foot of cover.

Locate weep holes through cast-in-place retaining walls no higher than 3 inches above proposed grade.

Do not use modular walls employing interlocking blocks where surcharge loads from vehicular traffic are present or as part of bridge abutments.

Do not use Mechanically Stabilized Earth (MSE) walls to support spread footing abutment foundations on the Project.

Use of MSE permanent concrete wall facing panels with a minimum structural thickness of 5.5 inches is allowable.

Design the top of wall to present a smooth profile with no sharp breaks, peaks, or valleys. For walls directly in front of bridge abutments, set the top of wall elevation 1 foot above the bottom of the adjacent abutment.

Final Wall Plan acceptance is contingent on EOR response to GDOT review of the WFI.

### 13.3.7 Aesthetics

Design retaining walls to be similar in color, texture, and style to other Elements present in the entire Project, such as structures, landscaping, and other highway components.

Coordinate all embellishments for structural Elements with the DB Team’s structural design team to facilitate constructability and maintain safety requirements. Ensure that structural element surfaces exposed to public view meet the requirements of the GDOT Standard Specifications, Construction of Transportation Systems.

Do not allow exposed conduits, other than those required for lighting systems, on bents, columns, bridge beams, overhangs, or any other exposed surfaces. Lighting conduits may be attached to exterior surfaces of bent columns and caps to minimize exposure to the public. Minimize drain pipe exposure to public view.
Ensure all bridge substructure columns are consistent in form and texture, with similar shapes and details used for all bridges on the Project.

Ensure bridges with all or part of the structure visible to traffic either passing beneath the bridge or travelling in lanes adjacent to the bridge use constant depth of fascia beams along the entire length of the bridge to maintain a uniform appearance. Construct all spans with concrete beams or construct all spans with steel girders; mixing of superstructure types is not allowed.

Ensure concrete finishes comply with Section 15 (Landscape and Hardscape Enhancements) and other requirements of the DB Documents.

### 13.3.8 Drainage Structures

Account for maximum anticipated loadings in developing the design of drainage structures. Do not utilize step down design for any part of the proposed drainage system.

Consider energy dissipators, if used, as structural Elements.

### 13.3.9 Sign, Illumination, and Traffic Signal Supports

The DB Team is responsible for the design of overhead sign supports to accommodate a full load of signs. Use sign bridge (Type I), butterfly (Type III), or combination (Type IV) in accordance with GDOT’s Attachment 3-1 (Manuals). Do not use Type II sign (cantilever type) structures.

Do not mount support columns for Type I, III, and IV overhead sign structures or traffic signal mast arms to any portion of the new or existing bridge superstructure. Where an overhead sign structure or mast arm is required to be placed on a bridge, mount it either on the bridge substructure directly, such as the concrete pier cap, or on a pier and foundation separate from the bridge entirely. For a sign structure that is mounted to the pier cap, design the bridge pier for the additional loads and forces the sign structure will induce on the bridge substructure, including dead load, ice load, wind load, and vibration. Develop loads in accordance with the LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 1st Edition, including 2016, 2017, and 2018 interims. For a sign structure or mast arm mounted to a foundation that is independent from the bridge, design the sign foundation in accordance with the LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 1st Edition, including 2016, 2017, and 2018 interims.

### 13.3.10 Widening/Modification of Existing Structure

No requirements.

### 13.3.11 Reserved

### 13.4 Construction Requirements

#### 13.4.1 General Construction Requirements

Refer to Section 18 (Traffic Control) for Traffic Control requirements related to bridge construction.
Accelerated bridge construction methods may be utilized to replace existing bridges on the Project. The chosen methods are subject to review and acceptance by GDOT to ensure compliance with Project specifications as well as no adverse safety and schedule impacts to the travelling public.

Ensure all welding is performed by certified welders that have in their possession a current welding certification card issued by the Office of Materials and Testing. Only use E70XX (excluding E7014 and E7024) low hydrogen electrodes for manual shielded metal arc welding.

Ensure welding is in accordance with the requirements of the American National Standards Institute (ANSI)/AASHTO/ American Welders Association (AWS) D1.5M/D1.5:2010 Bridge Welding Code.

Exercise care during the demolition or modification of the existing bridge so as not to disturb adjacent Utilities.

Verify all existing dimensions and elevations in the field prior to ordering materials and building forms.

### 13.4.2 Final Bridge Inspection Prior to Substantial Completion

GDOT will inspect all bridges constructed prior to Substantial Completion. GDOT will perform the initial bridge ratings as part of this Work. Bridges shall not be opened to traffic until accepted by GDOT.

Provide to GDOT an overall schedule of completion for each structure in accordance with the Construction Phasing and Staging Plan and coordinate an inspection schedule with GDOT that will meet the Substantial Completion Date.

### 13.5 Deliverables

As indicated in this Section 13 and in Section 3 (Design and Submittals).

#### 13.5.1 Preliminary Bridge Plan Layouts

Prepare Preliminary Bridge Plan Layouts in accordance with the GDOT Bridge Detailing Manual guidelines.

Additionally, provide a typical section that indicates the following information:

1. The center-to-center spacing of girders
2. Overhang or distance from outside edge of slab to center of exterior girder
3. Cross slope of the deck
4. Deck thickness between girders and deck thickness at the centerline of girder measured from the top surface of deck to top of the flange
5. Barrier location, height and width
6. Gutter to gutter and out-to-out dimensions
7. Location of the profile grade
Also provide any drawing and narrative description of the construction scheme necessary to indicate how the bridge is to be built, including traffic handling sketches and temporary barrier locations.

### 13.5.2 Preliminary Wall Plans

Prepare Preliminary Wall Plans in accordance with the GDOT Bridge Detailing Manual guidelines. The acceptable wall types are as follows:

1. MSE (Mechanically Stabilized Earth)
2. Cast-in place
3. Soil-nail (do not use directly adjacent to areas subject to roadway surcharge loads, including bridge end bents)
4. Modular block (do not use directly adjacent to areas subject to roadway surcharge loads, including bridge end bents)
5. Soldier pile
6. Tie-back

Other wall types may be considered by GDOT.

Any construction sequence requirements that will affect the construction of the walls need to be accounted for in the preparation of retaining wall plans.

### 13.5.3 Bridge and Wall Construction Plans

Provide Submittals as required in the following:

1. Section 3 (Design and Submittals)
2. Attachment 3-1 (Manuals)
3. DB Documents
4. Hardscape Enhancement Plan for bridges, retaining walls, noise barriers, sign structures, and other structure components as required in Section 15 (Landscape and Hardscape Enhancements)

### 13.5.4 Bridge Demolition Plan

Prepare a bridge demolition plan. Describe the demolition and removal methods. Provide, at a minimum, the following information in the plan:

1. A demolition schedule.
2. Location and method of protection of utilities.
3. Phasing and sequence of operations indicating construction equipment to be used for each operation being performed.
4. Location and weights of equipment on the structure during demolition.
5. Weights of equipment/materials to be staged/stockpiled on the structure. Demonstrate that the existing structure, in its partially demolished condition, is capable of supporting
the weight of equipment and materials proposed to be placed on the structure during demolition.

6. When and how critical sections of the structure are to be removed (i.e., fracture critical components, arches, rigid frames) and analysis, as required, to confirm the structural stability of partial or complete parts of the structure being demolished.

7. Method of providing temporary support for elements which will become unstable as a result of the proposed demolition sequence and supporting calculations.

8. Calculations, as required above, to analyze the existing structure and temporary support conditions, prepared by a Professional Engineer licensed in the State of Georgia.

9. Methods of preventing debris, tools, or other materials from falling under the bridge.

10. Methods of protection and safety for the general public, inspection personnel and construction personnel.

11. Blasting plan, including appropriate Governmental Entity approvals, if applicable.

12. Conformance with applicable permit(s) and environmental commitments; refer also to Section 4 (Environmental).


14. Additional Information as required by Governmental Entities.

Do not use portions of new bridge to support portions of existing bridge during demolition.

Do not proceed with demolition Work until the plan has been reviewed and accepted by GDOT. GDOT’s acceptance of the plan will not relieve the DB Team of liability for safe demolition of the structure. Hold a pre-demolition meeting at the Project site prior to starting the demolition.
14  RAIL

No requirements.
15 LANDSCAPE AND HARDSCAPE ENHANCEMENTS

15.1 General
Design and construct aesthetic treatment enhancements for the roadway and landscaping Elements of the Project as defined in this Section 15 and to harmonize with the indigenous landscape and architecture.

15.2 Administrative Requirements
The intent of this Section 15 is to provide guidelines on enhancement value for both the users and the onlookers of the corridor, and to provide a roadway corridor with continuity and attractiveness using comprehensive aesthetic treatments. This Section 15 presents minimum landscape and hardscape design requirements for the Project.

15.2.1 Traffic Signal Permit
No requirements.

15.2.2 Landscape and Hardscape Enhancement Plans
No requirements.

15.2.3 Landscaping and Design Personnel
No requirements.

15.3 Design Requirements

15.3.1 Landscape and Hardscape Enhancement Principles and Strategies
Follow the guidelines listed for preparation of any required landscaping designs and plans for GDOT review:

1. Minimize the impact of the Project on the existing natural environment to the extent possible.
2. Use color, texture, and form consistently for all structures.
3. Use colored mix concrete or staining application with prior approval by GDOT where color is used for concrete features. Do not use painted concrete features.
4. Ensure consistent graphics, signage, and lighting along the entire length of the Project.
5. Ensure Landscape Enhancement Plans conform to GDOT’s specifications, policies, and procedures.
6. Ensure consistent visual quality of the landscape along the entire length of the Project.
7. Ensure aesthetics do not interfere with safety, constructability, and maintenance.

15.3.2 Walls
Apply ashlar treatments to the vertical surfaces, where publicly visible, of retaining walls (including cast in place walls and MSE walls).
Achieve ashlar finish with a concrete form liner approved by GDOT. Ensure the ashlar pattern stone sizes vary from 6 inches to 32 inches wide and 3 inches to 12 inches high with 0.75-inch-deep by 0.75-inch wide joints, and that the ashlar finish is light gull gray in color. Use light gull gray Federal Standard (FS) 595C color number FS36440 and/or as approved by GDOT.

Use graffiti-proof coating that meets the requirements of GDOT Standard Specification Construction of Transportation Systems Section 838 on all visible walls.

15.3.3 Bridges and Other Structures
Coordinate all embellishments for structural Elements with the DB Team’s structural design team to facilitate constructability and maintain safety requirements.

15.3.4 Trees, Shrubs, and Other Plant Materials
No requirements.

15.3.5 Lighting
No requirements.

15.3.6 Control Buildings
No requirements.

15.3.7 Intersection Hardscape
No requirements.

15.3.8 Miscellaneous Concrete Paving
Ensure all concrete islands are in accordance with GDOT Standard 9032B and have colored stamped concrete, matching Federal color code FS30152.

15.4 Construction Requirements
Provide GDOT samples, mock ups, or catalog cuts for review and approval prior to start of production of any embellishment element.

Provide GDOT sample panels of textured concrete surfaces a minimum of 60 days in advance of starting construction for review and approval.

15.5 Deliverables
As indicated in this Section 15 and in Section 3 (Design and Submittals).
16 SIGNING, PAVEMENT MARKING, SIGNALIZATION

16.1 General
Design and construct all signing, delineation, pavement markings, and signalization for the Project.

16.2 Administrative Requirements

16.2.1 Standards
Provide activities in this Section 16 in accordance with Attachment 3-1 (Manuals), Government Approvals, and other provisions of the DB Documents.

16.2.2 Meetings
Arrange and coordinate all meetings with local agencies that assume responsibility for maintaining and operating traffic control devices including traffic signals. Provide GDOT with notification of such meetings a minimum of ten Business Days prior to the start of the meeting. GDOT, in its discretion, may attend such meetings.

Arrange and coordinate all meetings with requesting agencies or individuals regarding special signs.

16.3 Design Requirements

16.3.1 Permanent Signing and Delineation
Include all new signs required for the Project and replace existing signs and structures impacted by the Project with new signs and structures that meet all applicable Attachment 3-1 (Manuals) requirements. Include in the design the locations of proposed ground-mounted and overhead signs, as well as existing signs that are to remain, graphic representation of all signs, proposed pavement markings, delineation placement, guide sign and special sign details, clearance diagrams, and structural and foundation requirements. Locate signs in a manner that avoids conflicts with other signs, vegetation, CMS/VMS, lighting, and structures. Ensure that signs are clearly visible, provide clear direction and information for users, and comply with all applicable Attachment 3-1 requirements. Ensure that placement, construction, and installation activities of signage avoid impacts to all environmentally sensitive resources.

GDOT will provide to the DB Team two Your Dollars Building A Better Georgia logo signs in either 24-inch by 36-inch or 36-by-48-inch size. Install the signs on each end of the Project prior to beginning construction. Remove the signs when GDOT issues Substantial Completion on the Project. Return the signs to GDOT upon removal.

Ensure that all sign placements meet appropriate sight line requirements and standards. Design and locate all sign structures and overhead signs to ensure that they and any existing GDOT overhead signs have sight distance of at least 1,000 feet and meet any other MUTCD and GDOT Signing and Marking Design Guidelines and allowable sign spacing requirements.
P.I. Nos. 0012757 and 0012758 will install an overhead sign bridge at I-16 Eastbound off-ramp to Dean Forest Road. Coordinate sign bridge location with the P.I. Nos. 0012757 and 0012758 contractor. Replace the sign panel only, adhering to MUTCD requirements.

Review with GDOT all requests for new signs, including traffic generators, or modifications of existing sign legend. Such requests are subject to GDOT’s acceptance.

Replace any existing signs and sign structures impacted by the Project or in conflict with proposed signs with new signs and structures that comply with Attachment 3-1 (Manuals), or as otherwise approved by GDOT.

Ensure all overhead signs on a single structure are the same height with the exception of general information or regulatory signs such as Rest Area or an R554-X.

Overhead arrow per lane guide signs are required for all multi-lane exits at major interchanges that have an optional exit lane that also carries the through route and for all multi-lane freeway to freeway splits that include an option lane. Sign attachments to any existing roadway bridge are not allowed.

GDOT or Governmental Entities may allow specific service signs, such as LOGO signs to be installed. Coordinate and cooperate with GDOT or any third party performing such work. Remove and remount any LOGO sign that conflicts with a proposed sign installation and allow for proper sign sight distance in accordance with GDOT Signing and Marking Design Guidelines and the MUTCD. LOGO sign shall be moved if a special roadside or overhead sign structure needs to be installed within 800 feet of the LOGO sign. The DB Team shall contact Georgia Logos, LLC at 770-447-6399 or 1-800-783-2361 prior to removing, resetting, or replacement of LOGO signs. Cost for removing, resetting, and maintaining LOGO signs as necessary shall be included in the overall bid price. Existing LOGO signs shall be maintained during construction on a moveable structure. Any LOGO signs damaged during construction shall be replaced at no additional cost.

All overhead sign structures shall be spaced a minimum of 800 feet from other overhead sign structures and roadway bridge structures unless otherwise approved by GDOT.

For overpass bridges, all existing signs on the approach or at the bridge that are no longer applicable shall be removed including but not limited to weight restriction signs, or narrow bridge signs, even if outside the proposed construction limits. All other existing signs on the approach or at the bridge shall be replaced.

Signing and Marking Plans must include all signing and marking included in Attachment 16-1 (Signing and Marking Schematic) in addition to MUTCD requirements.

16.3.2 Sign Support Structures

Determine foundation types and design sign foundations based upon geotechnical surveys/tests. Design sign support structures in accordance with Attachment 3-1 (Manuals). Provide the design of the structural support for overhead signs to GDOT and provide for the maximum allowable sign area that can be placed onto the structure support as defined in GDOT Signing and Marking Design Guidelines. Design Type III structures to accommodate at least
550 square feet of sign area. Place a GDOT structural support number on the outside vertical support of the structure. Requirements for the alphanumeric code are specified in the GDOT Signing and Marking Design Guidelines. Ensure that any existing overhead sign structure that has a change in design sign area and/or load due to new or revised signs meets all structural requirements in Attachment 3-1.

### 16.3.3 Permanent Pavement Marking

Ensure that the design and installation of all pavement markings including Raised Pavement Markings (RPM) comply with the Attachment 3-1 (Manuals). Install RPMs where new pavement marking is provided.

Contrast pavement markings are required on all concrete surfaces.

Install Preformed Plastic Pavement Markings for all traffic striping, words, and symbols on all concrete surfaces. Install Hot Applied Preformed Plastic Pavement Marking for all traffic striping, words, and symbols on all asphalt surfaces.

### 16.3.4 Permanent Signalization

Coordinate with the Utility Owners and ensure necessary power service is initiated and maintained for permanent signal systems.

After implementing accepted timing plans, provide GDOT and Governmental Entities (maintaining agencies) responsible for operation and maintenance of the traffic signal system legible written documentation of all intersection characteristics, timing plan parameters, and installation information necessary for GDOT or the Governmental Entity to incorporate the completed signal installation into the central intersection management software.

#### 16.3.4.1 Traffic Signal Requirements

Design and install fully-actuated permanent traffic signals at all GDOT-permitted intersections within Project limits. In addition, modify, as appropriate, any existing traffic signals impacted by the Project. Coordinate with GDOT and the applicable local Governmental Entities to define appropriate traffic signal design requirements, local agency oversight of the Work, and final acceptance of traffic signals. Coordinate with local Governmental Entities for synchronization of traffic signal networks.

Provide interconnection systems between new or modified signals and any other signal system within the Project Site as required by GDOT or the applicable local Governmental Entity. Coordinate connection of the completed system to the Governmental Entity’s communications network with the Governmental Entity. Ensure continuous communication with the traffic signal system within the Project Site, and provide all communication hardware/equipment for GDOT or the applicable local Governmental Entity to communicate with the signal systems within the Project Site.

Provide both pedestrian and vehicle detectors at all traffic signals per GDOT and/or applicable local Governmental Entity’s (maintaining agency) requirements within the Project Site.
Coordinate with the GDOT TMC and the GDOT District Traffic Operations to ensure that all signalized locations are permitted prior to submission of Final Plans.

Maintain all existing traffic signals until Final Acceptance, which includes:

1. Control system adjustments
2. Temporary support pole locations required by the Project during the interim period through the installation of the permanent traffic signal locations
3. Vertical clearance requirements
4. Maintenance and repairs

Do not cause any part of the signals to be inoperable. The permanent traffic signal locations are to be checked and accepted by the District Traffic Signal Engineer and the County Traffic Engineer prior to Final Acceptance.

### 16.3.4.2 Traffic Signal Timing Plans

Traffic signal timing should be developed and implemented by a prequalified Contractor/Consultant. As a minimum, this work will include:

1. Coordination with local GDOT District and/or local government(s) to gather agency preferred timing parameters and expectations, and to facilitate a smooth transition from existing signal timing plans to new signal timing plans.
2. Evaluation of existing traffic operations, system equipment functionality, and inventory of assets.
3. Collection of two-hour turning movement counts (TMC’s) for the AM, mid-day, and PM peak periods at each Intersection. For contractor timing projects (if approved by the Engineer AND the signals reside in a rural area), one-hour TMC’s may be collected in lieu of two-hour TMC’s.
4. Collection of directional (tube) counts (seven-day/24-hour) per control section, as appropriate or as recommended by the Engineer. A minimum of one directional count is required, and additional directional counts are needed if the number of intersections exceeds seven or if there are significant changes in traffic volumes along the corridor.
5. Development, implementation, and fine-tuning a minimum of four signal timing plans per control section, unless otherwise specified by the Engineer. In most cases, more than the minimum required will be needed to successfully complete the project.
6. Development of additional timing plans as needed, including holiday, seasonal, weekend, and other special plans as requested by the Engineer. The number of additional plans shall be discussed as part of the kickoff meeting. For contractor timing projects, the Consultant will need to address this item prior to providing a fee to the contractors.
7. Before/after studies and preparation of project performance measures to detail signal timing improvements.
16.3.4.3 Traffic Signal Permit
As part of the design process, obtain the necessary traffic signal permit or permit revisions by following applicable GDOT and/or local Governmental Entities’ signal permit processes prior to any new signal installation or existing signal modification.

16.3.4.4 Traffic Signal Support Structures
As part of the design process, coordinate with GDOT and the local Governmental Entities to determine the type of acceptable traffic signal support structures. Provide galvanized mast arm signals at the DDI intersections. Obtain the maintaining agency’s acceptance of traffic signal support structures to be used on new signal installations.

16.3.4.5 Traffic Signal Interconnect
Provide interconnection systems between new or modified signals and any other signal system within the Project Site. Coordinate connection of the completed system to GDOT’s or the Governmental Entity’s communications network with GDOT or the Governmental Entity. Ensure continuous communication with the traffic signal system within the Project Site and provide all communication hardware/equipment for GDOT or the applicable local Governmental Entity to communicate with the signal systems within the Project Site.

Design the communication infrastructure and network in accordance with the GDOT ITS Design Manual. Conduct a communication network design kick-off meeting with GDOT and the Governmental Entity prior to beginning design efforts. Use the kick-off meeting to confirm GDOT\the Governmental Entity communication network requirements.

All fibers installed under this Project shall be terminated at communication hubs or termination points as designated for GDOT\the Governmental Entity. This shall include terminating each fiber to a rack mounted fiber distribution center. Provide patch cords for each connection between fibers at a termination fiber distribution center. Determine the link loss budget analysis for all fiber-optic links.

When conduit or duct banks are installed under roadways or shoulders for lateral crossings, install the conduit and duct banks by directional boring as shown in GDOT ITS detail drawings.

The signals shall be served by physically and logically separate communication networks. All conduit, conduit access (e.g., electrical communication boxes (ECBs) and pull boxes), fiber and communication cabling, cabinets, patch panels, network switches, and terminal servers shall be solely dedicated to GDOT. Dedicated conduit shall be within the same conduit duct bank. Every conduit in each duct bank shall have a unique color and/or striping pattern. The coloring shall be consistent through the Project corridor. Do not install fiber-optic, other data communication, or composite cable in the same conduit as an electrical power service cable.

16.4 Construction Requirements

16.4.1 Permanent Pavement Marking
Install full pattern pavement markings on all pavement courses before any roadway is opened to traffic. Place and maintain RPMs when the roadway is open to traffic.
Before placing any permanent pavement markings, provide GDOT a layout indicating the proposed location of such items. Refer to Section 16.3.3 (Permanent Pavement Marking) for materials and installation requirements.

### 16.4.2 Permanent Signing and Delineation

Use established industry and utility safety practices when erecting or removing signs located near any overhead or underground utilities, and consult with the appropriate Utility Owners prior to beginning such work.

Maintain all applicable advance guide signs and exit direction signs in place at all times and ensure the view of these signs is not obstructed. Replace any other removed signs before the end of the work day.

Ensure signing reflectivity for proposed signs conforms to the Attachment 3-1 (Manuals).

Before placing any permanent signs, delineation, third-party signs, or non-standard sign structures, provide GDOT a layout as part of the Final Plans indicating the proposed location of such items. Submit overhead sign structures and locations for review and acceptance by the GDOT Bridge Design and Maintenance Office.

### 16.4.3 Project Signs – Outside the Existing and Proposed ROW

For signs located outside the Existing ROW, Proposed ROW, and Additional Properties, but within a public ROW, install the signs in existing rights of way controlled by local or other Governmental Entities. Coordinate with applicable Governmental Entities for the design, approval, and installation of such signs, including any trailblazing signing required for the Project.

### 16.4.4 Specific Service Signs

No requirements.

### 16.5 Deliverables

As indicated in this Section 16 and in Section 3 (Designs and Submittals).

#### 16.5.1 Final Plans

Submit the Preliminary and Final Plans for the signing, delineation, pavement marking, and signalization for GDOT review and acceptance.
17 INTELLIGENT TRANSPORTATION SYSTEMS

17.1 General
This Section 17 addresses the requirements for the GDOT General Purpose Lane Intelligent Transportation System (GDOT ITS) including requirements for communication.

The improvements, infrastructure, and responsibilities for GDOT ITS are generally described below. See Section 16 (Signing, Pavement Marking, Signalization) for traffic signal fiber optic interconnection requirements.
18 TRAFFIC CONTROL

18.1 General
Provide for the safe and efficient movement of people, goods, and services through and around the Project while minimizing negative impacts to users, residents, and businesses.

18.2 Administrative Requirements

18.2.1 Standards
Provide activities in this Section 18 in accordance with Attachment 18-1 (Special Provision 150 – Traffic Control), Attachment 3-1 (Manuals), Government Approvals, and other provisions of the DB Agreement.

18.2.2 Worksite Traffic Control Supervisor (WTCS)
Provide a qualified individual as the WTCS to be approved by GDOT. The qualifications of the WTCS are as follows:

- Current certification by either the American Traffic Safety Services Association (ATSSA) Work Site Traffic Supervisor Certification program or the National Safety Council Certification program. On-line classes will not be accepted.
- Trained in safe traffic control practices in accordance with Part 6 of the MUTCD.
- Provide phone number(s) where WTCS can be reached 24 hours per day, seven days per week.

The WTCS is responsible for selecting, installing, and maintaining all traffic control devices in accordance with the plans, specifications, special provisions, and the MUTCD. The WTCS shall review modifications to traffic control plans/devices as required by sequence of operations or staged construction. The WTCS supervises the initial installation of traffic control devices. Prior to the beginning of construction activities within the limits of the traffic control area, GDOT will review the initial traffic control installation.

Ensure the WTCS is available on a 24-hour basis to perform duties. If the Work requires traffic control activities to be performed during the daylight and nighttime hours, provide an additional WTCS to cover each additional shift. Ensure any alternate WTCS meets the same requirements and qualifications as the primary WTCS and is accepted by GDOT prior to beginning any traffic control duties. The WTCS’s traffic control responsibilities have priority over all other assigned duties.

The WTCS has full authority to act on behalf of the DB Team in administering the Traffic Control Plan.

Ensure the WTCS has a copy of Part 6 of the MUTCD and the Contract on the Site. Copies of the current MUTCD may be obtained from the FHWA web page at http://mutcd.fhwa.dot.gov.

Ensure that any Work performed on interstate highway or limited access highway right-of-way that requires traffic control is supervised by a submitted/approved certified WTCS. Perform no
work requiring traffic control unless the certified WTCS is on the work site. Failure to maintain a Certified WTCS on the work site will be considered as non-performance under Volume 1, Exhibit 18 (Measures of Liquidated Damages and Nonrefundable Deductions).

Ensure the WTCS is available to maintain traffic control devices with access to all personnel, materials, and equipment necessary to respond effectively to an emergency within forty-five minutes of notification of the emergency.

Ensure the WTCS performs inspections, at a minimum, once a month to maintain traffic control, and weekly traffic control inspections for all interstate and limited access highways. The inspections will start with the installation of the advance warning signs and continue until a Maintenance Acceptance is issued or when the punch list is completed.

Ensure the WTCS includes both daytime and nighttime reviews in an inspection. Report the inspection to GDOT on a Traffic Control Inspection Report (TC-1). Correct routine deficiencies within a 24-hour period unless modified by the special conditions or by GDOT. Failure to comply with these provisions are grounds for dismissal from the duties of WTCS and/or removal of the WTCS from the Project. Failure of the WTCS to execute his duties will be considered as non-performance. GDOT will periodically review the Work for compliance with the requirements of the Traffic Control Plan.

GDOT may allow the DB Team’s Project superintendent, foreman, subcontractor, or other designated personnel to serve as the WTCS on projects where traffic control duties do not require full time WCTS supervision, as long as the individual meets the requirements and performs the duties of a WTCS and satisfactory results are obtained.

### 18.3 Design Requirements

#### 18.3.1 Transportation Management Plan

Prepare and implement a Transportation Management Plan (TMP), that meets the requirements of the FHWA Work Zone Mobility and Safety Program which can be found at:

http://www.ops.fhwa.dot.gov/wz/resources/final_rule/tmp_examples/tmp_dev_resources.htm

Include in the TMP descriptions of the qualifications and duties of the Worksite Traffic Control Supervisor (WTCS), and other personnel with traffic control responsibilities. Also include the following:

1. Procedures to identify and incorporate the needs of transit operators, Utility Owners, Governmental Entities, local governmental agencies, emergency service providers, school districts, business owners, and other related users, Customer Groups or entities in the Project corridor and surrounding affected areas
2. Procedures for obtaining acceptance of detours, road and lane closures, and other traffic pattern modifications from applicable Governmental Entities, as well as the implementation and maintenance of those modifications. Ensure these procedures encompass:
a. Notification of GDOT District/Area office, all local representatives, first responders, and school systems, and post legal notice in local paper 30 days prior to implementing any detours.

b. Notification of the traveling public by placing CMSs a minimum of seven days in advance of actual roadway closure or major traffic modifications. When possible, coordinate and utilize overhead changeable message signs on the regional ITS system.

c. Utilization of work zone law enforcement for mainline lane closures and detours.

3. Procedures for signing and marking transitions during construction from one stage to the next and from interim to permanent signing and marking

4. Procedures for maintenance and replacement of traffic control devices, including pavement markings and traffic barriers, if used

5. Procedures for regular evaluation and modification of traffic signal timings (including those affected by detours) and procedures for all affected signals to include implementation, testing, and maintenance, as well as GDOT acceptance, and any necessary local Governmental entity acceptance

6. Procedures to coordinate with the appropriate Governmental Entities regarding operating signal networks along the Project or Project detour routes to ensure temporary system compatibility, establish responsibilities for temporary signal installation, maintenance, operation and removal, and coordinate traffic signal timing with local signal networks

7. Procedures and processes for the safe ingress and egress of construction vehicles in the work zone

8. Provisions for continuous access to established truck routes and Hazardous Material (HazMat) routes, and for suitable detour routes, including obtaining any acceptances required by the appropriate Governmental Entities for these uses

9. Procedures for modification of plans as needed to adapt to current Project circumstances

10. Procedures for communication of TMP information, if required, to the DB Team’s public information personnel, and for public notification of maintenance of traffic issues in conjunction with the requirements of Section 2.7 (Public Information and Communications)

11. Descriptions of contact methods, personnel available, and response times for any deficiencies or Emergency conditions requiring attention during off-hours

12. Procedures and plans for bridge construction. Include the placement of cranes, the operation and swing of cranes, delivery of beams, staging of beams, and any other equipment or materials over or immediately adjacent to traffic

Submit the TMP within 120 days from NTP 1. Obtain GDOT acceptance prior to NTP 3.

Ensure the safe, convenient passage of the traveling public at all times. Prepare contingency traffic control plans for use in relieving travel delays. If in GDOT’s sole opinion, sustained traffic control placement creates an unnecessary hindrance to the travelling public, implement contingency plans that will either alleviate traffic congestion or cease traffic interruptions immediately upon notification from GDOT.
Develop a detailed plan for all Project detours, including a narrative of all detour activities, schedules, timelines, and maps, and include it within the Transportation Management Plan (TMP). Include descriptions of the approach for communicating this information to the traveling public.

18.3.2 Traffic Control Plans

Use the procedures in the TMP (if applicable) and the guidelines of the MUTCD, AASHTO’s Roadside Design Guide, and comply with GDOT Special Provision Section 150, Traffic Control, to develop detailed traffic control plans which provide for all Construction Phases and construction stages, as well as all required traffic shifts procedures.

Produce a traffic control plan for every Construction Phase that impacts traffic. Submit each traffic control plan to GDOT for review a minimum of fourteen days prior to implementation. Include in the traffic control plan details for all detours, traffic control devices, striping, and signage applicable to each Construction Phase. Ensure information included in the traffic control plans is of sufficient detail to allow verification of design criteria and safety requirements, including typical sections, alignment, striping layout, drop off conditions, and temporary drainage. Clearly designate in the traffic control plans all temporary reductions in speed limits. Changes to posted speed limits are not allowed unless specific prior acceptance is granted by GDOT.

Separate opposing traffic on a divided roadway with appropriate traffic control devices in accordance with the MUTCD based on the roadway Design Speed and Attachment 3-1.

Maintain signing continuity on all active roadways within or intersecting the Project at all times.

Ensure all streets and intersections remain open to traffic to the greatest extent possible by constructing the Work in stages, and maintain access to all adjacent streets and provide for ingress and egress to public and private properties at all times during the term of the Project.

Prepare public information notices, if required, in coordination with Section 2.2.3 (Communications Support) in advance of the implementation of any lane closures or traffic switches. These notices are referred to as Traffic Advisories.

Provide a minimum of four changeable message signs for use as needed. Place and maintain messages on all message boards 24 hours a day, seven days a week, as directed by GDOT. Ensure the changeable message signs meet all requirements of Standard Specification Section 632, Changeable Message Sign, Portable Type 3. Failure to respond to the direction of GDOT within 45 minutes will result in the assessment of non-refundable deductions.

18.3.2.1 Roadway Guidelines

Produce traffic control plans for periods of construction in accordance with Attachment 3-1 (Manuals), GDOT Special Provision Section 150, and the DB Documents.
18.3.2.1.1 Design Parameters for Traffic Control

**Design Vehicle:** Accommodate a design vehicle via turning movements specified by the GDOT Design Policy Manual for specific road classifications. Turning movements on all other local streets and driveways will, at a minimum, provide similar characteristics as existing Geometry.

**Work Zone Speed Limits:** Ensure the work zone speed limits on Interstate and State Highways are in conformance with GDOT Special Provision Section 150. Maintain AASHTO stopping sight distance during construction.

**Number of Lanes:** Ensure the minimum number of lanes to be maintained is the number of lanes currently available on each controlled access facility except as allowed by this Section 18. Lane closures on other roadways may be considered as long as all traffic patterns and accesses are not reduced and are maintained.

**Lane Widths:** During construction, the minimum lane width for main lanes, frontage roads, and major crossing streets is 11 feet. For minor crossing streets, GDOT may, in its sole discretion, allow ten-foot lanes in limited circumstances during construction for short distances after reviewing the DB Team’s traffic control plan. See Section 18.3.2 (Traffic Control Plans) for additional information.

18.3.2.1.2 Allowable Shoulder/Lane/Roadway Closures and Traffic Stage Changes

Provide GDOT and appropriate Customer Groups a minimum of 2 weeks advance notice in writing for lane/shoulder closures and/or traffic stage changes planned to be in effect longer than twenty-four hours. Provide a minimum of 24 hours advance notice for lane closures that are planned to be in effect less than 24 hours, using all appropriate tools as needed. Coordinate the closure restrictions with GDOT on all lane/shoulder closures (or an event that results in lane closures) into GDOT’s ITS web-based information tool.

Coordinate closures with adjacent projects to ensure the safe and convenient passage of the traveling public. During construction of the Project, GDOT will facilitate coordination with all local entities for traffic control.

18.3.2.1.3 Lane and Shoulder Closure During Design-Build Period

**Lane Closures**

See Volume 1, Exhibit 18 regarding liquidated damages and nonrefundable deductions.

1. Maintain access to Southbridge Boulevard, Pine Meadow Road, and Old Dean Forest Road (Dead End Road) at all times.

2. Do not install lane closures, pace traffic, or move equipment or materials on I-16 between the hours of 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. daily. No double lane closures or complete closure of I-16 are allowed at any time. Coordinate with contractor constructing P.I. 0012757 and P.I. 0012758 per Section 1.3.4 (Cooperation Between Contractors) on timing of lane closures.
3. Do not install lane closures, pace traffic or move equipment or materials on SR 307/Dean Forest Road between the hours of 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. daily.

4. Long term roadway shoulder closures will be allowed on one shoulder with GDOT’s approval in areas where there is an inside and outside shoulder. The shoulder opposite of the closed shoulder shall have a minimum width of 8 feet. Shoulder closure will be allowed for a maximum of 180 days and a maximum distance of 1 mile. There should be at least 1 mile between long term shoulder closures. Long term shoulder closure is defined as any shoulder closure longer than timeframes allowed in this Section 18. Long term bridge shoulder closures may be allowed on both shoulders with the Department’s approval. Coordinate with contractor constructing P.I. 0012757 and P.I. 0012758 per Section 1.3.4 (Cooperation Between Contractors) on timing of shoulder closures.

5. One 47-hour DDI changeover Work period will be allowed and must take place between the hours of 9:00 p.m. on Friday and 8:00 p.m. on Sunday. A complete closure of SR 307/Dean Forest Road between the ramps will be allowed during the DDI changeover Work period. Ramps are to remain open during this period. During the DDI changeover Work period the DB Team must complete all traffic shifts required for the final configuration of the interchange. During the DDI changeover Work period, the DB Team must comply with all other traffic control requirements and implement a detour. The DB Team shall furnish changeable message signs 30 days prior to the changeover Work period to notify the traveling public of the Work on SR 307/Dean Forest Road and I-16. Placement and the message on the changeable message signs will be reviewed and accepted by GDOT.

6. In an event where the Governor of Georgia or Georgia Department of Public Safety has issued a state of emergency and the evacuation of Savannah must occur, release all operating and maintenance of the Project to the State of Georgia until the state of emergency has been lifted. Perform the following:
   a. Remove all equipment from the clear zone.
   b. Remove all lane and road closures.
   c. Remove all associated traffic control equipment unless necessary for maintaining an existing traffic condition.
   d. Evacuate the Project Site within four hours of the state of emergency issuance.

7. Four weekend ramp closure periods will be allowed to take place between the hours of 9:00 p.m. on Friday and 5:00 a.m. on Monday, with the aggregate duration of the four closures not to exceed the total listed in Volume 1, Exhibit 9 (Milestone Deadlines). Each ramp will be permitted to be closed only once, and only one ramp will be permitted to be closed for each weekend closure. The ramps are as follows: I-16 Eastbound off ramp, I-16 Eastbound on ramp, I-16 Westbound off ramp, and I-16 Westbound on ramp. SR 307/Dean Forest Road must remain open over each weekend for through traffic. Furnish changeable message signs 30 days prior to the Work period to notify the traveling public of the Work on SR 307/Dean Forest Road and I-16. Submit the location and message for the changeable message signs to GDOT for review and acceptance prior to
Each weekend closure is subject to acceptance by GDOT. GDOT will communicate the closures with all stakeholders in accordance with the PICP and Section 2 (Project Management).

**Full Roadway Closure**

Do not close any full roadway (all lanes and shoulders) unless the closure is accepted by GDOT and Governmental Entities having jurisdiction of roadways affected by the closure.

GDOT has the right to lengthen, shorten, or otherwise modify the foregoing restrictions as actual traffic conditions may warrant.

**Holiday Restrictions**

No Work that restricts or interferes with traffic will be allowed during the periods specified in the following holiday schedule. GDOT has the right to lengthen, shorten, or otherwise modify these restrictions as actual or projected traffic conditions may warrant.

<table>
<thead>
<tr>
<th>Table 18-1: Holiday and Event Restrictions Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Restriction Begins</strong></td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6</td>
</tr>
<tr>
<td>7</td>
</tr>
<tr>
<td>8</td>
</tr>
<tr>
<td>9</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>11</td>
</tr>
</tbody>
</table>
18.4 Construction Requirements

Ensure traffic control is in accordance with GDOT accepted TMP and applicable provisions of the MUTCD and GDOT Special Provision Section 150, Traffic Control.

18.4.1 DB Team Responsibility

If at any time GDOT determines the DB Team’s traffic control operations do not meet the intent of the TMP, if applicable, or any specific traffic control plan, immediately revise or discontinue such operations to correct the deficient conditions.

Utilize work zone law enforcement equipped with a marked patrol vehicle and blue flashing lights to enforce traffic laws in construction work zones and administer this service. Deploy work zone law enforcement during lane closures, traffic pacing, and at all other times necessary for the safety of everyone within the Project limits. Coordinate and schedule the utilization of the work zone law enforcement.

Provide a daily work record compiled on a form provided by GDOT, signed by the work zone law enforcement, and signed by the WTCS attesting that the work zone law enforcement was utilized during the time recorded. No separate payment will be made for work zone law enforcement. Coordinate, schedule, and administer work zone law enforcement.

Ensure a smooth asphalt surface layer is placed on all milled surfaces within 48 hours after milling.

Payment for work zone law enforcement to be included in Construction Complete.

18.4.2 Access

Maintain existing bicycle and pedestrian access and mobility across all cross streets. Maintain access to existing transit stop locations during construction or provide reasonable alternative locations if applicable.

18.4.3 Detours

Maintain all detours in accordance with Section 10.3.3 (Detours), Section 18.3.1 (Transportation Management Plan), and Section 18.3.2 (Traffic Control Plan).

18.5 Deliverables

As indicated in this Section 18 and in Section 3 (Design and Submittals).
19 MAINTENANCE DURING THE DESIGN-BUILD PERIOD

19.1 General
Assume full responsibility for maintaining the Project from NTP 3 through the remainder of the Design-Build Period in a manner that provides a safe and reliable transportation system. Coordinate with contractors within the vicinity of the Project to define limits of maintenance for each project during the Design-Build Period, per Section 1.3.4 (Cooperation Between Contractors).

19.2 Administrative Requirements

19.2.1 Standards
Provide activities in this section in accordance with GDOT Standard Specifications 104.05, 105.14, 105.15, Attachment 3-1 (Manuals), Government Approvals, and other provisions of the DB Documents.

19.3 Design Requirements

19.3.1 GDOT Obligation to Repair
GDOT or the appropriate local Governmental Entity will, between the effective date and NTP 3, reasonably perform the type of routine maintenance of each Element Category of the existing improvement that normally occurs in GDOT’s highway maintenance and repair program. Neither GDOT nor the appropriate local Governmental Entity is obligated to extend the residual life of any Element through reconstruction, rehabilitation, restoration, renewal, or replacement.

19.3.2 Joint Project Inspection
Conduct a Joint Project Inspection of the Project area within the Construction Maintenance Limits and obtain GDOT approval no later than 150 days after NTP 1. Perform the physical in-field Joint Project Inspection with a GDOT-authorized representative and/or GDOT in attendance. The purpose of the Joint Project Inspection is to create a physical baseline of the existing real estate and permanent fixtures and assets of GDOT prior to the start of construction. The area encompasses the entire Project area including areas containing required elements outside of the limits of the Project.

Clean all impacted conveyances of the existing drainage system sufficiently enough to allow for the proper detailed inspection of the system during the joint inspection within the Construction Maintenance Limits and as required in this Section 19. Impacted conveyances of the existing drainage system shall be in conformance with Section 12.3 (Design Requirements).

Include the following in the Joint Project Inspection submittal report:

1. Preliminary Plan or Construction Maintenance Limits plan providing marked-up notes of deficiencies and location reference for cross-referencing any photographs or additional information denoting the existing condition of the infrastructure within the proposed Construction Maintenance Limits plan area.
2. Pre-construction digital photographs and high-resolution digital video of the Project Area including all existing facilities, structures, and environmentally sensitive areas that can readily depict the exact conditions of the existing Elements of the Work. Provide a sample report of a section of the Project to determine the level of expected accuracy and increments of the photo documentation.

3. Intermittent photographs along the pavement and shoulders to clearly depict the existing condition of the pavement and shoulders that will be utilized during construction. Maintain the existing pavement and shoulders to a condition equal to or better than existing conditions at all times during the Design-Build Period.

4. Pre-construction digital photographs and high-resolution digital video of existing bench marks, temporary bench marks, existing utilities, and trees and plants to remain.

5. Video recording storm sewers and drainage systems and structures prior to the beginning of construction within the Construction Maintenance Limits or to the nearest structure outside the Construction Maintenance Limits, whichever is greater.

19.3.3 Maintenance Management Plan

Provide a Maintenance Management Plan that provides the DB Team’s Construction Maintenance Limits, outlines the frequency of inspection and repair and/or maintenance of those items under the DB Team’s responsibility. Include in the plan, at a minimum, the following:

1. Drawing or set of drawings that highlight the exact area of the proposed construction and maintenance responsibilities within the ROW, as well as the limits of any Additional Properties to be acquired for the Project

2. Pavement maintenance, including pothole patching, concrete patching, striping, etc.

3. Existing ITS system and Drainage System continuity

4. Landscaping repair

5. Utility Adjustments

6. Existing lighting system

7. Pavement inspection and repair during construction

8. Debris removal on the traveled way during construction

9. Guardrail inspection and safety protections in place where guardrail has been damaged within 48 hours, and repair of damage within seven days

10. Temporary striping/restriping at no longer than 60-day intervals, or more frequently if required

Use this plan as the boundary for construction Work and as the exact limits to maintain any element required to construct the Project beginning at NTP 3 and through Final Acceptance. Perform all maintenance activities within Plan limits in accordance with the GDOT Standard Specifications, Construction of Transportation Systems.
Nonwithstanding GDOT’s approval of the Maintenance Management Plan, the DB Team shall be responsible for any and all maintenance for any area(s) encroached on by the DB Team during the performance of the Construction Work.

Provide the final Maintenance Management Plan no later than 150 days after NTP 1. If the Project is broken into separate construction phases, provide and obtain approval of the final Maintenance Management Plan prior to the start of construction of that phase. Ensure the Plan shows hash marks or a method to clearly depict the area of the Construction Maintenance Limits. Depict in the Maintenance Management Plan, and obtain prior GDOT approval for, all proposed staging and lay-down areas.

Perform all maintenance for any area(s) encroached on by the performance of the construction Work, notwithstanding GDOT’s approval of the Construction Maintenance Limits. See Section 2 (Project Management) for additional requirements.

Maintain pavement markings including striping.

Maintenance constitutes continuous and effective work prosecuted day by day or at the direction of GDOT.

Restore the Existing ROW within the Construction Maintenance Limits to a condition equal to or better than existing conditions by Substantial Completion.

Maintain and repair any element affected by use of part of the facility outside of the specified maintenance limits by any means, such as lane/shoulder closures, staging, or any other activity as required above. Revise the Construction Maintenance Limits to incorporate the new maintenance limits.

19.4 Deliverables
As indicated in this Section 19 and in Section 3 (Design and Submittals).
20 BICYCLE AND PEDESTRIAN FACILITIES

20.1 General
Design and construct all bicycle and pedestrian facilities for the Project, if required, according to the requirements included in this section. Ensure the bicycle and pedestrian facilities of this Project support GDOT’s commitment to integrate bicycle and pedestrian travel into Project development. Coordinate the Elements of this Project with the existing and planned trails and other facilities of local and county administrations for pedestrians and cyclists. Design all bicycle and pedestrian facilities according to the documents located in Attachment 3-1 (Manuals).

20.2 Administrative Requirements

20.2.1 Standards
Provide activities in this section in accordance with Attachment 3-1 (Manuals), Government Approvals, and other provisions of the DB Documents.

20.3 Design Requirements

20.3.1 Bicycle Facilities
Design and construct an AASHTO- and ADA-compliant shared-use bicycle/pedestrian path along Dean Forest Road from Town Center Drive to the gas station (located on the Southwest corner of Pine Meadow Drive and SR 307/Dean Forest Road) driveway. Construct the path on the east side of SR 307/Dean Forest Road south of I-16 and on the west side of SR 307/Dean Forest Road north of I-16. Between the ramps, construct the path in the median of SR 307/Dean Forest Road. Future connections to shared-use bicycle/pedestrian path will be constructed by others.

Comply with the following requirements:

1. Minimum 10-foot width and constructed within the roadway shoulder.
2. Minimum of 5 feet separation from the face of the curb.
3. Path surface material shall be 5-inch thick Portland Cement Concrete (PCC), except on ADA handicapped ramps and within radius of returns where 8-inch PCC shall be used.

Ensure bicycle facilities are consistent with State, regional, and local bicycle and pedestrian plans, and accommodate proposed and existing bicycle paths and crossings, and on-street bicycle facilities. Coordinate the design with Governmental Entities design to ensure consistency of use with existing and accommodating proposed bicycle facilities. Refer to GDOT Design Policy Manual, Chapter 9.

20.3.2 Pedestrian Facilities
Design and construct an AASHTO- and ADA-compliant pedestrian facility along the east side of Dean Forest Road from the diverging diamond interchange to the PFJ Southeast LLC (Pilot Station) property. Provide crosswalks and ADA-compliant wheelchair ramps for all directions at the diverging diamond interchange intersections. Between the diverging diamond interchange
intersections, the pedestrian facility will use the shared-use path in the median of SR 307/Dean Forest Road. Design, construct, and maintain sidewalks where sidewalks currently exist and where required by State or Federal regulations. Ensure sidewalks comply with the Title II provisions of the Americans with Disabilities Act (ADA) Accessibility Standards. Install pedestrian signals and curb ramps at all existing and proposed signalized intersections. Design all pedestrian facilities to incorporate the ambulatory, visibility, and auditory needs of all users.

20.3.3 Final Plans
Incorporate the following elements relating to bicycle and pedestrian facilities consistent with the requirements of the DB Documents and intent of pertinent RIDs into the Preliminary and Final Plans:

1. Alignment, profile, cross-section, and materials
2. Points of connection to existing and proposed bicycle and pedestrian facilities, such as a connection to an existing or proposed multi-use trail, sidewalk, or bike lane on an adjacent facility
3. Signing, signalization, and pavement markings
4. Methods of illumination, where applicable
5. Requirements of the Landscape Enhancement Plan and Hardscape Enhancement Plan

20.4 Construction Requirements
No additional requirements.

20.5 Deliverables
As indicated in this Section 20 and in Section 3.
21 RESERVED

No requirements.
22 NOISE BARRIERS

No requirements.
23 Transit

No requirements.
Manuals

All Work shall conform with all applicable Manuals and Guidelines developed for and including AASHTO, FHWA, GDOT, and additional requirements stated in this document and reasonably inferred therefrom. It is the Design-Build Team’s responsibility to verify order of the precedence of any State or Federal manual requirement where any potential conflict may exist. The Design-Build Team shall coordinate with the appropriate State and/or Federal agency to confirm the policy and regulations to avoid any conflict of the following manuals prior to design and/or construction. Following is a list of manuals and guidelines that shall be used in the performance of the Work provided that the Work shall not be governed solely by such manuals and guidelines listed herein, and provided further that it is the Design-Build Team’s responsibility to locate and utilize the most current edition in effect at the date identified in Volume 1, Article 7.2.4, including updates, of all such referenced materials for the Work required.

1. AASHTO – A Policy on Geometric Design of Highways and Streets

2. AASHTO – Guide for High-Occupancy Vehicle Facilities
   https://bookstore.transportation.org/Item_details.aspx?id=114


4. AASHTO – Roadside Design Guide

5. AASHTO – Roadway Lighting Design Guide

   https://bookstore.transportation.org/Item_details.aspx?id=51


10. AASHTO – AWS D1.1/ANSI Structural Welding Code – Steel
    http://www.techstreet.com/cgi-bin/detail?doc_no=AWS%7CD1_1_D1_1M_2008&product_id=1519645

11. AASHTO – D1.5/AWS D1.5 Bridge Welding Code

    http://www.techstreet.com/cgi-bin/detail?product_id=957255
   https://bookstore.transportation.org/Item_details.aspx?id=2707


15. AISC Manual of Steel Construction, referred to as “AISC Specifications”
   https://www.aisc.org/publications/steel-construction-manual-resources/#44532


17. America Disabilities Act Accessibility Guidelines (ADAAG)
   http://www.ada.gov/stdspdf.htm

18. FHWA - Manual on Uniform Traffic Control Devices (MUTCD)
   http://mutcd.fhwa.dot.gov/

19. GDOT – Signing and Marking Design Guidelines

    http://www.dot.ga.gov/PS/Utilities

21. GDOT – Design Policy and Guides – Category : Geotechnical - Guidelines for Geotechnical Studies

22. GDOT – STI (Sampling, Testing and Inspection) Quick Guide and Documents
    http://www.dot.ga.gov/PS/Business/Source/STI

23. GDOT – Qualified Products List (QPL)
    http://www.dot.ga.gov/PartnerSmart/Materials/Pages/QPL.aspx

24. GDOT – Pavement Design Manual

25. GDOT – Pavement Type Selection Manual

26. GDOT – Drainage Design for Highways

27. GDOT – Automated Survey Manual

28. GDOT – Regulations for Driveway and Encroachment Control

29. GDOT – Electronic Data Guidelines

30. GDOT – Plan Development Process
31. GDOT – Plan Presentation Guide

32. GDOT – Preliminary Field Plan Review Checklist
   http://www.dot.ga.gov/PS/DesignManuals/DesignResources

33. GDOT – Final Field Plan Review Checklist
   http://www.dot.ga.gov/PS/DesignManuals/DesignResources

34. GDOT – Design Policy Manual

35. GDOT – ITS Design Manual

36. GDOT – NPDES General Permit Guidance

37. GDOT – MS4 Special Design Post-Construction Details

38. GDOT – Bridge and Structures Design Manual

39. GDOT – Environmental Procedures Manual
   http://www.dot.ga.gov/PS/EnvironmentalProcedures

40. GDOT – Standard Specifications, Construction of Transportation Systems
    http://www.dot.ga.gov/PS/Business/Source

41. GDOT – Special Provisions and Supplemental Specifications
    http://mydocs.dot.ga.gov/info/gdotpubs/ConstructionStandardsAndDetails/Forms/AllItems.aspx

42. GDOT – Construction Standards and Details
    http://mydocs.dot.ga.gov/info/gdotpubs/ConstructionStandardsAndDetails/Forms/AllItems.aspx

43. GDOT – Right of Way Manual

44. GDOT – Acquisition Guide for Local Public Agencies
    http://www.dot.ga.gov/PartnerSmart/DesignManuals/ROW/ROW-AcquisitionGuideforLocalPublicAgenciesSponsors.pdf

45. GDOT – Statewide MS4 Permit

46. GDOT – Design of Post-Construction BMPs

47. Georgia Soil and Water Conservation Commission - Manual for Erosion and Sediment Control in Georgia
    http://gaswcc.georgia.gov/manuals
48. GDOT – Facilities Stormwater Pollution Prevention Plan
49. GDOT – Stormwater System Inspection and Maintenance Manual
   https://store.transportation.org/Item/CollectionDetail?ID=150
51. FHWA Diverging Diamond Interchange Informational Guide
52. FHWA Traffic Detector Handbook
53. FHWA Mitigation Strategies for Design Exceptions
54. FHWA Traffic Monitoring Guide
   https://www.fhwa.dot.gov/policyinformation/tmguide/
55. Occupational Safety and Health Administration Standards (OSHA)
57. U. S. Environmental Protection Agency Regulations
   http://www.epa.gov/lawsregs/
58. GDOT – Public Information Policy Manual
   http://www.dot.ga.gov/PartnerSmart/DesignManuals/Environmental/Public%20Involvement%20Plan/PublicInvolvementPlan.pdf
59. American Railway Engineering and Maintenance-of-Way Association (AREMA)
   https://www.arema.org/
60. GDOT – Work Zone Safety and Mobility Policy
61. GDOT – Quality Control and Quality Assurance Manual
   http://www.dot.ga.gov/PS/DesignManuals/DesignResources
62. Federal Railroad Administration Regulations
   http://www.fra.dot.gov
63. Public Project Information for Construction and Improvement Projects That May Involve the Railroad (CSX)
64. MUTCD – Standards Highway Signs and Markings
   http://www.georgiastormwater.com/
66. Georgia EPD – Coastal Stormwater Supplement to the Stormwater management Manual
67. GDOT – ITS Strategic Deployment Plan

68. ITE/AASHTO Traffic Management Data Dictionary (TMDD), Standards for Traffic Management Center to Center Communications
   https://www.ite.org/technical-resources/standards/tmdd/

69. AASHTO – A Policy on Design Standards Interstate System
   https://store.transportation.org/Item/PublicationDetail?ID=2624

70. Georgia Traffic Incident Management Guidelines
   http://timetaskforce.com/time-initiatives/tim-guidelines/

71. GDOT – Construction Manual and Form Documents
   http://www.dot.ga.gov/PartnerSmart/Business/Source/Pages/ConstructionSpecs.aspx

72. GDOT – Pedestrian and Streetscape Guide

73. GDOT – Design-Build Manual

74. Other manuals, documents, procedures and standards as referenced in the DB Documents

Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 3-2

CONCRETE BARRIER SPECIAL PROVISIONS

SP 621 Concrete Barrier
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
SPECIAL PROVISION
P.I. NO: 0013727
COUNTY: Chatham

Section 621—Concrete Barrier

Delete Subsection 621.2 and substitute the following:

621.2 Materials
Use materials that meet the requirements of the following Specifications:

<table>
<thead>
<tr>
<th>Material</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland Cement Concrete, Class AA</td>
<td>500</td>
</tr>
<tr>
<td>Steel Bars for Concrete Reinforcement</td>
<td>853.2.01</td>
</tr>
<tr>
<td>Joint Fillers and Sealers</td>
<td>833</td>
</tr>
</tbody>
</table>

Ensure that barrier walls and parapets on bridges are Class “AA” concrete unless otherwise specified on the Plans.

621.2.01 Delivery, Storage, and Handling
General Provisions 101 through 150.

Delete Subsection 621.3.05 A -- and substitute the following:

621.3.05 Construction
A. Formed or Slip Formed Barrier

Ensure that the barriers are Class AA concrete as defined in Section 500 and are constructed according to Plan details.

1. Place the concrete using conventional forms or an approved self-propelled extrusion machine. When using forms, give the barrier a Type III finish, and cured according to Section 500.

1. Construct joints of the type and at the locations specified on the Plans.

   a. When emergencies interrupt placement, the Engineer will decide whether to allow a construction joint and will direct where and how to construct the joint.

   b. Joints may be sawed or formed. If the joint is sawed within 24 hours of placement to at least 3 in (75 mm) deep using a template, immediately remove the following material:

      • Material that may damage the adjacent concrete by blocking the sawed joint

      • Material that may prevent later operation or cleaning after the sawing operation is complete

   c. Saw the joints through the footing.

2. The outside vertical face of the side barrier or parapet may be battered as directed by the Engineer. Radii, as approved by the Engineer, may be used at intersecting surfaces of the barrier.

Make approved requested changes at no cost to the Department.
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 3-3

SPECIAL DETAILS – PARAPETS AND BARRIERS

- Special Detail Parapet Wall P1-P2-P3
- Special Detail Type 2S-2SA-2SB-2SC Side Barrier (4949B)
- Special Detail Type 3SA-3SB Median Barrier (4941B)
- Special Detail Type 6S-6SA-6SB-6SC Side Barrier (4949C)
- Special Detail Type 7CS-7TS-7WS Side Barrier (4949A)
- Special Detail Type S1-S2-S3 Median Barrier (4941A)
6" MIN.

DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER

6‰

DATE

7-CS

8" MIN.

12" MIN.

7†

TRANSITION TO 7-CS

6'-3"

1'-8"

6" MIN.

DEPARTMENT OF TRANSPORTATION

DETAIL OF CONTRACTION JOINT

7-CS, 7-TS, AND 7-WS SIDE BARRIERS ARE DESIGNED TO

NOT SPECIFIED, GEORGIA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THEREIN.

NOTE #9

SEE GEN.

1. SPECIFICATIONS; GEORGIA STANDARD, CURRENT EDITION,

2. CONCRETE SIDE BARRIERS MAY BE installing a type B in order to

3. WHERE INSTRUCTED ON ALL SPECIFICATIONS BARRIER TYPES 7-CS AND 7-TS

4. TOP SURFACE OF CONCRETE SIDE BARRIERS SHALL BE NO MORE

5. THE TYPE 7-CS SIDE BARRIERS OVER 30'-0" LENGTH SHALL

6. TYPES 7-CS, 7-TS, AND 7-WS SIDE BARRIERS SHALL BE PAID FOR

7. PAYMENT FOR TYPE 7-TS CONCRETE SIDE BARRIER INCLUDES THE

8. WHEN A TRANSITION FROM A TYPE 7-WS TO GUARDRAIL IS NECESSARY,

9. TYPE 7-CS, 7-TS, AND 7-WS SIDE BARRIERS ARE DESIGNED IN

GENERAL NOTES:

1. SPECIFICATIONS; GEORGIA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THEREIN.

2. CONCRETE SIDE BARRIERS MAY BE installing a type B in order to

3. WHERE INSTRUCTED ON ALL SPECIFICATIONS BARRIER TYPES 7-CS AND 7-TS

4. TOP SURFACE OF CONCRETE SIDE BARRIERS SHALL BE NO MORE

5. THE TYPE 7-CS SIDE BARRIERS OVER 30'-0" LENGTH SHALL

6. TYPES 7-CS, 7-TS, AND 7-WS SIDE BARRIERS SHALL BE PAID FOR

7. PAYMENT FOR TYPE 7-TS CONCRETE SIDE BARRIER INCLUDES THE

8. WHEN A TRANSITION FROM A TYPE 7-WS TO GUARDRAIL IS NECESSARY,

9. TYPE 7-CS, 7-TS, AND 7-WS SIDE BARRIERS ARE DESIGNED IN

GENERAL NOTES:

1. SPECIFICATIONS; GEORGIA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THEREIN.

2. CONCRETE SIDE BARRIERS MAY BE installing a type B in order to

3. WHERE INSTRUCTED ON ALL SPECIFICATIONS BARRIER TYPES 7-CS AND 7-TS

4. TOP SURFACE OF CONCRETE SIDE BARRIERS SHALL BE NO MORE

5. THE TYPE 7-CS SIDE BARRIERS OVER 30'-0" LENGTH SHALL

6. TYPES 7-CS, 7-TS, AND 7-WS SIDE BARRIERS SHALL BE PAID FOR

7. PAYMENT FOR TYPE 7-TS CONCRETE SIDE BARRIER INCLUDES THE

8. WHEN A TRANSITION FROM A TYPE 7-WS TO GUARDRAIL IS NECESSARY,

9. TYPE 7-CS, 7-TS, AND 7-WS SIDE BARRIERS ARE DESIGNED IN

GENERAL NOTES:

1. SPECIFICATIONS; GEORGIA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THEREIN.

2. CONCRETE SIDE BARRIERS MAY BE installing a type B in order to

3. WHERE INSTRUCTED ON ALL SPECIFICATIONS BARRIER TYPES 7-CS AND 7-TS

4. TOP SURFACE OF CONCRETE SIDE BARRIERS SHALL BE NO MORE

5. THE TYPE 7-CS SIDE BARRIERS OVER 30'-0" LENGTH SHALL

6. TYPES 7-CS, 7-TS, AND 7-WS SIDE BARRIERS SHALL BE PAID FOR

7. PAYMENT FOR TYPE 7-TS CONCRETE SIDE BARRIER INCLUDES THE

8. WHEN A TRANSITION FROM A TYPE 7-WS TO GUARDRAIL IS NECESSARY,

9. TYPE 7-CS, 7-TS, AND 7-WS SIDE BARRIERS ARE DESIGNED IN

GENERAL NOTES:

1. SPECIFICATIONS; GEORGIA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THEREIN.

2. CONCRETE SIDE BARRIERS MAY BE installing a type B in order to

3. WHERE INSTRUCTED ON ALL SPECIFICATIONS BARRIER TYPES 7-CS AND 7-TS

4. TOP SURFACE OF CONCRETE SIDE BARRIERS SHALL BE NO MORE

5. THE TYPE 7-CS SIDE BARRIERS OVER 30'-0" LENGTH SHALL

6. TYPES 7-CS, 7-TS, AND 7-WS SIDE BARRIERS SHALL BE PAID FOR

7. PAYMENT FOR TYPE 7-TS CONCRETE SIDE BARRIER INCLUDES THE
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 4-1

ENVIRONMENTAL COMMITMENTS TABLE
# Environmental Commitments Table

**P#:** 0013727, County: Chatham  
**Review:** If no commitments, NEPA may approve for all.  
**GDOT PM:** John Vickers  
**Signature/Date:** 4/12/18  
**GDOT:** The GDOT project manager (PM) asserts that these commitments are feasible.  
**EOR:** The engineer of record (EOR) asserts that plans incorporate or will incorporate commitments if applicable.  
**Signature/Date:** 4/11/18  
**Air/Noise:** MC 4/10/18  
**Arch:** Mc 4/10/18  
**Eco:** Mc 4/10/18  
**Hist:** RJ 4/10/18  
**NEPA:** DP 4/10/18  

## A. Resources to be Delineated on the Plans and/or Listed in the Environmental Resource Impact Table (ERIT)

<table>
<thead>
<tr>
<th>Resource Name</th>
<th>Permitted Construction Activity</th>
<th>Refer to</th>
<th>Name and Date of Report or Transmittal</th>
<th>Correctly Shown?</th>
<th>Plan Sheet</th>
<th>ERIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1 Open Water (UW) 68</td>
<td>No Activity</td>
<td>-</td>
<td>ecology AOE dated February 2018</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>A-2 OW 69</td>
<td>No Activity</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-3 OW 70</td>
<td>No Activity</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-4 Wetland (WL) 71</td>
<td>0.28 acre of clearing, 0.22 acre of fill</td>
<td>D-1, D-2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-5 WL 71A</td>
<td>0.01 acre of clearing, 0.09 acre of fill</td>
<td>D-1, D-2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-6 WL 71B</td>
<td>0.04 acre of clearing, 0.25 acre of fill</td>
<td>D-1, D-2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-7 WL 71C</td>
<td>0.03 acre of clearing, 0.06 acre of fill</td>
<td>D-1, D-2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-8 WL 71 D</td>
<td>No Activity</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-9 WL 72</td>
<td>0.08 acre of clearing, 0.01 acre of fill</td>
<td>D-1, D-2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-10 WL 72A</td>
<td>No Activity</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-11 Jurisdictional Ditch (JD) 73</td>
<td>0.04 acre of temporary and 0.08 acre of permanent impact</td>
<td>D-1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-12 JD 73 Buffer</td>
<td>All activities w/in 50ft of culvert extensions are exempt, non-exempt buffer impacts</td>
<td>D-3</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-13 JD 74</td>
<td>No Activity</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-14 JD 74 Buffer</td>
<td>All activities w/in 50ft of culvert extensions are exempt, non-exempt buffer impacts</td>
<td>D-3</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-15 WL 74A</td>
<td>0.01 acre of clearing</td>
<td>D-1, D-2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-16 WL 74B</td>
<td>No Activity</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-17 WL 74C</td>
<td>No Activity</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-18 WL 75</td>
<td>0.08 acre of clearing, 0.06 acre of fill</td>
<td>D-1, D-2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-19 WL 75A</td>
<td>No Activity</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-20 WL 75B</td>
<td>No Activity</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-21 WL 76</td>
<td>0.02 acre of clearing, 0.02 acre of fill</td>
<td>D-1, D-2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-22 WL 77</td>
<td>No Activity</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-23 Little Raspberry Canal</td>
<td>Culvert construction and modification</td>
<td>-</td>
<td>history AOE dated November 2017</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-24 Resource 1</td>
<td>No Activity</td>
<td>-</td>
<td>archaeology phase I report dated November 2017</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A-25 Listed Species</td>
<td>Construction activities not within 150</td>
<td>B-1</td>
<td>ecology AOE dated</td>
<td>Not Req'd</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

Estimated Costs are for planning purpose only, in current dollars as of date updated.
### B. Special Provisions (Attach all special provisions with transmittal letters to the commitments table, if available)

<table>
<thead>
<tr>
<th>Special Provision</th>
<th>Purpose</th>
<th>Est. Cost</th>
<th>SP's Latest Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-1 SP 107.23.H</td>
<td>For the protection of environmentally sensitive species</td>
<td>Negligible</td>
<td>January 5, 2018</td>
</tr>
</tbody>
</table>

### C. ERIT Comments and Design Features (Description: For ERIT Comments, provide exact wording for the comments section of the ERIT)

<table>
<thead>
<tr>
<th>ERIT Comment or Design Feature</th>
<th>Description</th>
<th>Est. Cost</th>
<th>Correctly Shown?</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### D. Necessary Permits, Buffer Variances and Mitigation Credits

<table>
<thead>
<tr>
<th>Permit, Variance, etc.</th>
<th>Add'l info (permit expiration date, number of credits needed, etc...)</th>
<th>Est. Cost</th>
<th>Acquired?</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-1 Nationwide 14 404 Permit</td>
<td>Expires 3/18/2022</td>
<td>Negligible</td>
<td>No – To be completed by Design Build Contractor</td>
</tr>
<tr>
<td>D-2 Wetland Mitigation Credits</td>
<td>7.93 wetland mitigation credits from a USACE approved mitigation bank from HUC 03080204</td>
<td>$27,755</td>
<td>No – To be acquired prior to construction by Design Build Contractor</td>
</tr>
<tr>
<td>D-3 Buffer Variance</td>
<td>Expires TBD</td>
<td>Negligible</td>
<td>No – To be acquired prior to start of construction activities of Design Build Contractor</td>
</tr>
<tr>
<td>D-4 Notice of Intent (NOI) for NPDES</td>
<td>The Office of Siding Administration and Construction Contractor will submit a NOI to the NPDES General Permit following award of the contract but prior to construction</td>
<td>Negligible</td>
<td>Will be acquired following letting</td>
</tr>
</tbody>
</table>

Estimated Costs are for planning purpose only, in current dollars as of date updated.
E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Req’d)

<table>
<thead>
<tr>
<th>Pre-, During, or Post</th>
<th>Commitment</th>
<th>Responsible party</th>
<th>Est. Cost</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-1</td>
<td>Pre</td>
<td>Complete Phase I Environmental Site Assessment for potential UST/Hazardous Waste sites</td>
<td>Office of Materials and Testing</td>
<td>Negligible</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Complete limited subsurface investigation prior to right-of-way acquisition from the following UST/Haz.Waste properties:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sommers #009 - 1502 Dean Forest Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pilot Travel Center #072 - 1504 Dean Forest Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PMP, Inc. - 125 Pine Meadow Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ronnie’s Restaurant - 1501 Dean Forest Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Atlantic Waste Services (current) - 125 Pine Meadow Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>No Current Occupant - 1506/1508 Dean Forest Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>No Current Occupant - 1507 Dean Forest Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ansley &amp; Sutton Construction - Old Dean Forest Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Equipment and Vehicle Storage - 125 Pine Meadows Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Office of Materials and Testing</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>And Office of Innovative Delivery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-2</td>
<td>Pre</td>
<td></td>
<td>Negligible</td>
<td>Incomplete</td>
</tr>
</tbody>
</table>

Total Estimated Cost $27,755

If Project is Complete or Under Construction, Area or Construction Engineer affirms that all Special Provisions, Plan Notes and During Construction Commitments were or are being adhered to during the project’s construction.

Please Print Name and Title: ________________________________ Signature: ________________ Date: __________ Please provide an explanation if unable to sign.

Estimated Costs are for planning purpose only, in current dollars as of date updated.
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 4-2

SPECIAL PROVISION

SECTION 107.23.H
Add the following to Subsection 107.23:

H. Protection of Environmentally Sensitive Species

The following conditions are intended as a minimum to protect these species and their habitat during any activities that are in close proximity to the known location(s) of these species.

1. The Contractor shall advise all project personnel employed on this project about the potential presence and appearance of federally threatened wood stork (*Mycteria americana*) which is protected under the Endangered Species Act of 1973. All personnel shall be advised that there are civil and criminal penalties for harassing, harming, pursuing, hunting, shooting, wounding, killing, capturing, or collecting federal endangered or threatened animal species in knowing violation of the Endangered Species Act of 1973; there are criminal penalties for capturing, killing, or selling state endangered, threatened, unusual, and rare animal species in violation of the Georgia Endangered Wildlife Act of 1973. Pictures and habitat information will be provided to the Contractor at the preconstruction conference and shall be posted in a conspicuous location in the project field office until such time that Final Acceptance of the project is made.

3. In order to protect the wood stork, each day prior to commencement of construction activities, the Contractor shall walk all worksites on which equipment will be used to ensure that no wood storks are present. If a wood stork is sighted, it shall not be touched, moved, or harassed. Construction activities within 150 yards of the wood stork shall cease and shall not recommence until the wood stork has not been observed within either 150 yards of the construction activity or 100 yards of the Project area, whichever is greater, for at least 30 minutes. The Project area is defined as the area within required right-of-way for the proposed project.

4. Equipment staging areas and equipment maintenance areas (particularly for oil changes) shall be located at least 200 feet from the banks of JD 73 and JD 74 to minimize the potential for wash water, petroleum products, or other contaminants from construction equipment entering streams and wetlands.

5. All disturbed soil and stockpiled materials shall be placed at least 200 feet away from the stream banks to prevent rain runoff into JD 73 and JD 74.

6. The Contractor shall not use pesticides or herbicides within 200 feet of JD 73 and JD 74. Fertilizer shall only be used while grassing graded areas to achieve site stabilization.

7. In the event that any incident occurs that causes potential harm or injury to the wood stork along the Project corridor, including the failure of erosion control devices and associated sediment discharge, the Contractor shall report the incident immediately to the Project Engineer who in turn will notify the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101. All activity, with the exception of erosion and sedimentation and traffic control, shall cease pending consultation by the Department with the U.S. Fish and Wildlife Service and the lead Federal Agency.
8. The Contractor shall keep a log detailing any incidents that cause harm or injury to the wood stork in or adjacent to the Project until such time that Project construction has been completed and time charges have stopped. Following Project completion, the log and a report summarizing any incidents that caused harm or injury to these species shall be submitted by the Contractor to the Project Engineer and the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services, 600 West Peachtree Street NW, Atlanta, GA 30308. The GDOT in turn will provide copies of the report to the U.S. Fish and Wildlife Service, the Georgia Department of Natural Resources, and the lead Federal Agency.

9. All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 4-3

SPECIAL PROVISION

SECTION 107.23.G
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL PROVISION

Section 107 – Legal Regulations and Responsibility to the Public

Delete Section 107.23.G and substitute the following:

107.23 Environmental Considerations

G. Protection of Migratory Birds and Bats

The following conditions apply to construction, demolition, and maintenance activities on bridges and box culverts. These conditions are intended as a minimum to protect nesting migratory birds and roosting bats.

All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.

1. General Information for Project Personnel

a. The Contractor shall notify project personnel about the potential presence and appearance of federally protected migratory birds, including without limitation the barn swallow (Hirundo rustica), cliff swallow (Petrochelidon pyrrhonota), and eastern phoebe (Sayornis phoebe), and that there are civil and criminal penalties for harassing, harming, pursuing, hunting, shooting, wounding, killing, capturing, or collecting these species in violation of the Migratory Bird Treaty Act of 1918. The law protects adults, fledglings, nestlings, eggs, and active nests. The Contractor shall notify project personnel about the potential presence and appearance of bats, all of which are protected under Georgia state law (Official Code of Georgia § 27-1-28).

b. Prior to the commencement of work, the Contractor shall post detail sheets with photographs and information about these species in a conspicuous location in the project field office. The detail sheets shall be posted until such time that construction has been completed and time charges have stopped. If there is no project field office, the detail sheets shall be distributed directly to project personnel.

2. Bridges

a. At least 30 calendar days prior to the start of construction activities, demolition activities, or maintenance activities on the underside of any bridges, the Contractor shall request the phone number and email address of the Animal and Plant Health Inspection Service (APHIS) Biologist from the GDOT Area Manager, and shall provide the APHIS Biologist with the following information via phone. Immediately following that phone call, the Contractor shall email this information to the APHIS Biologist and copy the GDOT Area Manager and GDOT State Environmental Liaison at birdreport@dot.ga.gov.

i. Date of call.
ii. GDOT Project Identification (PI) number.
iii. Number of bridges in project area that will be part of the Work.
iv. For each bridge:
1. Bridge serial number.
2. Expected start date of the activities.
3. Expected completion date of the activities.
4. If using a temporary detour and/or work bridge, expected start dates of construction and demolition.

b. The APHIS Biologist will develop an action plan in coordination with the GDOT Area Manager that will address nest prevention and removal. The Contractor shall comply with the action plan. Per the action plan, the APHIS Biologist may conduct routine surveys and perform timely removal of inactive nests. An inactive nest is a nest that does not contain any eggs or nestlings.

c. The Contractor shall afford the APHIS Biologist right-of-entry in order to access any bridge so that all nests can be inspected and inactive nests can be removed.

d. The Contractor shall not utilize exclusionary barriers on any bridge due to the risk of entanglement and entrapment of birds.

3. Box Culverts

a. The construction of box culvert extensions, or demolition or maintenance activities on any box culvert, shall take place outside of the breeding and nesting season of migratory birds, which begins April 1 and extends through August 31, unless exclusionary barriers are put in place to prevent birds from nesting. Exclusionary barriers consist of overlapping strips of flexible plastic (also called “PVC Strip Doors” or “Strip Curtains”). Due to the risk of entanglement, nets are not appropriate exclusionary barriers on a box culvert. Exclusionary barriers on any box culvert must be installed prior to March 15, but at no time between March 15 and August 31 unless the GDOT State Environmental Liaison provides written authorization.

b. Prior to the installation of any exclusionary barriers, the Contractor shall notify the GDOT Area Manager and the GDOT State Environmental Liaison at birdreport@dot.ga.gov of the decision to install exclusionary barriers. This email shall include the following information:

i. GDOT Project Identification (PI) number.
ii. Number of box culverts in project area that will be part of the Work.
iii. Expected date of installation on each box culvert.
iv. Location of each exclusionary barrier installed (station and offset).

c. For any box culvert being demolished, the Contractor shall install exclusionary barriers at both the inlet and outlet openings. For any box culvert being extended, demolished, or maintained, the Contractor shall install exclusionary barriers at the inlet or outlet opening where work will take place.

d. While installed, exclusionary barriers shall be inspected by the Contractor at least twice each week for gaps or other defects that could impair their ability to exclude migratory birds from nesting in a box culvert. If any gaps or defects are identified, they shall be repaired immediately unless active nests are present in the box culvert. The Contractor shall ensure no birds or bats are entrapped within a box culvert while exclusionary barriers are installed on both the inlet and outlet of a box culvert.

4. Reporting Requirements

a. In the instances listed below, the Contractor shall cease work (except for erosion control and traffic control) on the underside of the bridge or box culvert and notify the GDOT Area Manager as well as the GDOT State Environmental Liaison at 404-631-1817. Work shall not recommence until written authorization is received from the GDOT State Environmental Liaison if:
i. migratory birds establish an active nest on a bridge or box culvert,

ii. a migratory bird is harmed or injured,

iii. evidence of a significant bat colony is observed on a bridge or box culvert, such as a high number of bats (approximately 50 or more) or a large accumulation of guano (bat droppings), or

iv. a bat is harmed or injured.

b. If the Work is suspended, the Contractor may submit a request for additional contract time as allowed under Section 108. The Department will review the request and may grant additional contract time as justified by the impact to the Contractor’s schedule. Compensation for loss of productivity, rescheduling of crews, rental of equipment or delays to the Contractor’s schedule will not be considered for payment. Additional contract time will be the only consideration granted to the Contractor.

c. Within 30 calendar days of the completion of the Work and the stopping of time charges, the Contractor shall provide a report regarding exclusionary barriers to the GDOT State Environmental Liaison at birdreport@dot.ga.gov. The following information will be included in the report:

i. Contractor’s name and address.

ii. Name and title of report preparer.

iii. GDOT Project Identification (PI) number.

iv. County(ies) in which the Project is located.

v. Construction start and end dates.

vi. Date GDOT was notified of intent to install barriers per # 107.23G.3.b.

vii. Quantity and location of structures on which exclusionary barriers were installed.

viii. Type of exclusion material used on each structure.

ix. Start and end date of installation of exclusionary barriers on each structure.

x. Start and end date of removal of exclusionary barriers from each structure.

xi. Photographs of each structure before and after installation of exclusionary barriers.

xii. Photographs of each structure after the removal of the exclusionary barriers.

xiii. Description of any incidents of harm or injury to migratory birds during the Work. This should include incidents that were reported as required under 107.23G.4.a.

xiv. Description of any incidents of harm or injury to any bat during the Work. This should include incidents that were reported as required under 107.23G.4.a.

xv. All other information that may be relevant regarding the protection of migratory birds and bats.
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 5-1

EXISTING RIGHT OF WAY AND REQUIRED RIGHT OF WAY
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

DESIGN LIMIT OF ACCESS.................BLA
END LIMIT OF ACCESS.................ELA
LIMIT OF EASEMENT
R/W & LIMIT OF ACCESS

DATE
DEVIATIONS
DATE
DEVIATIONS

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
COUNTY
VIEWPOINT OF WAY MAP

PROJECT NO: 001737
COUNTY: CHATHAM
LAND DISTRICT: 27
AND DISTRICT: 1
DRAWN BY: 001737 08-24-2018
DRAWN BY: 0013727 08-24-2018
Drawing No. 60-0025
Project No. 0013727

CURVE 14
P1 STA: 404+64.18
N= 753885.2086
E= 954646.3409
DELTA= 954837.37° RT
D= 547.46 28.7`
T= 276.00`
L= 841.04`
R= 1200.00`
E= 31.15`
CURVE 14
PI STA: 404+83.01
N= 754108.8015
E= 955478.8145
DELTA= 954837.37° RT
D= 547.46 28.7`
T= 276.00`
L= 841.04`
R= 1200.00`
E= 31.15`
CURVE 9
P1 STA: 405+21.13
N= 754070.7168
E= 955103.8660
DELTA= 954837.37° RT
D= 547.46 28.7`
T= 276.00`
L= 841.04`
R= 1200.00`
E= 31.15`

See Sheets 60-0007
See Sheets 5 & 6

11/16/2018
USER:rrogers
GPLOT-V8
SCREEN_CP_RW PLANS.tbl
\vhb\gbl\proj\Atlanta\63018.00 Chatham_I-16 at SR 307\cad\te\DGN\0013727_60-0025.dgn
GRWPLN

DATE
REVISIONS
DATE
REVISIONS

RIGHT OF WAY MAP
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

20
0
20
40
60
SCALE = FEET

EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

P.O.T. STA 403+00.00
E 954883.8637
N 754048.3705
CURVE 9
PI STA: 405+21.13
N= 754070.7168
E= 955103.8660
DELTA= 954837.37° RT
D= 547.46 28.7`
T= 276.00`
L= 841.04`
R= 1200.00`
E= 31.15`

CURVE 14
P1 STA: 404+64.18
N= 753885.2086
E= 954646.3409
DELTA= 954837.37° RT
D= 547.46 28.7`
T= 276.00`
L= 841.04`
R= 1200.00`
E= 31.15`

E = 17.92'
R = 258.00'
L = 186.98'
T = 97.81'
E = 954659.1628
N = 754025.5469
P.I. STA = 400+82.78
CURVE # 8
CURVE # 14
E = 31.15'
R = 1200.00'
L = 541.04'
T = 275.20'
E = 954645.3409
N = 753893.0946
P.I. STA = 55+94.18
CURVE # 9
CURVE # 14
CONSTRUCTION Limits & MAINTENANCE of SLOPES

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT for CONSTA
& MAINTENANCE of SLOPES
EASEMENT for CONSTRUCTION OF DRIVES

BEGIN LIMIT OF ACCESS..................ELA END LIMIT OF ACCESS.....................ELA LIMIT OF ACCESS RED'D R/W & LIMIT OF ACCESS

SCALE = FEET

DATE
REVISIONS
DATE
REVISIONS

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

PROJECT NO. 00127
COUNTY: CHATHAM
LAND DISTRICT: N/A
LAND LOT NO.: N/A
GMD: N/A

DRAWING No.
PI. No.

GRWPLN 7/3/2017 0027 28 27 0013727 28 27 0013727

PI STA 408+98.01
N: 754108.8015
E: 955419.8149
DEG 4° 59' 53.8" RT
D: 01° 56' 58.4" T: 376.08
L: 751.04
R: 4085.00
E: 17.72'

CURVE #9

E 955921.4830 N 754151.9202
P.O.T. STA 1140+00.00
CURVE # 9

P.O.T. STA 1136+00.00
E 955523.5191 N 754192.2281

DE60047

11/16/2018 USER:rrogers GPLOT-V8 SCREEN_CP_RW PLANS.tbl

\vhb\gbl\proj\Atlanta\63018.00 Chatham_I-16 at SR 307\cad\te\DGN\0013727_60-0027.dgn

\vhb\gbl\proj\Atlanta\63018.00 Chatham_I-16 at SR 307\cad\te\DGN\0013727_60-0027.dgn

P.O.T. STA 1136+00.00
E 955523.5191 N 754192.2281
P.O.T. STA 1140+00.00
E 955921.4830 N 754151.9202

CURVE #9

PI STA 408+98.01
N: 754108.8015
E: 955419.8149
DEG 4° 59' 53.8" RT
D: 01° 56' 58.4" T: 376.08
L: 751.04
R: 4085.00
E: 17.72'

CURVE #9

PI STA 408+98.01
N: 754108.8015
E: 955419.8149
DEG 4° 59' 53.8" RT
D: 01° 56' 58.4" T: 376.08
L: 751.04
R: 4085.00
E: 17.72'

CURVE #9

PI STA 408+98.01
N: 754108.8015
E: 955419.8149
DEG 4° 59' 53.8" RT
D: 01° 56' 58.4" T: 376.08
L: 751.04
R: 4085.00
E: 17.72'

CURVE #9
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 6-1

LEGAL REGULATIONS AND RESPONSIBILITY TO THE PUBLIC

SS 107 Legal Regulations and Responsibility to the Public
Delete Section 107 and Substitute the following:

107.01 Laws to Be Observed
The Contractor shall keep fully informed of all Federal and State laws, all local laws, ordinances, codes, and regulations and all orders and decrees of bodies or tribunals having any jurisdiction or authority, which in any manner affect those engaged or employed on The Work, or which in any way affect the conduct of The Work. The Contractor shall at all times observe and comply with all such laws, ordinances, codes, regulations, orders, decrees, and permits; and shall protect and indemnify the Department and its representatives against any claim or liability arising from or based on the violation of any such law, ordinance, code, regulation, order, decrees, and permits, whether by himself, his employees, subcontractors, or agents.

107.02 Permits and Licenses
The Contractor shall procure all permits and licenses, pay all charges, taxes, and fees, and give all notices necessary and incidental to the due and lawful prosecution of The Work.

107.03 Patented Devices
If the Contractor employs any design, device, material, or process covered by letters of patent or copyright, he shall provide for such use by suitable legal agreement with the patentee or owner. The Contractor and the Surety shall indemnify and save harmless the Department from any and all claims for infringement by reason of the use of any such patented design, device, material, or process, or any trademark or copyright, and shall indemnify the Department for any costs, expenses, and damages which it may be obliged to pay by reason of any infringement, at any time during the prosecution or after the completion of The Work.

107.04 Restoration of Surfaces Opened By Permit
The right to construct or reconstruct any utility service in the highway or street and to grant permits for the same at any time, is expressly reserved by the Department for the proper authorities of the municipality or county in which The Work is done and the Contractor shall not be entitled to any damages either for the digging up of the street or highway, or for any delay occasioned thereby.

Any individual, firm, or corporation wishing to make an opening in the street or highway must secure a permit from the Department. The Contractor shall allow parties bearing such permits, and only those parties, to make openings in the street or highway. When ordered by the Engineer, the Contractor shall make in an acceptable manner all necessary repairs due to such openings and such necessary work will be paid for as Extra Work, or as provided in the Specifications, and will be subject to the same conditions as original work performed.
107.05 Federal-Aid Provisions

When the United States Government pays all or any part of the cost of a project, the Federal laws and the rules and regulations made pursuant to such laws must be observed by the Contractor, and The Work shall be subject to the inspection of the appropriate Federal agency. Such inspection shall in no sense make the Federal Government a party to this Contract and will in no way interfere with the rights of either party hereunder.

107.06 Sanitary Provisions

The Contractor shall provide and maintain in a neat, sanitary condition such accommodations for the use of his employees as may be necessary to comply with the requirements of the State Department of Health and other authorities having jurisdiction, and shall permit no public nuisance.

107.07 Public Convenience and Safety

The Contractor shall at all times so conduct The Work as to assure the least possible obstruction of traffic. The safety and convenience of the general public and the residents along the highway and the protection of persons and property shall be provided for by the Contractor as specified under Subsection 104.05, Subsection 107.09, Section 150, the Project Plans, and Special Provisions.

Traffic whose origin and destination is within the limits of the Project shall be provided ingress and egress at all times unless otherwise specified in the Plans or Special Provisions. The ingress and egress includes entrance and exit via driveways at the various properties, and access to the intersecting roads and streets. The Contractor shall maintain sufficient personnel and equipment on the project at all times, particularly during inclement weather, to ensure that ingress and egress are provided when and where needed.

Two-way traffic shall be maintained at all times unless otherwise specified or approved. The Contractor shall not stop traffic without permission granted by the Engineer.

All equipment used on The Work shall come equipped with factory-installed mufflers, or manufacturer’s recommended equivalent, in good condition. These mufflers shall be maintained in good condition throughout the construction period.

107.08 Railroad-Highway Provisions

All work to be performed by the Contractor on a railroad company’s right-of-way or property shall be done in a manner satisfactory to the chief engineer of the railroad company, or his authorized representative, and shall be performed at such times and in such manner as not to unnecessarily interfere with the movement of trains or traffic upon the track of the railroad company. The Contractor shall use all reasonable care and precaution in order to avoid accidents, damage, or unnecessary delay or interference with the railroad company’s trains or other property, or property of tenants of railroad company.

The Contractor shall notify the railroad company and obtain its approval before commencing work on the railroad company’s right-of-way or property.

The Contractor shall determine what measures are required by the railroad company to protect its operations and right-of-way or property during construction. Such protection may include the use of a flagger or flaggers provided by the railroad company. The Contractor shall be responsible for ensuring that the required protection is provided and shall pay the railroad company directly for any and all such services which may be required to accomplish the construction unless otherwise specified.

Any temporary grade crossings or other means needed during construction by the Contractor for transporting materials of any nature and/or equipment across the railroad tracks will be the responsibility of the Contractor to handle directly with the railroad company and bear all costs incidental to such crossings including flagging services provided by the railroad company.
A “Special Provisions for the Protection of Railroad Interests” may be included in the proposal to stipulate insurance and other requirements of the railroad company.

107.09 Barricades and Danger, Warning, and Detour Signs

The Contractor shall furnish, install, and maintain all necessary and required barricades, signs, and other traffic control devices in accordance with these Specifications, Project Plans, Special Provisions, and the MUTCD, and take all necessary precautions for the protection of the work and safety of the public.

Unless otherwise specified, all traffic control devices furnished by the Contractor shall remain the property of the Contractor.

107.10 Forest Protection

In carrying out work within or adjacent to State or National Forests, or any other forests, parks, or other public or private lands, the Contractor shall obtain necessary permits and comply with all of the regulations of the appropriate authorities having jurisdiction over such forest, park, or lands. The Contractor shall keep the areas in an orderly condition, dispose of all refuse, obtain permits for the construction and maintenance of all construction camps, stores, warehouses, residences, latrines, cesspools, septic tanks, and other structures in accordance with the requirements of the appropriate authority.

The Contractor shall take all reasonable precautions to prevent and suppress forest fires and shall require his employees and subcontractors, both independently and at the request of forest officials, to do all reasonably within their power to prevent and suppress and to assist in preventing and suppressing forest fires; to notify a forest official at the earliest possible moment of the location and extent of any fire seen by them; and to extinguish or aid in extinguishing nearby fires.

107.11 Construction Over or Adjacent to Navigable Waters

A. Navigation to Be Protected

Since navigable waterways are under the jurisdiction of the United States Coast Guard and/or the United States Army Corps of Engineers, all work done in, over, on or adjacent to such waters shall comply with their requirements. Free navigation shall not be impeded, and navigable depths shall be maintained.

The Contractor shall comply with permits issued by the United States Coast Guard and/or the United States Army Corps of Engineers, and the Contractor shall obtain and comply with other permits in accordance with the requirements of Subsection 107.02 Special Provisions for environmental protection may be included in the proposal to stipulate environmental commitments and other requirements.

B. Obstructions to be Removed

When the construction has progressed enough to permit removal, all falsework, piling and other obstructions shall be removed to the satisfaction of the Federal agency having jurisdiction. In all cases such clearing must be done thoroughly before The Work will be accepted by the Department.

107.12 Use of Explosives

When the use of explosives is necessary for the prosecution of The Work, the Contractor shall exercise the utmost care not to endanger life or property, and shall obey all State, Federal and other Governmental regulations applying to transportation, storage, use, and control of such explosives. The Contractor shall be completely responsible for any and all damage resulting from the transportation, storage, use, and control of explosives in the prosecution of The Work by the Contractor, the Contractor’s agents, or employees; and shall hold the Department harmless from all claims of damages resulting in any manner therefrom.

The Contractor shall notify each public utility owner having structures or other installations, above or below ground, near the site of The Work of his intention to use explosives. Such notice shall be given sufficiently in advance to enable the utility owners to take such steps as they may deem necessary to protect their property from injury. Such notice shall not relieve the Contractor of responsibility for all damages resulting from his blasting operations.
All explosives shall be stored securely in compliance with all laws and ordinances, and all such storage places shall be clearly marked DANGEROUS EXPLOSIVES. Explosives and detonators shall be stored in separate storage facilities in separate areas. Where no laws or ordinances apply, locked storage shall be provided satisfactory to the Engineer, never closer than 1,000 ft (300 m) from any travel-road, building, or camping area.

In all cases where the transport, storage, or use of explosives is undertaken, such activities shall be controlled and directed by fully qualified representatives of the Contractor.

Whenever electric detonators are used, all radio transmitters shall be turned off within a radius of 500 ft (150 m). No blasting supplies shall be transported in vehicles with two-way radio unless the transmitter is turned off, or extra shielding precautions are taken. Appropriate signs shall be placed so as to give ample warning to anyone driving a vehicle equipped with two-way radio. Electrical detonators will not be used within 500 ft (150 m) of a railroad.

Submit a blasting plan to the Engineer a minimum of five working days prior to use of explosives that provides details of the proposed blasting plan, including, but not limited to, the type and amount of explosives, the shot sequence, the description of and distance to the closest habitable structure, and other information as requested by the Engineer. Submission of blasting plan does not relieve the contractor of the responsibility for the adequate and safe performance of the blasting.

107.13 Protection and Restoration of Property and Landscape

A. General Provisions

The Contractor shall be responsible for the preservation of all public and private property, crops, fish ponds, trees, monuments, highway signs and markers, fences, grassed and sodded areas, etc. along and adjacent to the highway, and shall use every precaution necessary to prevent damage or injury thereto, unless the removal, alteration, or destruction of such property is provided for under the Contract. The Contractor shall use suitable precaution to prevent damage to all underground structures, whether shown on the Plans or not, and shall protect carefully from disturbance or damage, all land monuments and property marks until the Engineer has witnessed or otherwise referenced their location and shall not move them until directed. The Contractor shall not willfully or maliciously injure or destroy trees or shrubs, and he shall not remove or cut them without proper authority.

The Contractor shall be responsible for all sheet piling, shoring, underpinning, etc., as may be required for the protection of abutting property, nearby buildings, streets, and the like.

The Contractor shall be responsible for all damage or injury to property of any character, during the prosecution of The Work, resulting from any act, omission, neglect, or misconduct in his manner or method of executing The Work, or at any time due to defective work or materials, and said responsibility will not be released until the Project shall have been completed and accepted.

When the Contractor’s excavating operations encounter remains of prehistoric people’s dwelling sites or artifacts of historical or archeological significance, the operations shall be temporarily discontinued. The Engineer will contact archeological authorities and the Office of Environmental Services to determine the disposition thereof. When directed by the Engineer, the Contractor shall excavate the site in such a manner as to preserve the artifacts encountered and shall remove them for delivery to the custody of the proper authorities. Such excavation will be considered and paid for as Extra Work.

When the Contractor’s normal operations are delayed by such stoppage or extra work, an appropriate time extension will be granted.

The Contractor shall plan, coordinate, and prosecute the work so that disruption to personal property and business is held to a practical minimum.

No resident or business shall be denied vehicular access to their property for any length of time other than as determined by the Engineer is absolutely necessary. Where two or more existing driveways are present for a business, only one existing driveway shall be closed at any time. All construction areas abutting lawns and
yards of residential or commercial property shall be restored promptly. Backfilling of each drainage structure or
section of curb and gutter, sidewalk, or driveway shall be accomplished as soon as adequate strength is
obtained. Finishing, dressing, and grassing shall be accomplished immediately thereafter as a continuous
operation within each area being constructed with emphasis placed on completing each individual yard or
business frontage. Care shall be taken to provide positive drainage to avoid ponding or concentration of runoff.

Handwork, including raking and smoothing, shall be required to ensure that roots, sticks, rocks, and other debris
are removed in order to provide a neat and pleasing appearance. Grassing, when in season, shall immediately
follow in order to establish permanent cover at the earliest date. If grassing is not in season, proper erosion
control shall be installed and maintained.

The work described above shall be in addition to that required by Subsection 104.07, “Final Cleaning Up” and
Subsection 105.16, “Final Inspection and Acceptance”.

B. Erosion and Siltation Control

The Contractor shall take all necessary measures throughout the life of the Project to control erosion and silting
of rivers, streams, and impoundments (lakes, reservoirs, etc.). Construction of drainage facilities as well as
performance of other Contract work which will contribute to the control of erosion and siltation shall be carried
out in conjunction with clearing and grubbing, and earthwork operations as stipulated in Section 161.

C. Pollution

The Contractor shall exercise every reasonable precaution throughout the life of the Contract to prevent
pollution of rivers, streams or impoundments. Pollutants such as chemicals, fuels, lubricants, bitumens, raw
sewage and other harmful waste shall not be discharged into or alongside rivers, streams, and impoundments, or
into natural or manmade channels leading thereto. The Contractor shall also comply with the applicable
regulations of other State and Federal departments and to all governmental statues relating to the prevention and
abatement of pollution.

D. Insect Control Regulations

The Plant Pest Control Division of the U.S. Department of Agriculture and the Georgia State Department of
Agriculture restrict the movement of certain items from areas infested with Japanese Beetles or Imported Fire
Ants so as to prevent the spread of these pests to non-infested areas. Where insect infested areas are shown on
the Plans, Contractors will control their operations in such a manner as to comply fully with the requirements of
Section 155.

E. Reclamation of Material Pits and Waste Disposal Areas

Whenever or wherever the Contractor obtains material from a source or wastes material on an area other than
within the Right-of-Way, regardless of the fashion, manner or circumstances for which the source or area is
obtained, it shall be reclaimed in accordance with the requirements of Section 160.

F. Mailboxes

The property owner shall have the responsibility for removing and relocating the mailbox to an area outside
construction limits.

The Engineer will mark a point for the relocation of the box. The stake should be set so that the location of the
box will be convenient to both the mail carrier and the patron, yet not interfering with the proposed work. It
may be necessary for the Engineer to confer with the Post Office serving the area.

The Contractor shall notify each affected owner, in writing, that their mailbox is in conflict with the proposed
construction, that they have ten days to relocate the box and that, after the expiration of the 10 days’ notice, if
the owner has not relocated the box, it shall be removed by the Contractor and laid upon the owner’s property,
clear of the Right-of-Way.

Any cost to the Contractor for removing the mailboxes as stated above shall be included in the price bid for
other items.
G. Failure to Comply

Failure of the Contractor to comply with any of the above provisions or to install erosion prevention items included in the Contract at the time specified, will be evidence of omission and neglect, and the Contractor will be liable for damages as outlined in Subsection 107.13.H below. Furthermore, the Engineer shall withhold payment on all Contract Items until such time as the Contractor complies in full with all of the aforesaid provisions.

H. Payment for Damages

When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect, or misconduct in the execution of the Work, or in consequence of the nonexecution thereof by the Contractor, the Contractor shall restore, at his own expense, such property to a condition similar or equal to that existing before such damage or injury was done, by repairing, rebuilding or otherwise restoring as may be directed, or shall make good such damage or injury in an acceptable manner.

I. Compensation

All costs pertaining to any requirement contained herein shall be included in the overall Bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.

107.14 Load Restrictions

It is hereby agreed between the Department and the Contractor that in the performance of The Work under the Contract, the following load restrictions and stipulations shall be in full force and effect during the life of the Contract:

A. Parties Affected

The load restrictions and stipulations contained herein shall be applicable to the equipment of the Contractor; each agent or subcontractor employed by the Contractor; and each person or persons, firm, partnership, corporation or any combination thereof, hauling materials, supplies or equipment to or on the Project, by or for the Contractor.

B. Within Project Limits

No hauling equipment which is loaded beyond those limits provided by State Law shall be permitted on any portion of the new or existing pavement structure except that such loads will be permitted on nonstabilized bases and subbases prior to placing roadway paving subject to the provisions of Subsection 107.17.

Axle loads and gross weight limits will be evaluated in accordance with current Georgia Law.

All damage caused by any equipment to any permanent installation or portion of The Work shall be promptly repaired by the Contractor at his expense. When it becomes necessary to cross existing pavement with excessive loads, the Contractor shall provide and remove, at his own expense, proper cushioning by means of earth blanket or otherwise as directed.

C. Outside Project Limits

All equipment users included in Subsection 107.14.A, above, operating equipment on roads outside the Project limits shall be governed by the following regulations:

1. No vehicle shall carry any load in excess of that specified by Georgia Law.

2. On County System roads the maximum total gross weight shall not exceed 56,000 lbs. (25,400 kg) unless a vehicle is making a pickup or delivery on such roads.

3. For a specific individual trip the above weight limitations may be exceeded provided a special permit is obtained from the Department for each such movement. A special permit will not relieve the Contractor of liability for damage that may result from such a movement. Refer to O.C.G.A §32-6-26 Weight of Vehicle and Load, SB54 (2011) for compliance with weight limitations and exceptions.
4. Authorized personnel of the Department of Public Safety shall be permitted to weigh each truck hauling material to the Project whenever the Department so desires. The owner of each truck shall instruct his operators to cooperate with and assist the truck weighers in every way possible.

5. A Certified Public Weigher operating under the provisions of Standard Operating Procedure 15 shall not dispatch any vehicle loaded with material to be incorporated into the Project when the gross vehicle weight exceeds the limit established by law.

6. Ready Mix Concrete trucks shall comply with load restrictions as specified in Laboratory Standard Operating Procedure 10, “Quality Assurance for Ready-Mixed Concrete Plants in Georgia.”

D. Responsibilities

It will be the responsibility of the Contractor to advise his personnel, and all equipment users included in Subsection 107.14.A, as to the load restrictions and stipulations contained herein.

E. Excess Loads and Violations

If multiple violations assignable to a given Certified Public Weigher are occurring, that Certified Public Weigher may be suspended from weighing materials dispatched to Department of Transportation projects.

107.15 Responsibility for Damage Claims

The Contractor shall indemnify and save harmless the Department, its officers and employees, from all suits, actions, or claims of any character brought because of any injuries or damage received or sustained by any person, persons, or property on account of the operations of the said Contractor; or on account of or in consequence of any neglect in safe-guarding The Work; or through use of unacceptable materials in constructing The Work; or because of any act of omission, neglect or misconduct of said Contractor; or because of any claims or amounts recovered from any infringements of patent, trademark, or copyright; or from any claims or amounts arising or recovered under the Workmen’s Compensation Act, or any other law, ordinance, order, or decree; and so much of the money due the said Contractor under and by virtue of his Contract as may be considered necessary by the Department for such purpose may be withheld for the use of the State; or, in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Department; except that money due the Contractor will not be withheld when the Contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

107.16 Opening Sections of Project to Traffic

Whenever any bridge or section of roadway is in acceptable condition for travel, the Engineer may direct that it be opened to traffic, whether or not the opening was originally provided for, and such opening shall not be held to be in any way an acceptance of the bridge or roadway, or any part thereof, or as a waiver of any of the provisions of the Contract. Necessary repairs or renewals made on any section of the roadway or bridge thus opened to traffic under instructions from the Engineer, due to defective material or work, or to any cause other than ordinary wear and tear, pending completion and acceptance of the roadway, bridge, or other work, shall be done by the Contractor, without additional compensation. Also, the Contractor shall not receive additional compensation for completing the Work except as specified in Subsection 104.03.

If the Contractor is dilatory in completing shoulders, drainage structures, or other features of work, the Engineer may so notify him in writing and establish therein a reasonable period of time in which the Work should be completed. If the Contractor is dilatory, or fails to make a reasonable effort toward completion in this period of time, the Engineer may then order all or a portion of the Project opened to traffic. On such sections which are so ordered to be opened, the Contractor shall conduct the remainder of his construction operations so as to cause the least obstruction to traffic and shall not receive any added compensation due to the added cost of the Work by reason of opening such section to traffic.
On any section opened to traffic under any of the above conditions, whether stated in the Special Provisions or opened by necessity of Contractor’s operations, or unforeseen necessity, any damage to the highway not attributable to traffic which might occur on such section (except slides) shall be repaired by the Contractor at his expense. The removal of slides shall be done by the Contractor on a basis agreed to prior to the removal of such slides.

107.17 Contractor’s Responsibility for the Work
From the first day the Contractor begins work, or from the date Contract Time commences, whichever occurs first, until written final acceptance of the project by the Engineer, the Contractor shall have the charge and care thereof and shall take every precaution against injury or damage to any part thereof by the action of the elements or from any other cause, whether arising from the execution or from the non-execution of The Work. The Contractor shall rebuild, repair, restore, and make good all injuries or damages to any portion of The Work occasioned by any of the above causes before final acceptance and shall bear the expense thereof except that the Department may, in its discretion, reimburse the Contractor for the repair of damage to The Work due to unforeseeable causes beyond the control of and without the fault or negligence of the Contractor, including but not restricted to acts of God, of the public enemy or of governmental authorities. The Contractor’s responsibility for damages and injuries is defined in Subsection 104.05.A.

In case of suspension of work from any cause whatsoever, the Contractor shall be responsible for the Project and shall take such precautions as may be necessary to prevent damage to the Project, provide for normal drainage and shall erect any necessary temporary structures, signs, or other facilities at his expense.

107.18 Acquisition of Right-of-Way
Rights of Way for the project will be obtained by the Department, in coordination with local governments and others. However, the Contractor’s access to the portions of the right-of-way may be restricted. Where such restrictions are known in advance to the Department they will be listed in the bid proposal. Delays to the progress of the Work may be encountered because of restricted access to portions of the right-of-way. When such delays occur, whether caused by restrictions listed in the bid proposal or restrictions that develop after the Contract is signed, the parties agree in executing the Contract that such delays do not constitute breach of the Contract. Delays in availability of right-of-way beyond those listed in the bid proposal, or that develop after the Contract has been signed, that impact the controlling Item or Items of the Work will not be charged against the Contract Time. Additional compensation for such delays shall not be paid, except as provided in Subsection 105.13, “Claims for Adjustments and Disputes,” or Subsection 109.09, “Termination Clause.” In the event the Department is unable to acquire right-of-way needed for the project, resulting in delay to or termination of the project, such situation will also be controlled by this Section, and will not constitute a breach of the Contract by the Department.

107.19 Personal Liability of Public Officials
In carrying out any of the provisions of the Contract or in exercising any power or authority granted to the Board, Commissioner, Chief Engineer, their agents and employees, by the Contract, there shall be no liability, either personally or as officials or representatives of the Department, it being understood that in all such matters they act solely as agents and representatives of the Department.

107.20 No Waiver of Legal Rights
Upon completion of The Work, the Department will expeditiously make final inspection and notify the Contractor of acceptance. Such final acceptance, however, shall not preclude or estop the Department from correcting any measurement, estimate, or certificate made before or after completion of The Work, nor shall the Department be precluded or estopped from recovering from the Contractor or his Surety, or both, such over-payment as it may sustain, or by failure on the part of the Contractor to fulfill his obligations under the Contract. A waiver on the part of the Department of any breach of any part of the Contract shall not be held to be a waiver of any other or subsequent breach.

The Contractor, without prejudice to the terms of the Contract, shall be liable to the Department for latent defects, fraud, or such gross mistakes as may amount to fraud, or as regards the Department’s rights under any warranty or guaranty.
107.21 General Description

The Contractor shall designate, prior to beginning any work, a Worksite Utility Coordination Supervisor (WUCS) who shall be responsible for initiating and conducting utility coordination meetings and accurately recording and reporting the progress of utility relocations and adjustment work. Also, the WUCS shall prepare an Emergency Response Plan for the purpose of planning, training, and communicating among the agencies responding to the emergency. The WUCS shall be the primary point of contact between all of the Utility companies, the Contractor and the Department. The WUCS shall recommend the rate of reoccurrence for utility coordination meetings and the Engineer will have the final decision on the regularity for utility coordination meetings. In no case will utility coordination meetings occur less than monthly until controlling items of utility relocations and adjustment milestones are completed. The WUCS shall contact each of the utility companies for the purpose of obtaining information including, but not limited to, a Utility Adjustment Schedule for the controlling items of utility relocations and adjustments. The WUCS shall notify the appropriate utility company and/or utility subcontractors and the Department of the status of controlling items of relocations and adjustment milestones as they are completed. The WUCS shall furnish the Engineer, for approval, a Progress Schedule Chart, immediately following the receipt of the Notice to Proceed unless otherwise specified, which includes the utility companies controlling items of work and other information in accordance with Section 108.03 or elsewhere in the Contract documents.

A. Qualifications

The WUCS shall be an employee of the Prime Contractor, shall have at least one year experience directly related to highway and utility construction in a supervisory capacity and have a complete understanding of the Georgia Utilities Protection Center operations, and shall be knowledgeable of the High-voltage Safety Act and shall be trained on the Georgia Utility Facility Protection Act (GUFPA). The Department does not provide any training on GUFPA but will maintain a list of the Georgia Public Service Commission certified training programs developed by other agencies. Currently the following companies offer approved GUFPA training programs:

- Associated Damage Consultants
  Phone: 706.234.8218 or 706.853.1362
- Georgia Utility Contractors Association
  Phone: 404.362.9995
- Georgia Utilities Protection Center
  Phone: 678.291.0631 or 404.375.6209
- H B Training & Consulting
  Phone: 706.619.1669 or 877.442.4282 (Toll Free)

The Prime Contractor is responsible for obtaining the GUFPA training for their employees. Questions concerning the Georgia Public Service Commission GUFPA training program should be directed to:

- Georgia Public Service Commission
  244 Washington St. SW
  Atlanta, GA 30334-5701
B. Ticket Status
During the utility coordination meetings the WUCS shall collect and maintain the Ticket Status information to determine the status of all locate requests within the project limits. This information will be used to assure those planning to use mechanized equipment to excavate or work within the project limits are prepared to begin work when they have reported or estimated beginning work. At points where the Contractor’s or utility company’s operations are adjacent to or conflict with overhead or underground utility facilities, or are adjacent to other property, damage to which might result in considerable expense, loss, or inconvenience, work shall not commence until all arrangements necessary for the protection thereof have been made.

C. Notice
The names of known utility companies and the location of known utility facilities will be shown on the Plans, or listed in the Subsurface Utility Engineering Investigation if performed or in the Special Provisions; and the WUCS shall give 24-hour notice to such utility companies before commencing work adjacent to said utility facilities which may result in damage thereto. The WUCS shall further notify utility companies of any changes in the Contractor’s work schedules affecting required action by the utility company to protect or adjust their facilities. Notice to the utility companies by the Department of the Award of Contract, under Subsection 105.06, shall not be deemed to satisfy the notice required by this paragraph. Furthermore, this 24-hour notice shall not satisfy or fulfill the requirements of the Contractor as stated in Chapter 9 of Title 25 of the Official Code of Georgia Annotated, known as the “Georgia Utility Facility Protection Act”.

D. Agenda
The WUCS shall cooperate with the companies of any underground or overhead utility facilities in their removal and relocations or adjustment work in order that these operations may progress in a reasonable manner, that duplication of their removal and relocations or adjustment work may be reduced to a minimum, and services rendered by those parties will not be unnecessarily interrupted. To promote this effort the WUCS shall prepare an agenda for the utility coordination meetings and circulate same in advance of the meeting to encourage input and participation from all of the utility companies. The agenda will be prepared by an examination of the project site and may include photographs of potential/actual utility conflicts.

E. Emergency Response Plan
The WUCS shall prepare an Emergency Utility Response Plan (EURP) within 30 days following the receipt of the Notice to Proceed. The EURP shall indicate the project location (which includes street address and or major intersections / major highway route, if possible with a landmark) that would be reported in case of an emergency, WUCS, Emergency Utility Coordinator (EUC), utility company name, utility company emergency contact information to include but not limited to emergency phone number, response time for emergency, working condition of devices needed to facilitate prompt shut off, and primary point of contact name and phone number for the project.
Emergency Utility Coordinator (EUC) shall be an employee of the Prime Contractor and shall notify the appropriate utility company and/or utility subcontractors in case of an emergency. EURP must include the contact details of the EUC, if WUCS is not the primary emergency utility coordinator for this project.

The plan will also include a means of reporting emergencies and the Utility Emergency Response Information for each company. The WUCS/EUC shall post the EURP in an area readily accessible to the Department and project personnel. Also, WUCS shall distribute the copies of EURP by e-mail and hard copy to GA DOT Area Engineer, GA DOT Construction Project Engineer, Contractor’s project manager, superintendent, and all approved subcontractors whose work can be in conflict with utilities facilities, personnel of the each facility/owner/operator who has facilities within the project limits and keep a copy in close proximity to active construction.

In the event of interruption to gas, water or other utility services as a result of accidental breakage or as a result of being exposed or unsupported, the WUCS/EUC shall promptly notify the appropriate emergency officials, the Georgia Utilities Protection Center and the appropriate utility facility company or operator, if known. Until such time as the damage has been repaired, no person shall engage in excavating or blasting activities that may cause further damage to the utility facility.

In order to keep up with the latest / most updated EURP contact information (name and phone numbers); WUCS shall include an item in the agenda of Utility Coordination meeting about the updates / changes in the EURP plan.

The Emergency Utility Response Plan and Emergency Utility Response Information template can be found at the State of Georgia, Office of Utilities Webpage.

**F. Submission**

Provisions for reporting all utility coordination meetings, the progress of utility relocation and adjustment work milestones and ticket status information will be reported on a form developed by the WUCS and will be distributed by the WUCS to all of the utility companies as milestones are met and shall be included as part of the project records. These reports shall be delivered to the Engineer for review, on a monthly basis. The WUCS shall immediately report to the Engineer any delay between the utility relocation and adjustment work, the existing Utility Adjustment Schedule, or the proposed Utility Adjustment Schedule so that these differences can be reconciled.

**G. Delays**

Delays and interruptions to the controlling Item or Items of The Work caused by the adjustment or repair of water, gas, or other utility appurtenances and property may be considered for an extension of Contract Time as provided in Subsection 108.07.E unless such delays are due to the negligence of the Contractor.
H. Facilities Supported on Bridges
If the utility facilities are to be supported on bridges, the following provisions shall apply:
1. The Plans will show the location of the facility and the auxiliary items necessary to support the facility.
2. The Contractor constructing the bridge shall install anchor bolts, thimbles, inserts, or other auxiliary items attached to the bridge as a part of the support for the utility facility. The Utility Company shall furnish these auxiliary items, unless the Contract indicates these items are to be furnished by the Contractor as a part of the bridge construction.
3. The Utility or its subcontractor constructing the utility facility shall install hanger rods, pipe rollers, and other attachments necessary for the support of the utility facility as indicated on the Plans. The Utility Company shall furnish these attachments at no cost to the Department or the prime contractor unless otherwise specified. This work shall also include:
   a. Caulking the openings around the utility where it passes through endwalls to prevent the passage of undesirable materials.
   b. Painting the exposed portions of utility supports unless such supports are corrosion resistant. Painting shall be done in accordance with the applicable portions of Section 535, unless otherwise specified.
4. The sequence of bridge construction work may be set forth in the Plans and/or the Special Provisions and will show at what stage of the Work a utility company will be allowed to make the utility installation. Further, all or any portion of The Work under Subsection 107.21.H.3 may be included in the bridge Contract by the Plans and/or the Special Provisions.
5. Any damage to the bridge structure caused by the utility installation shall be repaired to the satisfaction of the Engineer at the expense of the Utility or its subcontractor installing the utility facility.

I. Clearances
The Plans provide for at least minimum clearance of utilities as required by the National Electrical Safety Code, U.S. Department of Commerce, and National Bureau of Standards. Any additional clearance the Contractor may desire or require in performing The Work shall be arranged by the Contractor with the utility company. The Department will pay no extra compensation for such additional clearances.

J. Utility Relocation Progress Schedule
The purpose of the Utility Adjustment Schedule is to provide the Contractor with the pertinent information, including any utility staging required, dependent activities, or joint-use coordination that is required for the creation of a feasible progress schedule. A suitable Utility Adjustment Schedule form is available from the Department for the WUCS to circulate to utility companies for any proposed project construction staging or should a utility company not duly file a Utility Adjustment Schedule to the Department during the preconstruction phase of the project. The WUCS shall submit a Utility Relocation Progress Schedule showing together the Progress Schedule Chart referenced in Section 108.03 and the proposed Utility Adjustment Schedules from all utility companies to the Engineer for review and approval. Copies of existing Utility Adjustment Schedules with utility companies having facilities on this project will be made available at the Georgia Department of Transportation, Office of Construction Bidding.
Administration, located at One Georgia Center, 600 West Peachtree Street, NW, Atlanta, GA 30308, for examination by the Contractor. The Utility Adjustment Schedules are available online at: http://www.dot.ga.gov/doingbusiness/contractors/Pages/default.aspx

K. Compensation
There will be no separate measurement or payment for this Work. The cost associated with this Work shall be included in the overall Bid submitted.

107.22 Hazardous and/or Toxic Waste
When the Contractor’s operations encounter or expose any abnormal condition which may indicate the presence of a hazardous and/or toxic waste, such operations shall be discontinued in the vicinity of the abnormal condition and the Engineer shall be notified immediately. The presence of barrels, discolored earth, metal, wood, or visible fumes, abnormal odors, excessively hot earth, smoke, or anything else which appears abnormal may be indicators of hazardous and/or toxic wastes and shall be treated with extraordinary caution as they are evidence of abnormal conditions.

The Contractor’s operations shall not resume until so directed by the Engineer.

Disposition of the hazardous and/or toxic waste will be made in accordance with the requirements and regulations of the Department of Human Resources and the Department of Natural Resources. Where the Contractor performs work necessary to dispose of hazardous and/or toxic waste, payment will be made at the unit prices for pay items included in the contract which are applicable to such work or, where the contract does not include such pay items, payment will be as provided in Subsection 109.05, “Extra Work.”

107.23 Environmental Considerations

A. Construction

Erosion control measures shall be installed, to the greatest practical extent, prior to clearing and grubbing. Particular care shall be exercised along stream buffers, wetlands, open waters and other sensitive areas to ensure that these areas are not adversely affected.

Construction equipment shall not cross streams, rivers, or other waterways except at temporary stream crossing structures shown on the plans or as allowed by permit.

Construction activities within wetland areas are prohibited except for those within the construction limits as shown on the Plans and as specified in Subsection 107.23.E.

All sediment control devices (except sediment basins) installed on a project shall, as a minimum, be cleaned of sediment when one half the capacity, by height, depth or volume, has been reached. Sediment basins shall be cleaned of sediment when one-third the capacity by volume has been reached.

B. Bridge Construction Over Waterways

Construction waste or debris, from bridge construction or demolition, shall be prevented from being allowed to fall or be placed into wetlands, streams, rivers or lakes.

Excavation, dewatering, and cleaning of cofferdams shall be performed in such a manner as to prevent siltation. Pumping from cofferdams to a settling basin or a containment unit will be required if deemed necessary by the Engineer.
Operations required within rivers or streams, i.e. jetting or spudding, shall be performed within silt containment areas, cofferdams, silt fence, sediment barriers or other devices to minimize migration of silt off the project.

C. Environmental Clearance of Local Material or Disposal Sites

Specific written environmental approval from the Engineer will be required for any local material or disposal sites not included in the Plans. No work shall be started at any potential local material or waste site not shown on the plans prior to receiving said environmental approval from the Engineer. Local material sites are defined as borrow pits, common borrow, base, embankment, sand clay base, topsoil base, soil cement base, granular embankment, asphalt sand, maintenance pits, or stockpiled borrow sources. Disposals sites, as defined in Standard Specification 201.3.05.E.3, may be defined as excess material, common fill, or inert waste.

The Contractor may obtain environmental approval on a site with one of two methods: 1) GDOT provided environmental surveys or 2) environmental surveys obtained by the Contractor at no cost to the Department. The Contractor must choose one method for review and approvals, which will apply to all sites required for a given project, and submit an Environmental Review Notification indicating their chosen method.

1. If the Contractor chooses to obtain their own environmental surveys, they shall be conducted by a consultant(s) prequalified to work with the Department in the following area classes: 1.06(b) – History; 1.06(e) – Ecology; and 1.06(f) – Archaeology. Background research and field methods shall be conducted in accordance with the Office of Environmental Services Environmental Procedures Manual, with documentation in an Environmental Survey Results Memorandum (template available from the Office of Environmental Services).

2. If the Contractor requests that GDOT conduct required environmental surveys, an Environmental Survey Request shall be submitted for each site (template available from the Office of Environmental Services).

Upon receipt of an Environmental Survey Request, the Office of Environmental Services shall provide environmental approval or denial within thirty (30) business days. Upon receipt of an Environmental Survey Results Memorandum, the Office of Environmental Services shall provide environmental approval or denial within ten (10) business days. The Department will not accept requests for review of sites before a Notice to Proceed is issued. Incomplete Survey Requests, surveys that are not conducted by a GDOT prequalified consultant, or surveys that do not meet the required level of field effort or documentation, will be denied by GDOT OES and may require resubmittal.

The Engineer will inform the Contractor in writing as to the approval or denial of environmental clearance. Approvals may be provided upon condition that an Environmentally Sensitive Area (ESA) be designated within or adjacent to the site prior to use. All ESA stipulations shall be adhered to in accordance with Standard Specification 107.23.F. If a site is denied, the Contractor may, at no expense to the Department, seek to obtain permits or pursue other remedies that might otherwise render the site(s) acceptable, if available. Any and all changes to proposed sites or their associated haul roads that are not included within the original Environmental Survey Request or Environmental Survey Results Memorandum, including expansion, utilization for purposes other than those indicated in the original submittal, etc. must be submitted for further environmental review and approval prior to use.

Sites included in the Plans have environmental clearance and shall be used only for the purpose(s) specified in the Plans or other contract documents. Should the Contractor wish to expand or utilize said sites for any purpose other than that provided for in the Plans or other contract documents, specific written environmental clearance as noted above shall be obtained.
D. Control of Pollutants

Pollutants or potentially hazardous materials, such as fuels, lubricants, lead paint, chemicals or batteries, shall be transported, stored, and used in a manner to prevent leakage or spillage into the environment. The Contractor shall also be responsible for proper and legal disposal of all such materials.

Equipment, especially concrete or asphalt trucks, shall not be washed or cleaned-out on the Project except in areas where unused product contaminants can be prevented from entering waterways.

E. Temporary Work in Wetlands Outside of the Construction Limits within the Right-of-Way and Easement Areas

Temporary work in wetlands (that are not delineated with orange barrier fence) will be subject to the following requirements:

1. Temporary work in wetlands shall be accomplished by using temporary structures, timber, concrete, soil with geotextile fabric, or other suitable matting. The area shall not be grubbed.
2. Soil matting shall be protected from erosion in accordance with the Specifications.
3. Whenever temporary work is required in Saltwater Marsh Wetlands, all temporary structures and/or matting shall be removed in their entirety prior to Final Acceptance of the Project. Matted and compressed soils shall be backfilled to their original ground elevation with material meeting the requirements of Section 212 – Granular Embankment.
4. Whenever temporary work is required in Freshwater Wetlands, all temporary structures and/or matting (exclusive of soil matting to be retained in the final roadway section) shall be removed in their entirety prior to Final Acceptance of the Project. Once the temporary materials have been removed, the area shall be covered by Excelsior or Straw blankets according to Section 713 of the Specifications. The grassing and ground preparation referenced in Subsection 713.3.03, “Preparation”, will not be applicable to this Work.
5. The Engineer shall be notified so that a field inspection may be conducted to certify that the temporary materials were properly removed and that the area was properly restored. The Contractor shall be responsible for any corrective action required to complete this Work.
6. There will be no separate measurement or payment for this Work. The cost associated with this work shall be included in the overall Bid submitted.

F. Environmentally Sensitive Areas

Some archaeological sites, historic sites, wetlands, streams, stream and pond buffers, open waters and protected animal and plant species habitat within the existing/required Right-of-Way and easement areas may be designated as ENVIRONMENTALLY SENSITIVE AREAS (ESAs). These areas are shown on the applicable Plan sheets and labeled “ESA”
(e.g. ESA – Historical Boundary, ESA – Wetland Boundary). The Department may require that some ESAs or portions thereof be delineated with orange barrier fence. The Contractor shall install, maintain, and replace as necessary orange barrier fence at ESAs as delineated in the Plan sheets.

The Contractor shall not enter, disturb, or perform any construction related activities, other than those shown on the approved plan sheets within areas designated as ESAs including ESAs or portions thereof not delineated with orange barrier fence. This includes but is not limited to the following construction activities: clearing and grubbing; borrowing; wasting; grading; filling; staging/stockpiling; vehicular use and parking; sediment basin placement; trailer placement; and equipment cleaning and storage. Also, all archaeological sites, historic sites, wetlands, streams, stream and pond buffers, open waters, and protected animal and plant species habitat that extend beyond the limits of existing/required Right-of-Way and easement areas shall be considered ESAs and the Contractor shall not perform any construction related activities (such as those listed above) within these areas or make agreements with property owners to occupy these areas for construction related activities (such as those listed above). The Contractor shall make all construction employees aware of the location(s) of each ESA and the requirement to not enter or otherwise disturb these areas.

If the Contractor is found to have entered an ESA, either within or outside the project area, for any purpose not specifically shown on the approved plan sheets, the Department may, at its discretion, issue a stop work order for all activities on the project except erosion control and traffic control until such time as all equipment and other items are removed and the ESA is restored to its original condition.

However, should damage to an ESA occur as a result of the Contractor’s action in violation of this section, and notwithstanding any subsequent correction by the Contractor, the Contractor shall be liable for any cost arising from such action, including but not limited to, the cost of repair, remediation of any fines, or mitigation fees assessed against the Department by another government entity.

G. Protection of Migratory Birds and Bats

The following conditions are intended as a minimum to protect migratory birds and bats during construction activities.

1. Project personnel shall be advised about the potential presence and appearance of federally protected migratory birds, including the barn swallow (Hirundo rustica), cliff swallow (Petrochelidon pyrrhonota), and eastern phoebe (Sayornis phoebe), and that there are civil and criminal penalties for harassing, harming, pursuing, hunting, shooting, wounding, killing, capturing, or collecting these species in violation of the Migratory Bird Treaty Act of 1918. The law protects adults, fledglings, nestlings, eggs, and active nests. All bats are protected under Georgia state law (Official Code of Georgia § 27-1-28), with some species protected under the federal Endangered Species Act of 1973. Pictures and habitat information shall be posted in a conspicuous location.
in the Project field office until such time that construction has been completed and time charges have stopped.

2. The demolition of existing bridge and culvert, the extension of existing culvert, and bridge maintenance activities on the underside of the bridge deck shall take place outside of the breeding and nesting season of phoebes, swallows and other migratory birds, which begins April 1 and extends through August 31, unless exclusionary barriers are put in place to prevent birds from nesting. For bridges, exclusionary barriers may be made of plastic, canvas or other materials proposed by the Contractor and approved by the State Environmental Administrator prior to installation. For box culverts, exclusionary barriers may be overlapping strips of flexible plastic (also called “PVC Strip Doors” or “Strip Curtains”) or an alternate material proposed by the Contractor and approved by the State Environmental Administrator prior to installation. Exclusionary barriers must be installed on the bridge(s) and/or box culvert(s) prior to March 1 or after August 31, but in no time in between this period. Exclusionary barriers are not a guaranteed method of preventing migratory birds from nesting beneath bridges and work schedules shall take into account the possibility that barriers will not be successful. If exclusionary barriers are to be used, these steps shall be followed:

a. The Project ecologist shall be notified by phone (404) 631-1100 of the decision to install exclusionary barriers and the date of the proposed installation prior to the installation of any exclusionary devices.

b. The structure(s) shall be checked for nests prior to the placement of exclusionary barriers. If nests are present, they shall be inspected to ensure that eggs or birds are not present. If the nests are found to be occupied, construction activities associated with the bridge shall be postponed until after August 31 when the breeding season is complete.

c. For any box culvert(s) being replaced, exclusionary barriers shall be installed on both the inlet and outlet openings. For any box culvert(s) being extended, exclusionary barriers shall be placed on the opening(s) (inlet and/or outlet) where work is taking place. For bridge(s) being removed, barriers shall be installed along the full length of the bridge(s). In all cases, barriers shall be installed prior to March 1 and left in place until August 31 or until the culvert removal, culvert extension, or bridge demolition is complete. If the exclusionary barriers fail to prevent nesting (i.e., birds are able to bypass barriers and build nests), construction activities associated with the bridge shall be postponed until after August 31.

d. During construction activities, exclusionary barriers shall be inspected daily for holes or other defects that impair its ability to exclude migratory birds from nesting beneath the bridge. Any holes or defects shall be repaired immediately.

e. Entanglement and/or entrapment of barn swallows, cliff swallows, and eastern phoebes in exclusionary netting constitutes harm to migratory birds. Any
entanglement and/or entrapment of migratory birds shall be reported immediately to the Project Engineer, who in turn will notify the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101.

3. Migratory birds may nest in other structures or natural features that will be impacted by construction activities. If active nests containing eggs are encountered within the footprint of construction activities, the finding shall be reported immediately to the Project Engineer, who in turn shall notify the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101. All activity within 50 feet of active nests shall cease pending consultation by the Department with the U. S. Fish and Wildlife Service and the lead Federal Agency.

4. When working on bridges and culverts, sightings of bat species shall be reported immediately to the Project Engineer who in turn will notify the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101. All construction activity on the structure shall cease pending consultation by the Department with the U. S. Fish and Wildlife Service and/or the Georgia Department of Natural Resources and/or the lead Federal Agency. The Department will inform the Contractor of any changes to the project.

5. In the event any incident occurs that causes harm or injury to migratory birds during construction activities, the incident shall be reported immediately to the Project Engineer who in turn shall notify the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101. All activity shall cease pending consultation by the Department with the U. S. Fish and Wildlife Service and the lead Federal Agency.

6. Within 30 days of the completion of construction and the stopping of time charges, a report shall be provided to the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services, 600 West Peachtree Street NW, Atlanta, Georgia 30308. GDOT in turn will provide copies of the report to the U. S. Fish and Wildlife Service, the Georgia Department of Natural Resources Wildlife Resources Division, and the lead Federal Agency. The following information will be included in the report:

a. Contractor name and address.

b. Name and title of report preparer.

c. GDOT Project Identification (PI) number.

d. County(s) in which project is located.

e. Project description.

f. Construction start and end dates.
g. Date GDOT was notified of intent to install barrier(s) per # 107.23G.2.a.

h. Number and type(s) of structures on which exclusion barriers were installed.

i. Type(s) of exclusion material used on each structure.

j. Start and end date(s) of installation of exclusionary barrier on each structure.

k. Start and end date(s) of removal of exclusionary barrier from each structure.

l. Photographs of each structure before and after exclusionary barrier installation.

m. Statement regarding whether the exclusionary barrier was effective in deterring bird use of the structure during construction.

n. Description of any incidents causing harm or injury to migratory birds during construction. This should include incidents that were reported as required under 107.23G.5.

o. Description of any sightings of bat species when working on bridges and culverts. This should include incidents that were reported as required under 107.23G.4.

7. All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.

107.24 Closing of Roadways without On-Site Detours

When existing roadways are to be closed to through traffic and on-site detours are not provided, the Contractor shall submit a written notice to the Engineer for approval 14 days prior to the closure of the existing roadways.

After receiving approval from the Engineer for the closure, the Contractor shall install signs at each closure site, in accordance with the MUTCD, to inform the traveling public of the proposed closure, including the date of closure. The sign shall be placed 5 days prior to the closure, at the direction of the Engineer.

Prior to the closure, the Area Engineer will inform local government officials and agencies, local news media, and the DOT Public Information Office of the proposed closure of the roadways.

107.25 Disruption to Residential and Commercial Property

The Contractor shall plan, coordinate, and prosecute the work such that disruption to personal property and business is held to a practical minimum.

All construction areas abutting lawns and yards of residential or commercial property shall be restored promptly. Backfilling of each drainage structure or section of curb and gutter, sidewalk, or driveway shall be accomplished as soon as adequate strength is obtained. Finishing, dressing and grassing shall be accomplished immediately thereafter as a continuous operation within each area being constructed with emphasis placed on completing each individual yard or business frontage. Care shall be taken to provide positive drainage to avoid ponding or concentration of runoff.

Handwork, including raking and smoothing, shall be required to ensure that roots, sticks, rocks, and other debris is removed in order to provide a neat and pleasing appearance. Grassing, when in season, shall immediately follow in order to establish permanent cover at the earliest date. If grassing is not in season, proper erosion control shall be installed and maintained.
The work described herein shall be in addition to that required by Subsection 104.07 “Final Cleaning Up” and Subsection 105.16 “Final Inspection and Acceptance.”
Attachment 6-2

UTILITY FACILITY RELOCATION ACCEPTANCE FORM TEMPLATE
Utility Facility Relocation Acceptance Form

Project PI Number: 0013727
Project Number:
County(ies): Chatham
Project Description:
Utility Owner Name:

Type of Utility Facilities Installed by Contractor:

Type of Relocation Work Described Herein (Circle One): Initial Relocation or Revised

Relocation Station Limits:

General Description of Utility Facilities Installed by Contractor:

Utility Work Completion Date:

This Utility Facility Relocation Acceptance Form shall be completed by the Contractor’s Worksite Utility Coordination Supervisor (WUCS). It shall also be signed by an authorized representative of the Utility Owner and by the GDOT Project Manager upon completion and acceptance of the work described herein. Execution of this Utility Facility Relocation Acceptance Form by the parties below provides acknowledgement that the work described above, has been visually inspected and accepted by the Utility Owner as to having been constructed in accordance with the Utility Owner approved relocation design plans and their current specifications and the requirements of the Memorandum of Understanding (MOU) as executed by the Utility Owner. Further, the Contractor’s WUCS shall provide the Utility Owner with a complete set of “As-Built Plans” for review and approval reflecting the relocation work performed by the Contractor as outlined in the Contract Specifications. Upon completion of this form and the exchange of the final Utility Owner approved “As-Built Plans”, all parties agree the Utility Owner will operate and maintain the installed facilities covered by this document going forward based on the date of execution by the GDOT Project Manager (PM). However, any items inadvertently overlooked and as identified in a subsequent utility punch list shall still be the responsibility of the Contractor to correct and provide up to date “As-Built Plans” to the Utility Owner.

Acceptance of this form by the Department does not confer legitimacy and accuracy or in any way transfers liability for errors or omissions made by the preparer.
Contractor’s WUCS:
  Printed Name: ________________________________ Date: __________
  __________
  Signature: ________________________________ Title: __________
  __________

Utility Owner Representative:
  Printed Name: ________________________________ Date: __________
  __________
  Signature: ________________________________ Title: __________
  __________

GDOT Project Manager:
  Printed Name: ________________________________ Date: __________
  __________
  Signature: ________________________________ Title: __________
  __________
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 6-3

UTILITY MEMORANDUMS OF UNDERSTANDING

BellSouth Telecommunications, LLC
Atlanta Gas Light
City of Savannah
Comcast
Georgia Power Distribution
Georgia Power Transmission
Hargray
Uniti Fiber
Georgia DOT Project: Reconstruct the Dean Forest Road Interchange over I-16
GDOT P.I. # 0013727

DESIGN-BUILD
MEMORANDUM OF UNDERSTANDING
between the
Georgia Department of Transportation (hereafter the DEPARTMENT)
and
BellSouth Telecommunications, LLC d/b/a A&T Georgia (hereafter the OWNER)

Whereas GDOT, hereafter referred to as the DEPARTMENT proposes to undertake a design-build project hereafter referred to as a PROJECT to reconstruct the Dean Forest Road Interchange over I-16 in Chatham County, Georgia by contract through competitive bidding procedures; and,

Whereas the DEPARTMENT will accomplish the PROJECT through a Design Consultant, Design Consultant Team and/or Contractor, hereafter referred to as CONTRACTOR; and the utility owner hereafter referred to as the OWNER, and

Whereas, where OWNER has property rights ("Prior Rights") at the location of the PROJECT, OWNER will provide written evidence as to said prior rights within the area and will provide written documentation of prior rights relating to any individual crossing or Utility Facility, at the location of the PROJECT; and

Whereas, OWNER acknowledges that, generally, absent a showing of prior rights, the costs of relocation, protection, removal, or adjustment performed by OWNER shall be borne by OWNER; and

Whereas, pursuant to O.C.G.A. § 32-6-170(b), DEPARTMENT is authorized to pay or participate in the payment of the costs of relocation, protection, or adjustment of OWNER'S facilities where DEPARTMENT has made the determination that (i) such payments are in the best interest of the public and necessary in order to expedite the staging of the design-build project; and (ii) the costs of the removal, relocation, protection, or adjustment of such facilities are included as part of the Contract between the Department and the Department's roadway contractor for the design-build project; and

1. Type of Utility
OWNER has the following utility facilities which may need to be adjusted or relocated as a result of the proposed PROJECT:

Type of facility or facilities of OWNER:
    _____ Domestic water mains and distribution lines and associated appurtenances
    _____ Sanitary Sewer facilities and/or Storm Drainage System
    _____ Electrical Distribution (overhead and underground) wires, poles, etc.
    _____ Electrical Transmission (overhead and underground) wires, poles, etc.
    _____ Natural Gas Distribution Facilities (underground)
    _____ Natural Gas Transmission Facilities (underground)
    _____ Petroleum Pipeline (underground)
    X _____ Telecommunications facilities and equipment
    _____ Cable TV facilities
    _____ Street Lighting
    _____ Internet Data Service
    _____ Other Facilities (Description)
2. New Utility Facilities Proposed (Betterment)

OWNER desires the following to be installed as new additional facilities within the PROJECT. Insert here or attach a detailed description of proposed new additional utility installations:

3. Assignment of Responsibilities for Design and Construction

This MEMORANDUM OF UNDERSTANDING and the following shall serve as a basis for assignment of responsibilities and costs for the DEPARTMENT, CONTRACTOR and the OWNER to enter into a Standard Utility Agreement (SUA) or Contract Item Agreement (CIA), if necessary, with OWNER once the PROJECT is awarded to the CONTRACTOR. For a PROJECT implementation, GDOT will not have in its possession exact costing plans to be utilized to determine exact locations of the removal, relocation, protection, or adjustment. However, Overhead/Subsurface Utility Engineering (SUE) investigations plans exist providing the best information and signifying the layout of known existing facilities. Please use these plans for developing the final determination of services as indicated below. The CONTRACTOR developed plans will be provided to the OWNER after the design build project is awarded by GDOT which shall be used by the CONTRACTOR as the final basis for the SUA or CIA. Betterment costs will be the OWNER’S responsibility.

NOTE: Water and Sewer Design and Construction relocation work put in the contract will automatically be accomplished by the DEPARTMENT’S CONTRACTOR. The UTILITY OWNER will still have design approval authority. (No Pre-Approved Contractor/Consultant List required, leave page 6 blank). If you are a Water & Sewer Utility and choose to put your relocation Design and Construction in the contract, please check Design and Construction under Option 2 under 3B. Owner’s electing to perform their own design, at their own cost, please select design under 3C.

OWNER hereby intends to:

3A. OWNER, at the DEPARTMENT’S cost through an Agreement, will provide the following services for the properties for which it has established prior rights (Check to signify):

- Design
- Construction
3B. OWNER, at the CONTRACTOR’S cost, for any removal, relocation, protection, adjustment and/or design (Regardless of Prior Rights) will allow their facilities to be placed into the DEPARTMENT’S contract for the following services pursuant to O.C.G.A. § 32-6-170(b). The CONTRACTOR will add the removal, relocation, protection, materials, adjustment and/or design cost, excluding betterment, to the overall PROJECT’s cost. (Check to signify):

**Option 1:** OWNER wants the work to be performed by the OWNER’s pre-approved Design Consultants and/or Contractors.

Design  __X__
Construction __X__

**Option 2:** OWNER wants the DEPARTMENT’S CONTRACTOR to perform the design and/or construction. (Check to signify):

Design  
Construction  _____  **If both are checked, please leave page 6 blank.**

As per this section, all work necessary for the removal, relocation, protection, or adjustment of the described utilities in accordance with the plans when approved shall be included in the project contract and accomplished by the CONTRACTOR except as follows (Check none or list any work items to be performed by the OWNER)

None  

Excluded Items  __PLACE AERIAL COPPER OR FIBER CABLES, SPLICING / TIE IN WORK,__ OR DO POLE ATTACHMENTS__

Comments: While the DB Contractor will be able to perform much of the design and construction, only AT&T union personnel can pull cable/fiber, perform splicing/tie-in work, some technical design work and do pole attachments (AT&T will be responsible for these costs). The DB Contractor can install any required ducts, poles and vaults/manholes/handholes, enclosures and bridge attachments and will be responsible for the cost and design and construction (including materials). In the MOU, AT&T has selected design and construction under 3b, option 1. AT&T has also selected 3c design and construction. AT&T will be responsible for some cost as indicated above and the DB contractor will be responsible for the remaining costs.

3C. OWNER, at OWNER’S cost, will provide the following services (Check to signify):

Design  __X__
Construction  __X__
The following is hereby mutually agreed to and understood by both parties:

1. The identification of existing facilities including preparation of Overhead/Subsurface Utility Engineering (SUE) investigations plans will be accomplished by the DEPARTMENT prior to award of the PROJECT and thereafter supplemented by the CONTRACTOR.

2. The CONTRACTOR shall coordinate reviews of the utility relocation information and obtain acceptance from the OWNER and DEPARTMENT when required. However, the OWNER shall apply for and obtain any required permits from the DEPARTMENT and perform any final design or proprietary design needed to administer its own relocation work if the work will not be included in the contract. If the preliminary plans indicate that no conflict exists, and the OWNER concurs with this information, the OWNER shall provide a letter of “no conflict” to the CONTRACTOR.

3. After award of the PROJECT, the CONTRACTOR will research any claimed compensable property interest for each OWNER claiming prior rights under section 3A and present the findings to the DEPARTMENT and OWNER for approval. The plans and estimates for the utility work shall be subject to approval of both the DEPARTMENT and the OWNER prior to construction. If the OWNER chooses to perform its own relocations and the OWNER holds no property interest as stated above, the OWNER shall confirm in writing that the OWNER will relocate its own facilities at no cost to the DEPARTMENT or the CONTRACTOR.

4. All construction engineering and contract supervision shall be the responsibility of the DEPARTMENT and the CONTRACTOR to ensure that all utility work included in the contract is accomplished in accordance with the PROJECT’s plans and specifications. The CONTRACTOR will consult with the OWNER before authorizing any changes or deviations which affect the OWNER’s facility.

5. For utility work included in the contract, the CONTRACTOR shall ensure that the design/construction and installation of the OWNER’S facilities is performed by a contractor/design consultant pre-approved/registered with both the DEPARTMENT and the OWNER. For any work included in the contract, excluding water and sewer, the OWNER will provide a list of pre-approved/registered contractors/design consultants on page 6 of the MOU.

6. For Utility work included in the contract, the OWNER or the OWNER’s Consultant shall have the right to visit and inspect the work at any time and advise the CONTRACTOR and the DEPARTMENT’S Engineer of any observed discrepancies or potential issues. The DEPARTMENT agrees to notify the OWNER when all utility work is completed and ready for final inspection by the OWNER.

7. Upon Maintenance Acceptance or Final Acceptance of the utility work included in the contract and upon certification by the DEPARTMENT’S Engineer and the OWNER that the work has been completed in accordance with the plans and specifications, the OWNER will accept the adjusted, relocated, and additional facilities and will thereafter operate and maintain said facilities located within the PROJECT right of way subject to the DEPARTMENT’S Utility Accommodations Policy and Standards Manual (UAM), current edition” and any agreements in effect without further cost to the DEPARTMENT or it’s CONTRACTOR. Final acceptance of the utility relocation work is accomplished by the execution of the Utility Facility Relocation Acceptance Form. The CONTRACTOR shall provide the OWNER with a complete set of “As-Built Plans” for review and approval reflecting the relocation work performed by the CONTRACTOR. Upon completion of the Utility Facility Relocation Acceptance Form and the exchange of the final OWNER approved “As-Built Plans”, the OWNER will operate and maintain the installed facilities going forward based on the date of execution of the Utility Facility Relocation Acceptance Form by the DEPARTMENT.

8. For utility coordination, relocation and reimbursement matters, the OWNER shall cooperate with the CONTRACTOR in the same manner as if coordinating directly with the DEPARTMENT in accordance with the laws of the State of Georgia, the DEPARTMENT’S UAM and any agreements in effect between the DEPARTMENT and OWNER. The OWNER agrees to cooperate in good faith with the CONTRACTOR and to respond to all requests for information or meetings required to reach a resolution of any disputed items.
9. All Utility work included in the PROJECT’s contract and Utility work completed by the OWNER that is reimbursed by the DEPARTMENT through an agreement shall be in accordance with the BUY AMERICA requirements of the Federal regulations (23 U.S.C. 313 and 23 CFR 635.410) all manufacturing processes for steel and iron products or predominantly of steel or iron (at least 90% steel or iron content) furnished for permanent incorporation into the work on this project shall occur in the United States. The only exception to this requirement is the production of pig iron and the processing, pelletizing and reduction of iron ore, which may occur in another country. Other than these exceptions, all melting, rolling, extruding, machining, bending, grinding, drilling, coating, etc. must occur in the United States.

   a. Products of steel include, but are not limited to, such products as structural steel piles, reinforcing steel, structural plate, steel culverts, and guardrail steel supports for signs, signals and luminaires. Products of iron include, but are not limited to, such products as cast iron frames and grates and ductile iron pipe. Coatings include, but are not limited to, the applications of epoxy, galvanizing and paint. The coating material is not limited to this clause, only the application process.

   b. A Certificate of Compliance shall be furnished for steel and iron products as part of the backup information with the billing. The form for this certification entitled “Buy America Certificate of Compliance” is attached to this agreement as “Exhibit A.” Records to be maintained by the Developer for this certification shall include a signed mill test report and a signed certification by each supplier, distributor, fabricator, and manufacturer that has handled the steel or iron product affirming that every process, including the application of a coating, performed on the steel or iron product has been carried out in the United States of America, except as allowed by this Section. The lack of these certifications will be justification for rejection of the steel and/or iron product or nonpayment of the work.

The requirements of said law and regulations do not prevent the use of miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct the above products, manufactured products that are not predominantly steel or iron or a minimal use of foreign steel and iron materials if the cost of such materials used does not exceed one-tenth of one percent (0.1%) of the total contract price or $2,500.00, whichever is greater. The Memorandum of Understanding will be incorporated into the project contract by reference or Exhibit.

APPROVED FOR THE OWNER BY:

[Signature]  [11/15/2017]

(Date)

[Title]

APPROVED FOR THE DEPARTMENT BY:

[Signature]  [12/19/17]

(Date)

STATE UTILITIES ADMINISTRATOR

PI #0013727
Pre-Approved Contractor List

Company Name: ANSCO & ASSOCIATES
Address: P.O. BOX 860785
Phone:
Contact Person: George Summers
E-Mail: gsummers@anscoinc.com

Company Name: Danella Construction Corporation of Fl., Inc.
Address: 581 Washburn Rd, Melbourne, Fl 32934
Phone: 321-259-6124
Contact Person: Joseph W. Hemple
E-Mail: dhowick@danella.com or JHemple@danella.com

Company Name: Edwards Telecommunications Inc.
Address: 777 Old Clemson Rd, Columbia, SC 29229
Phone: 803-750-2472
Contact Person: Buddy Timmons
E-Mail: btimmons@edwardstelecom.com

Please provide a minimum of three.

Pre-Approved Design Consultant List

Company Name: Byers Engineering
Address: 6285 Barfield Rd. Atlanta, GA 30328
Phone: 404-843-1000
Contact Person: Timothy H. Parker
E-Mail: tim.parker@byers.com

Company Name: RTS Associates (Regional Telecom Services Associates, LLC)
Address: 188 Hurricane Shoals Rd NE. Lawerenceville, GA 30046
Phone: 770-270-1212 x 1
Contact Person: Steven Gray
E-Mail: steven@rtsassociates.net

Company Name: SourceOne
Address: 1212 Coggins Place, Marietta GA 30060
Phone: 678-594-5100
Contact Person: BeeJee McGinty
E-Mail: beejee@sourceonecorp.com
Georgia DOT Project: Reconstruct the Dean Forest Road Interchange over I-16
GDOT P.I. # 0013727

DESIGN-BUILD
MEMORANDUM OF UNDERSTANDING
between the
Georgia Department of Transportation (hereafter the DEPARTMENT)
and
Atlanta Gas Light (hereafter the OWNER)

Whereas GDOT, hereafter referred to as the DEPARTMENT proposes to undertake a design-build project hereafter referred to as a PROJECT to reconstruct the Dean Forest Road Interchange over I-16 in Chatham County, Georgia by contract through competitive bidding procedures; and,

Whereas the DEPARTMENT will accomplish the PROJECT through a Design Consultant, Design Consultant Team and/or Contractor, hereafter referred to as CONTRACTOR; and the utility owner hereafter referred to as the OWNER, and

Whereas, where OWNER has property rights ("Prior Rights") at the location of the PROJECT, OWNER will provide written evidence as to said prior rights within the area and will provide written documentation of prior rights relating to any individual crossing or Utility Facility, at the location of the PROJECT; and

Whereas, OWNER acknowledges that, generally, absent a showing of prior rights, the costs of relocation, protection, removal, or adjustment performed by OWNER shall be borne by OWNER; and

Whereas, pursuant to O.C.G.A. § 32-6-170(b), DEPARTMENT is authorized to pay or participate in the payment of the costs of relocation, protection, or adjustment of OWNER'S facilities where DEPARTMENT has made the determination that (i) such payments are in the best interest of the public and necessary in order to expedite the staging of the design-build project; and (ii) the costs of the removal, relocation, protection, or adjustment of such facilities are included as part of the Contract between the Department and the Department's roadway contractor for the design-build project; and

1. Type of Utility
OWNER has the following utility facilities which may need to be adjusted or relocated as a result of the proposed PROJECT:

Type of facility or facilities of OWNER:
   (_____ Domestic water mains and distribution lines and associated appurtenances
   (_____ Sanitary Sewer facilities and/or Storm Drainage System
   (_____ Electrical Distribution (overhead and underground) wires, poles, etc.
   (_____ Electrical Transmission (overhead and underground) wires, poles, etc.
   (X) Natural Gas Distribution Facilities (underground)
   (_____ Natural Gas Transmission Facilities (underground)
   (_____ Petroleum Pipeline (underground)
   (_____ Telecommunications facilities and equipment
   (_____ Cable TV facilities
   (_____ Street Lighting
   (_____ Internet Data Service
   (_____ Other Facilities (Description)
2. New Utility Facilities Proposed (Betterment)

OWNER desires the following to be installed as new additional facilities within the PROJECT. Insert here or attach a detailed description of proposed new additional utility installations:

N/A

3. Assignment of Responsibilities for Design and Construction

This MEMORANDUM OF UNDERSTANDING and the following shall serve as a basis for assignment of responsibilities and costs for the DEPARTMENT, CONTRACTOR and the OWNER to enter into a Standard Utility Agreement (SUA) or Contract Item Agreement (CIA), if necessary, with OWNER once the PROJECT is awarded to the CONTRACTOR. For a PROJECT implementation, GDOT will not have in its possession exact costing plans to be utilized to determine exact locations of the removal, relocation, protection, or adjustment. However, Overhead/Subsurface Utility Engineering (SUE) investigations plans exist providing the best information and signifying the layout of known existing facilities. Please use these plans for developing the final determination of services as indicated below. The CONTRACTOR developed plans will be provided to the OWNER after the design build project is awarded by GDOT which shall be used by the CONTRACTOR as the final basis for the SUA or CIA. Betterment costs will be the OWNER'S responsibility.

NOTE: Water and Sewer Design and Construction relocation work put in the contract will automatically be accomplished by the DEPARTMENT’S CONTRACTOR. The UTILITY OWNER will still have design approval authority. (No Pre-Approved Contractor/Consultant List required, leave page 6 blank). If you are a Water & Sewer Utility and choose to put your relocation Design and Construction in the contract, please check Design and Construction under Option 2 under 3B. Owner's electing to perform their own design, at their own cost, please select design under 3C.

OWNER hereby intends to:

3A. OWNER, at the DEPARTMENT'S cost through an Agreement, will provide the following services for the properties for which it has established prior rights (Check to signify):

Design  
Construction  

PI # 0013727
3B. OWNER, at the CONTRACTOR’S cost, for any removal, relocation, protection, adjustment and/or design (Regardless of Prior Rights) will allow their facilities to be placed into the DEPARTMENT’S contract for the following services pursuant to O.C.G.A. § 32-6-170(b). The CONTRACTOR will add the removal, relocation, protection, materials, adjustment and/or design cost, excluding betterment, to the overall PROJECT’s cost. (Check to signify):

**Option 1:** OWNER wants the work to be performed by the OWNER’s pre-approved Design Consultants and/or Contractors.

Design ___  
Construction X ___

**Option 2:** OWNER wants the DEPARTMENT’S CONTRACTOR to perform the design and/or construction. (Check to signify):

Design ___  
Construction ___  **If both are checked, please leave page 6 blank.**

As per this section, all work necessary for the removal, relocation, protection, or adjustment of the described utilities in accordance with the plans when approved shall be included in the project contract and accomplished by the CONTRACTOR except as follows (Check none or list any work items to be performed by the OWNER)

None ___ X ___

Excluded Items ____________________________________________
________________________________________________________
________________________________________________________

Comments:
________________________________________________________
________________________________________________________
________________________________________________________
________________________________________________________

3C. OWNER, at OWNER’S cost, will provide the following services (Check to signify):

Design ___ X ___  
Construction ___
The following is hereby mutually agreed to and understood by both parties:

1. The identification of existing facilities including preparation of Overhead/Subsurface Utility Engineering (SUE) investigations plans will be accomplished by the DEPARTMENT prior to award of the PROJECT and thereafter supplemented by the CONTRACTOR.

2. The CONTRACTOR shall coordinate reviews of the utility relocation information and obtain acceptance from the OWNER and DEPARTMENT when required. However, the OWNER shall apply for and obtain any required permits from the DEPARTMENT and perform any final design or proprietary design needed to administer its own relocation work if the work will not be included in the contract. If the preliminary plans indicate that no conflict exists, and the OWNER concurs with this information, the OWNER shall provide a letter of “no conflict” to the CONTRACTOR.

3. After award of the PROJECT, the CONTRACTOR will research any claimed compensable property interest for each OWNER claiming prior rights under section 3A and present the findings to the DEPARTMENT and OWNER for approval. The plans and estimate for the utility work shall be subject to approval of both the DEPARTMENT and the OWNER prior to construction. If the OWNER chooses to perform its own relocations, the OWNER holds no property interest as stated above; the OWNER shall confirm in writing that the OWNER will relocate its own facilities at no cost to the DEPARTMENT or the CONTRACTOR.

4. All construction engineering and contract supervision shall be the responsibility of the DEPARTMENT and the CONTRACTOR to ensure that all utility work included in the contract is accomplished in accordance with the PROJECT’s plans and specifications. The CONTRACTOR will consult with the OWNER before authorizing any changes or deviations which affect the OWNER’s facility.

5. For utility work included in the contract, the CONTRACTOR shall ensure that the design/construction and installation of the OWNER’S facilities is performed by a contractor/design consultant pre-approved/registered with both the DEPARTMENT and the OWNER. For any work included in the contract, excluding water and sewer, the OWNER will provide a list of pre-approved/registered contractors/design consultants on page 6 of the MOU.

6. For utility work included in the contract, the OWNER or the OWNER’S Consultant shall have the right to visit and inspect the work at any time and advise the CONTRACTOR and the DEPARTMENT’S Engineer of any observed discrepancies or potential issues. The DEPARTMENT agrees to notify the OWNER when all utility work is completed and ready for final inspection by the OWNER.

7. Upon Maintenance Acceptance or Final Acceptance of the utility work included in the contract and upon certification by the DEPARTMENT’S Engineer and the OWNER that the work has been completed in accordance with the plans and specifications, the OWNER will accept the adjusted, relocated, and additional facilities and will thereafter operate and maintain said facilities located within the PROJECT right of way subject to the DEPARTMENT’S Utility Accommodations Policy and Standards Manual (UAM), current edition” and any agreements in effect without further cost to the DEPARTMENT or it’s CONTRACTOR. Final acceptance of the utility relocation work is accomplished by the execution of the Utility Facility Relocation Acceptance Form. The CONTRACTOR shall provide the OWNER with a complete set of “As-Built Plans” for review and approval reflecting the relocation work performed by the CONTRACTOR. Upon completion of the Utility Facility Relocation Acceptance Form and the exchange of the final OWNER approved “As-Built Plans”, the OWNER will operate and maintain the installed facilities going forward based on the date of execution of the Utility Facility Relocation Acceptance Form by the DEPARTMENT.

8. For utility coordination, relocation and reimbursement matters, the OWNER shall cooperate with the CONTRACTOR in the same manner as if coordinating directly with the DEPARTMENT in accordance with the laws of the State of Georgia, the DEPARTMENT’S UAM and any agreements in effect between the DEPARTMENT and OWNER. The OWNER agrees to cooperate in good faith with the CONTRACTOR and to respond to all requests for information or meetings required to reach a resolution of any disputed items.

PI # 0013727
9. All Utility work included in the PROJECT’s contract and Utility work completed by the OWNER that is reimbursed by the DEPARTMENT through an agreement shall be in accordance with the BUY AMERICA requirements of the Federal regulations (23 U.S.C. 313 and 23 CFR 635.410) all manufacturing processes for steel and iron products or predominantly of steel or iron furnished for permanent incorporation into the work on this project shall occur in the United States. The only exception to this requirement is the production of pig iron and the processing, pelletizing and reduction of iron ore, which may occur in another country. Other than these exceptions, all melting, rolling, extruding, machining, bending, grinding, drilling, coating, etc. must occur in the United States.

   a. Products of steel include, but are not limited to, such products as structural steel piles, reinforcing steel, structural plate, steel culverts, and guardrail steel supports for signs, signals and luminaires. Products of iron include, but are not limited to, such products as cast iron frames and grates and ductile iron pipe. Coatings include, but are not limited to, the applications of epoxy, galvanizing and paint. The coating material is not limited to this clause, only the application process.

   b. A Certificate of Compliance shall be furnished for steel and iron products as part of the backup information with the billing. The form for this certification entitled “Buy America Certificate of Compliance” is attached to this agreement as “Exhibit A.” Records to be maintained by the Developer for this certification shall include a signed mill test report and a signed certification by each supplier, distributor, fabricator, and manufacturer that has handled the steel or iron product affirming that every process, including the application of a coating, performed on the steel or iron product has been carried out in the United States of America, except as allowed by this Section. The lack of these certifications will be justification for rejection of the steel and/or iron product or nonpayment of the work.

The requirements of said law and regulations do not prevent the use of miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct the above products, manufactured products that are not predominantly steel or iron or a minimal use of foreign steel and iron materials if the cost of such materials used does not exceed one-tenth of one percent (0.1%) of the total contract price or $2,500.00, whichever is greater. The Memorandum of Understanding will be incorporated into the project contract by reference or Exhibit.

APPROVED FOR THE OWNER BY:

[Signature]

VP OPERATIONS

(Date)

APPROVED FOR THE DEPARTMENT BY:

[Signature]

STATE UTILITIES ADMINISTRATOR

(Date)
Pre-Approved Contractor List

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

SEE ATTACHED SHEET

Please provide a minimum of three.

Pre-Approved Design Consultant List

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

PI # 0013727
<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Company Name</th>
<th>City</th>
<th>State</th>
<th>Title</th>
<th>Work Phone</th>
<th>Work Ext</th>
<th>Email Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kevin</td>
<td>Adams</td>
<td>Southeast Connections</td>
<td>Conyers</td>
<td>GA</td>
<td>VP Operations</td>
<td>404-659-1422</td>
<td>240</td>
<td><a href="mailto:k.adams@seconnections.com">k.adams@seconnections.com</a></td>
</tr>
<tr>
<td>Jason</td>
<td>McCanles</td>
<td>Benton-Georgia, LLC</td>
<td>Douglasville</td>
<td>GA</td>
<td>Regional Manager</td>
<td>678-951-7967</td>
<td>201</td>
<td><a href="mailto:jmccanles@benton-georgia.com">jmccanles@benton-georgia.com</a></td>
</tr>
<tr>
<td>Bryan</td>
<td>Boyd</td>
<td>Gunter Construction Company Inc.</td>
<td>Lawrenceville</td>
<td>GA</td>
<td>President</td>
<td>770-963-7760</td>
<td>700</td>
<td><a href="mailto:bbv@guertnerconsl.com">bbv@guertnerconsl.com</a></td>
</tr>
<tr>
<td>Doug</td>
<td>Suddeth</td>
<td>Player &amp; Company</td>
<td>Atlanta</td>
<td>GA</td>
<td>President</td>
<td>404-725-4731</td>
<td>201</td>
<td><a href="mailto:dsuddeth@playerco.com">dsuddeth@playerco.com</a></td>
</tr>
<tr>
<td>John</td>
<td>Walker</td>
<td>CEDS Construction</td>
<td>Cumming</td>
<td>GA</td>
<td>VP</td>
<td>770-889-2361</td>
<td>856</td>
<td><a href="mailto:jwalker@ceds.net">jwalker@ceds.net</a></td>
</tr>
<tr>
<td>Payton</td>
<td>Crawford</td>
<td>Pride Utility</td>
<td>Cumming</td>
<td>GA</td>
<td>Operation Manager</td>
<td>770-532-0085</td>
<td>202</td>
<td><a href="mailto:pcrawford@midutility.com">pcrawford@midutility.com</a></td>
</tr>
<tr>
<td>Tony</td>
<td>Pittman</td>
<td>Southern Pipeline, Inc.</td>
<td>Winder</td>
<td>GA</td>
<td>Owner</td>
<td>770-589-5184</td>
<td>201</td>
<td><a href="mailto:spittman@southernpipeline.com">spittman@southernpipeline.com</a></td>
</tr>
<tr>
<td>Lance</td>
<td>Souther</td>
<td>D Lance Souther, Inc.</td>
<td>Macon</td>
<td>GA</td>
<td>President</td>
<td>478-742-2292</td>
<td>201</td>
<td><a href="mailto:Lance@dlsi.us">Lance@dlsi.us</a></td>
</tr>
<tr>
<td>Edmund</td>
<td>Zammit</td>
<td></td>
<td>Macon</td>
<td>GA</td>
<td></td>
<td>478-742-2292</td>
<td>201</td>
<td><a href="mailto:edmund@dlsi.us">edmund@dlsi.us</a></td>
</tr>
<tr>
<td>Dooley</td>
<td>Eaves</td>
<td>Troy Construction, LLC</td>
<td>Commerce</td>
<td>GA</td>
<td>Regional Manager</td>
<td>706-336-0063</td>
<td>1255</td>
<td><a href="mailto:deaves@troyconstruction.com">deaves@troyconstruction.com</a></td>
</tr>
<tr>
<td>Casey</td>
<td>Cobey</td>
<td></td>
<td>Commerce</td>
<td>GA</td>
<td>Estimating</td>
<td>706-336-0063</td>
<td>203</td>
<td><a href="mailto:cocobey@troyconstruction.com">cocobey@troyconstruction.com</a></td>
</tr>
</tbody>
</table>
Georgia DOT Project: Reconstruct the Dean Forest Road Interchange over I-16
GDOT P.I. # 0013727

DESIGN-BUILD
MEMORANDUM OF UNDERSTANDING
between the
Georgia Department of Transportation (hereafter the DEPARTMENT)
and
City of Savannah (hereafter the OWNER)

Whereas GDOT, hereafter referred to as the DEPARTMENT proposes to undertake a design-build project hereafter referred to as a PROJECT to reconstruct the Dean Forest Road Interchange over I-16 in Chatham County, Georgia by contract through competitive bidding procedures; and,

Whereas the DEPARTMENT will accomplish the PROJECT through a Design Consultant, Design Consultant Team and/or Contractor, hereafter referred to as CONTRACTOR; and the utility owner hereafter referred to as the OWNER, and

Whereas, where OWNER has property rights (“Prior Rights”) at the location of the PROJECT, OWNER will provide written evidence as to said prior rights within the area and will provide written documentation of prior rights relating to any individual crossing or Utility Facility, at the location of the PROJECT; and

Whereas, OWNER acknowledges that, generally, absent a showing of prior rights, the costs of relocation, protection, removal, or adjustment performed by OWNER shall be borne by OWNER; and

Whereas, pursuant to O.C.G.A. § 32-6-170(b), DEPARTMENT is authorized to pay or participate in the payment of the costs of relocation, protection, or adjustment of OWNER’S facilities where DEPARTMENT has made the determination that (i) such payments are in the best interest of the public and necessary in order to expedite the staging of the design-build project; and (ii) the costs of the removal, relocation, protection, or adjustment of such facilities are included as part of the Contract between the Department and the Department’s roadway contractor for the design-build project; and

1. Type of Utility
OWNER has the following utility facilities which may need to be adjusted or relocated as a result of the proposed PROJECT:

Type of facility or facilities of OWNER:

- Domestic water mains and distribution lines and associated appurtenances
- Sanitary Sewer facilities and/or Storm Drainage System
- Electrical Distribution (overhead and underground) wires, poles, etc.
- Electrical Transmission (overhead and underground) wires, poles, etc.
- Natural Gas Distribution Facilities (underground)
- Natural Gas Transmission Facilities (underground)
- Petroleum Pipeline (underground)
- Telecommunications facilities and equipment
- Cable TV facilities
- Street Lighting
- Internet Data Service
- Other Facilities (Description)
2. New Utility Facilities Proposed (Betterment)

OWNER desires the following to be installed as new additional facilities within the PROJECT. Insert here or attach a detailed description of proposed new additional utility installations:

N/A

3. Assignment of Responsibilities for Design and Construction

This MEMORANDUM OF UNDERSTANDING and the following shall serve as a basis for assignment of responsibilities and costs for the DEPARTMENT, CONTRACTOR and the OWNER to enter into a Standard Utility Agreement (SUA) or Contract Item Agreement (CIA), if necessary, with OWNER once the PROJECT is awarded to the CONTRACTOR. For a PROJECT implementation, GDOT will not have in its possession exact costing plans to be utilized to determine exact locations of the removal, relocation, protection, or adjustment. However, Overhead/Subsurface Utility Engineering (SUE) investigations plans exist providing the best information and signifying the layout of known existing facilities. Please use these plans for developing the final determination of services as indicated below. The CONTRACTOR developed plans will be provided to the OWNER after the design build project is awarded by GDOT which shall be used by the CONTRACTOR as the final basis for the SUA or CIA. Betterment costs will be the OWNER’S responsibility.

NOTE: Water and Sewer Design and Construction relocation work put in the contract will automatically be accomplished by the DEPARTMENT’S CONTRACTOR. The UTILITY OWNER will still have design approval authority. (No Pre-Approved Contractor/Consultant List required, leave page 6 blank). If you are a Water & Sewer Utility and choose to put your relocation Design and Construction in the contract, please check Design and Construction under Option 2 under 3B. Owner’s electing to perform their own design, at their own cost, please select design under 3C.

OWNER hereby intends to:

3A. OWNER, at the DEPARTMENT’S cost through an Agreement, will provide the following services for the properties for which it has established prior rights (Check to signify):

Design ______ Construction ______
3B. OWNER, at the CONTRACTOR’S cost, for any removal, relocation, protection, adjustment and/or design (Regardless of Prior Rights) will allow their facilities to be placed into the DEPARTMENT’S contract for the following services pursuant to O.C.G.A. § 32-6-170(b). The CONTRACTOR will add the removal, relocation, protection, materials, adjustment and/or design cost, excluding betterment, to the overall PROJECT’s cost. (Check to signify):

Option 1: OWNER wants the work to be performed by the OWNER’s pre-approved Design Consultants and/or Contractors.

Design
Construction

Option 2: OWNER wants the DEPARTMENT’S CONTRACTOR to perform the design and/or construction. (Check to signify):

Design  X
Construction  X  If both are checked, please leave page 6 blank.

As per this section, all work necessary for the removal, relocation, protection, or adjustment of the described utilities in accordance with the plans when approved shall be included in the project contract and accomplished by the CONTRACTOR except as follows (Check none or list any work items to be performed by the OWNER)

None ______

Excluded Items ____________________________________________

__________________________________________________________________________

Comments: ____________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

3C. OWNER, at OWNER’S cost, will provide the following services (Check to signify):

Design ______
Construction ______
The following is hereby mutually agreed to and understood by both parties:

1. The identification of existing facilities including preparation of Overhead/Subsurface Utility Engineering (SUE) investigations plans will be accomplished by the DEPARTMENT prior to award of the PROJECT and thereafter supplemented by the CONTRACTOR.

2. The CONTRACTOR shall coordinate reviews of the utility relocation information and obtain acceptance from the OWNER and DEPARTMENT when required. However, the OWNER shall apply for and obtain any required permits from the DEPARTMENT and perform any final design or proprietary design needed to administer its own relocation work if the work will not be included in the contract. If the preliminary plans indicate that no conflict exists, and the OWNER concurs with this information, the OWNER shall provide a letter of “no conflict” to the CONTRACTOR.

3. After award of the PROJECT, the CONTRACTOR will research any claimed compensable property interest for each OWNER claiming prior rights under section 3A and present the findings to the DEPARTMENT and OWNER for approval. The plans and estimate for the utility work shall be subject to approval of both the DEPARTMENT and the OWNER prior to construction. If the OWNER chooses to perform its own relocations and the OWNER holds no property interest as stated above; the OWNER shall confirm in writing that the OWNER will relocate its own facilities at no cost to the DEPARTMENT or the CONTRACTOR.

4. All construction engineering and contract supervision shall be the responsibility of the DEPARTMENT and the CONTRACTOR to ensure that all utility work included in the contract is accomplished in accordance with the PROJECT’s plans and specifications. The CONTRACTOR will consult with the OWNER before authorizing any changes or deviations which affect the OWNER’s facility.

5. For utility work included in the contract, the CONTRACTOR shall ensure that the design/construction and installation of the OWNER’S facilities is performed by a contractor/design consultant pre-approved/registered with both the DEPARTMENT and the OWNER. For any work included in the contract, excluding water and sewer, the OWNER will provide a list of pre-approved/registered contractors/design consultants on page 6 of the MOU.

6. For Utility work included in the contract, the OWNER or the OWNER’s Consultant shall have the right to visit and inspect the work at any time and advise the CONTRACTOR and the DEPARTMENT’S Engineer of any observed discrepancies or potential issues. The DEPARTMENT agrees to notify the OWNER when all utility work is completed and ready for final inspection by the OWNER.

7. Upon Maintenance Acceptance or Final Acceptance of the utility work included in the contract and upon certification by the DEPARTMENT’S Engineer and the OWNER that the work has been completed in accordance with the plans and specifications, the OWNER will accept the adjusted, relocated, and additional facilities and will thereafter operate and maintain said facilities located within the PROJECT right of way subject to the DEPARTMENT’S Utility Accommodations Policy and Standards Manual (UAM), current edition” and any agreements in effect without further cost to the DEPARTMENT or its CONTRACTOR. Final acceptance of the utility relocation work is accomplished by the execution of the Utility Facility Relocation Acceptance Form. The CONTRACTOR shall provide the OWNER with a complete set of “As-Built Plans” for review and approval reflecting the relocation work performed by the CONTRACTOR. Upon completion of the Utility Facility Relocation Acceptance Form and the exchange of the final OWNER approved “As-Built Plans”, the OWNER will operate and maintain the installed facilities going forward based on the date of execution of the Utility Facility Relocation Acceptance Form by the DEPARTMENT.

8. For utility coordination, relocation and reimbursement matters, the OWNER shall cooperate with the CONTRACTOR in the same manner as if coordinating directly with the DEPARTMENT in accordance with the laws of the State of Georgia, the DEPARTMENT’S UAM and any agreements in effect between the DEPARTMENT and OWNER. The OWNER agrees to cooperate in good faith with the CONTRACTOR and to respond to all requests for information or meetings required to reach a resolution of any disputed items.
9. All Utility work included in the PROJECT’s contract and Utility work completed by the OWNER that is reimbursed by the DEPARTMENT through an agreement shall be in accordance with the BUY AMERICA requirements of the Federal regulations (23 U.S.C. 313 and 23 CFR 635.410) all manufacturing processes for steel and iron products or predominantly of steel or iron furnished for permanent incorporation into the work on this project shall occur in the United States. The only exception to this requirement is the production of pig iron and the processing, pelletizing and reduction of iron ore, which may occur in another country. Other than these exceptions, all melting, rolling, extruding, machining, bending, grinding, drilling, coating, etc. must occur in the United States.

a. Products of steel include, but are not limited to, such products as structural steel piles, reinforcing steel, structural plate, steel culverts, and guardrail steel supports for signs, signals and luminaires. Products of iron include, but are not limited to, such products as cast iron frames and grates and ductile iron pipe. Coatings include, but are not limited to, the applications of epoxy, galvanizing and paint. The coating material is not limited to this clause, only the application process.

b. A Certificate of Compliance shall be furnished for steel and iron products as part of the backup information with the billing. The form for this certification entitled “Buy America Certificate of Compliance” is attached to this agreement as “Exhibit A.” Records to be maintained by the Developer for this certification shall include a signed mill test report and a signed certification by each supplier, distributor, fabricator, and manufacturer that has handled the steel or iron product affirming that every process, including the application of a coating, performed on the steel or iron product has been carried out in the United States of America, except as allowed by this Section. The lack of these certifications will be justification for rejection of the steel and/or iron product or nonpayment of the work.

The requirements of said law and regulations do not prevent the use of miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct the above products, manufactured products that are not predominantly steel or iron or a minimal use of foreign steel and iron materials if the cost of such materials used does not exceed one-tenth of one percent (0.1%) of the total contract price or $2,500.00, whichever is greater. The Memorandum of Understanding will be incorporated into the project contract by reference or Exhibit.

APPROVED FOR THE OWNER BY:

(Signature)  1/11/2018

(Date)

(Title)

APPROVED FOR THE DEPARTMENT BY:

(Signature)  1/16/18

(Date)

STATE UTILITIES ADMINISTRATOR
Pre-Approved Contractor List

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Please provide a minimum of three.

Pre-Approved Design Consultant List

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:
Georgia DOT Project: Reconstruct the Dean Forest Road Interchange over I-16
GDOT P.I. # 0013727

DESIGN-BUILD
MEMORANDUM OF UNDERSTANDING
between the
Georgia Department of Transportation (hereafter the DEPARTMENT)
and
Comcast (hereafter the OWNER)

Whereas GDOT, hereafter referred to as the DEPARTMENT proposes to undertake design-build projects hereafter referred to as PROJECTS to reconstruct the I-16 Interchange at I-95 and I-16 Widening from I-95 to I-516 in Chatham County, Georgia by contract through competitive bidding procedures; and,

Whereas the DEPARTMENT will accomplish the PROJECT through a Design Consultant, Design Consultant Team and/or Contractor, hereafter referred to as CONTRACTOR; and the utility owner hereafter referred to as the OWNER, and

Whereas, where OWNER has property rights (“Prior Rights”) at the location of the PROJECT, OWNER will provide written evidence as to said prior rights within the area and will provide written documentation of prior rights relating to any individual crossing or Utility Facility, at the location of the PROJECT; and

Whereas, OWNER acknowledges that, generally, absent a showing of prior rights, the costs of relocation, protection, removal, or adjustment performed by OWNER shall be borne by OWNER; and

Whereas, pursuant to O.C.G.A. § 32-6-170(b), DEPARTMENT is authorized to pay or participate in the payment of the costs of relocation, protection, or adjustment of OWNER’S facilities where DEPARTMENT has made the determination that (i) such payments are in the best interest of the public and necessary in order to expedite the staging of the design-build project; and (ii) the costs of the removal, relocation, protection, or adjustment of such facilities are included as part of the Contract between the Department and the Department’s roadway contractor for the design-build project; and

1. Type of Utility
OWNER has the following utility facilities which may need to be adjusted or relocated as a result of the proposed PROJECT:

Type of facility or facilities of OWNER:

____ Domestic water mains and distribution lines and associated appurtenances
____ Sanitary Sewer facilities and/or Storm Drainage System
____ Electrical Distribution (overhead and underground) wires, poles, etc.
____ Electrical Transmission (overhead and underground) wires, poles, etc.
____ Natural Gas Distribution Facilities (underground)
____ Natural Gas Transmission Facilities (underground)
____ Petroleum Pipeline (underground)
____ Telecommunications facilities and equipment
____ Cable TV facilities
____ Street Lighting
____ Internet Data Service
____ Other Facilities (Description)
2. New Utility Facilities Proposed (Betterment)

OWNER desires the following to be installed as new additional facilities within the PROJECT. Insert here or attach a detailed description of proposed new additional utility installations:

3. Assignment of Responsibilities for Design and Construction

This MEMORANDUM OF UNDERSTANDING and the following shall serve as a basis for assignment of responsibilities and costs for the DEPARTMENT, CONTRACTOR and the OWNER to enter into a Standard Utility Agreement (SUA) or Contract Item Agreement (CIA), if necessary, with OWNER once the PROJECT is awarded to the CONTRACTOR. For a PROJECT implementation, GDOT will not have in its possession exact costing plans to be utilized to determine exact locations of the removal, relocation, protection, or adjustment. However, Overhead/Subsurface Utility Engineering (SUE) investigations plans exist providing the best information and signifying the layout of known existing facilities. Please use these plans for developing the final determination of services as indicated below. The CONTRACTOR developed plans will be provided to the OWNER after the design build project is awarded by GDOT which shall be used by the CONTRACTOR as the final basis for the SUA or CIA. Betterment costs will be the OWNER’S responsibility.

NOTE: Water and Sewer Design and Construction relocation work put in the contract will automatically be accomplished by the DEPARTMENT’S CONTRACTOR. The UTILITY OWNER will still have design approval authority. (No Pre-Approved Contractor/Consultant List required, leave page 6 blank). If you are a Water & Sewer Utility and choose to put your relocation Design and Construction in the contract, please check Design and Construction under Option 2 under 3B. Owner’s electing to perform their own design, at their own cost, please select design under 3C.

OWNER hereby intends to:

3A. OWNER, at the DEPARTMENT’S cost through an Agreement, will provide the following services for the properties for which it has established prior rights (Check to signify):

Design ______
Construction ______
3B. OWNER, at the CONTRACTOR’S cost, for any removal, relocation, protection, adjustment and/or design (Regardless of Prior Rights) will allow their facilities to be placed into the DEPARTMENT’S contract for the following services pursuant to O.C.G.A. § 32-6-170(b). The CONTRACTOR will add the removal, relocation, protection, materials, adjustment and/or design cost, excluding betterment, to the overall PROJECT’s cost. (Check to signify):

**Option 1:** OWNER wants the work to be performed by the OWNER’s pre-approved Design Consultants and/or Contractors.

Design  
Construction ___

**Option 2:** OWNER wants the DEPARTMENT’S CONTRACTOR to perform the design and/or construction. (Check to signify):

Design ___X___
Construction ___X___  If both are checked, please leave page 6 blank.

As per this section, all work necessary for the removal, relocation, protection, or adjustment of the described utilities in accordance with the plans when approved shall be included in the project contract and accomplished by the CONTRACTOR except as follows (Check none or list any work items to be performed by the OWNER)

None ____

Excluded Items Actual utility wire.

Comments: Comcast only request that the conduit for the facility gets installed by CONTRACTOR. Comcast will install its own facility through provided conduit at OWNERS expense.

3C. OWNER, at OWNER’S cost, will provide the following services (Check to signify):

Design ___
Construction ____
The following is hereby mutually agreed to and understood by both parties:

1. The identification of existing facilities including preparation of Overhead/Subsurface Utility Engineering (SUE) investigations plans will be accomplished by the DEPARTMENT prior to award of the PROJECT and thereafter supplemented by the CONTRACTOR.

2. The CONTRACTOR shall coordinate reviews of the utility relocation information and obtain acceptance from the OWNER and DEPARTMENT when required. However, the OWNER shall apply for and obtain any required permits from the DEPARTMENT and perform any final design or proprietary design needed to administer its own relocation work if the work will not be included in the contract if the preliminary plans indicate that no conflict exists, and the OWNER concurs with this information, the OWNER shall provide a letter of “no conflict” to the CONTRACTOR.

3. After award of the PROJECT, the CONTRACTOR will research any claimed compensable property interest for each OWNER claiming prior rights under section 3A and present the findings to the DEPARTMENT and OWNER for approval. The plans and estimate for the utility work shall be subject to approval of both the DEPARTMENT and the OWNER prior to construction. If the OWNER chooses to perform its own relocations and the OWNER holds no property interest as stated above; the OWNER shall confirm in writing that the OWNER will relocate its own facilities at no cost to the DEPARTMENT or the CONTRACTOR.

4. All construction engineering and contract supervision shall be the responsibility of the DEPARTMENT and the CONTRACTOR to ensure that all utility work included in the contract is accomplished in accordance with the PROJECT’s plans and specifications. The CONTRACTOR will consult with the OWNER before authorizing any changes or deviations which affect the OWNER’s facility.

5. For utility work included in the contract, the CONTRACTOR shall ensure that the design/construction and installation of the OWNER’S facilities is performed by a contractor/design consultant pre-approved/registered with both the DEPARTMENT and the OWNER. For any work included in the contract, excluding water and sewer, the OWNER will provide a list of pre-approved/registered contractors/design consultants on page 6 of the MOU.

6. For Utility work included in the contract, the OWNER or the OWNER’S Consultant shall have the right to visit and inspect the work at any time and advise the CONTRACTOR and the DEPARTMENT’S Engineer of any observed discrepancies or potential issues. The DEPARTMENT agrees to notify the OWNER when all utility work is completed and ready for final inspection by the OWNER.

7. Upon Maintenance Acceptance or Final Acceptance of the utility work included in the contract and upon certification by the DEPARTMENT’S Engineer and the OWNER that the work has been completed in accordance with the plans and specifications, the OWNER will accept the adjusted, relocated, and additional facilities and will thereafter operate and maintain said facilities located within the PROJECT right of way subject to the DEPARTMENT’S Utility Accommodations Policy and Standards Manual (UAM), current edition” and any agreements in effect without further cost to the DEPARTMENT or it’s CONTRACTOR. Final acceptance of the utility relocation work is accomplished by the execution of the Utility Facility Relocation Acceptance Form. The CONTRACTOR shall provide the OWNER with a complete set of “As-Built Plans” for review and approval reflecting the relocation work performed by the CONTRACTOR. Upon completion of the Utility Facility Relocation Acceptance Form and the exchange of the final OWNER approved “As-Built Plans”, the OWNER will operate and maintain the installed facilities going forward based on the date of execution of the Utility Facility Relocation Acceptance Form by the DEPARTMENT.

8. For utility coordination, relocation and reimbursement matters, the OWNER shall cooperate with the CONTRACTOR in the same manner as if coordinating directly with the DEPARTMENT in accordance with the laws of the State of Georgia, the DEPARTMENT’S UAM and any agreements in effect between the DEPARTMENT and OWNER. The OWNER agrees to cooperate in good faith with the CONTRACTOR and to respond to all requests for information or meetings required to reach a resolution of any disputed items.
9. All Utility work included in the PROJECT’s contract and Utility work completed by the OWNER that is reimbursed by the DEPARTMENT through an agreement shall be in accordance with the BUY AMERICA requirements of the Federal regulations (23 U.S.C. 313 and 23 CFR 635.410) all manufacturing processes for steel and iron products or predominantly of steel or iron furnished for permanent incorporation into the work on this project shall occur in the United States. The only exception to this requirement is the production of pig iron and the processing, pelletizing and reduction of iron ore, which may occur in another country. Other than these exceptions, all melting, rolling, extruding, machining, bending, grinding, drilling, coating, etc. must occur in the United States.

a. Products of steel include, but are not limited to, such products as structural steel piles, reinforcing steel, structural plate, steel culverts, and guardrail steel supports for signs, signals and luminaires. Products of iron include, but are not limited to, such products as cast iron frames and grates and ductile iron pipe. Coatings include, but are not limited to, the applications of epoxy, galvanizing and paint. The coating material is not limited to this clause, only the application process.

b. A Certificate of Compliance shall be furnished for steel and iron products as part of the backup information with the billing. The form for this certification entitled “Buy America Certificate of Compliance” is attached to this agreement as “Exhibit A.” Records to be maintained by the Developer for this certification shall include a signed mill test report and a signed certification by each supplier, distributor, fabricator, and manufacturer that has handled the steel or iron product affirming that every process, including the application of a coating, performed on the steel or iron product has been carried out in the United States of America, except as allowed by this Section. The lack of these certifications will be justification for rejection of the steel and/or iron product or nonpayment of the work.

The requirements of said law and regulations do not prevent the use of miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct the above products, manufactured products that are not predominantly steel or iron or a minimal use of foreign steel and iron materials if the cost of such materials used does not exceed one-tenth of one percent (0.1%) of the total contract price or $2,500.00, whichever is greater. The Memorandum of Understanding will be incorporated into the project contract by reference or Exhibit.

APPROVED FOR THE OWNER BY:

(Signature)

(Date)

CONSTRUCTION SPEC II

(Title)

APPROVED FOR THE DEPARTMENT BY:

(Signature)

(Date)

STATE UTILITIES ADMINISTRATOR
Pre-Approved Contractor List

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Please provide a minimum of three.

Pre-Approved Design Consultant List

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:
Georgia DOT Project: Reconstruct the Dean Forest Road Interchange over I-16
GDOT P.I. # 0013727

DESIGN-BUILD
MEMORANDUM OF UNDERSTANDING
between the
Georgia Department of Transportation (hereafter the DEPARTMENT)
and
Georgia Power Company (hereafter the OWNER)

Whereas GDOT, hereafter referred to as the DEPARTMENT proposes to undertake a design-build project hereafter referred to as a PROJECT to reconstruct the Dean Forest Road Interchange over I-16 in Chatham County, Georgia by contract through competitive bidding procedures; and,

Whereas the DEPARTMENT will accomplish the PROJECT through a Design Consultant, Design Consultant Team and/or Contractor, hereafter referred to as CONTRACTOR; and the utility owner hereafter referred to as the OWNER, and

Whereas, where OWNER has property rights ("Prior Rights") at the location of the PROJECT, OWNER will provide written evidence as to said prior rights within the area and will provide written documentation of prior rights relating to any individual crossing or Utility Facility, at the location of the PROJECT; and

Whereas, OWNER acknowledges that, generally, absent a showing of prior rights, the costs of relocation, protection, removal, or adjustment performed by OWNER shall be borne by OWNER; and

Whereas, pursuant to O.C.G.A. § 32-6-170(b), DEPARTMENT is authorized to pay or participate in the payment of the costs of relocation, protection, or adjustment of OWNER'S facilities where DEPARTMENT has made the determination that (i) such payments are in the best interest of the public and necessary in order to expedite the staging of the design-build project; and (ii) the costs of the removal, relocation, protection, or adjustment of such facilities are included as part of the Contract between the Department and the Department’s roadway contractor for the design-build project; and

1. Type of Utility
OWNER has the following utility facilities which may need to be adjusted or relocated as a result of the proposed PROJECT:

Type of facility or facilities of OWNER:

_X___ Domestic water mains and distribution lines and associated appurtenances

_X___ Sanitary Sewer facilities and/or Storm Drainage System

_X___ Electrical Distribution (overhead and underground) wires, poles, etc.

_X___ Electrical Transmission (overhead and underground) wires, poles, etc.

_X___ Natural Gas Distribution Facilities (underground)

_X___ Natural Gas Transmission Facilities (underground)

_X___ Petroleum Pipeline (underground)

_X___ Telecommunications facilities and equipment

_X___ Cable TV facilities

_X___ Street Lighting

_X___ Internet Data Service

_X___ Other Facilities (Description)
2. New Utility Facilities Proposed (Betterment)

OWNER desires the following to be installed as new additional facilities within the PROJECT. Insert here or attach a detailed description of proposed new additional utility installations:

N/A

3. Assignment of Responsibilities for Design and Construction

This MEMORANDUM OF UNDERSTANDING and the following shall serve as a basis for assignment of responsibilities and costs for the DEPARTMENT, CONTRACTOR and the OWNER to enter into a Standard Utility Agreement (SUA) or Contract Item Agreement (CIA), if necessary, with OWNER once the PROJECT is awarded to the CONTRACTOR. For a PROJECT implementation, GDOT will not have in its possession exact costing plans to be utilized to determine exact locations of the removal, relocation, protection, or adjustment. However, Overhead/Subsurface Utility Engineering (SUE) investigations plans exist providing the best information and signifying the layout of known existing facilities. Please use these plans for developing the final determination of services as indicated below. The CONTRACTOR developed plans will be provided to the OWNER after the design build project is awarded by GDOT which shall be used by the CONTRACTOR as the final basis for the SUA or CIA. Betterment costs will be the OWNER’S responsibility.

NOTE: Water and Sewer Design and Construction relocation work put in the contract will automatically be accomplished by the DEPARTMENT’S CONTRACTOR. The UTILITY OWNER will still have design approval authority. (No Pre-Approved Contractor/Consultant List required, leave page 6 blank). If you are a Water & Sewer Utility and choose to put your relocation Design and Construction in the contract, please check Design and Construction under Option 2 under 3B. Owner’s electing to perform their own design, at their own cost, please select design under 3C.

OWNER hereby intends to:

3A. OWNER, at the DEPARTMENT’S cost through an Agreement, will provide the following services for the properties for which it has established prior rights (Check to signify):

Design
Construction
3B. OWNER, at the CONTRACTOR’S cost, for any removal, relocation, protection, adjustment and/or design (Regardless of Prior Rights) will allow their facilities to be placed into the DEPARTMENT’S contract for the following services pursuant to O.C.G.A. § 32-6-170(b). The CONTRACTOR will add the removal, relocation, protection, materials, adjustment and/or design cost, excluding betterment, to the overall PROJECT’s cost. (Check to signify):

**Option 1:** OWNER wants the work to be performed by the OWNER’s pre-approved Design Consultants and/or Contractors.

Design  _X_  
Construction  _X_  

**Option 2:** OWNER wants the DEPARTMENT’S CONTRACTOR to perform the design and/or construction. (Check to signify):

Design  ____  
Construction  ____  **If both are checked, please leave page 6 blank.**

As per this section, all work necessary for the removal, relocation, protection, or adjustment of the described utilities in accordance with the plans when approved shall be included in the project contract and accomplished by the CONTRACTOR except as follows (Check none or list any work items to be performed by the OWNER)

None  _N/A_  

Excluded Items

Comments:

3C. OWNER, at OWNER’S cost, will provide the following services (Check to signify):

Design  ____  
Construction  ____
The following is hereby mutually agreed to and understood by both parties:

1. The identification of existing facilities including preparation of Overhead/Subsurface Utility Engineering (SUE) investigations plans will be accomplished by the DEPARTMENT prior to award of the PROJECT and thereafter supplemented by the CONTRACTOR.

2. The CONTRACTOR shall coordinate reviews of the utility relocation information and obtain acceptance from the OWNER and DEPARTMENT when required. However, the OWNER shall apply for and obtain any required permits from the DEPARTMENT and perform any final design or proprietary design needed to administer its own relocation work if the work will not be included in the contract. If the preliminary plans indicate that no conflict exists, and the OWNER consents with this information, the OWNER shall provide a letter of “no conflict” to the CONTRACTOR.

3. After award of the PROJECT, the CONTRACTOR will research any claimed compensable property interest for each OWNER claiming prior rights under section 3A and present the findings to the DEPARTMENT and OWNER for approval. The plans and estimate for the utility work shall be subject to approval of both the DEPARTMENT and the OWNER prior to construction. If the OWNER chooses to perform its own relocations and the OWNER holds no property interest as stated above; the OWNER shall confirm in writing that the OWNER will relocate its own facilities at no cost to the DEPARTMENT or the CONTRACTOR.

4. All construction engineering and contract supervision shall be the responsibility of the DEPARTMENT and the CONTRACTOR to ensure that all utility work included in the contract is accomplished in accordance with the PROJECT’s plans and specifications. The CONTRACTOR will consult with the OWNER before authorizing any changes or deviations which affect the OWNER’s facility.

5. For utility work included in the contract, the CONTRACTOR shall ensure that the design/construction and installation of the OWNER’S facilities is performed by a contractor/design consultant pre-approved/registered with both the DEPARTMENT and the OWNER. For any work included in the contract, excluding water and sewer, the OWNER will provide a list of pre-approved/registered contractors/design consultants on page 6 of the MOU.

6. For Utility work included in the contract, the OWNER or the OWNER’S Consultant shall have the right to visit and inspect the work at any time and advise the CONTRACTOR and the DEPARTMENT’S Engineer of any observed discrepancies or potential issues. The DEPARTMENT agrees to notify the OWNER when all utility work is completed and ready for final inspection by the OWNER.

7. Upon Maintenance Acceptance or Final Acceptance of the utility work included in the contract and upon certification by the DEPARTMENT’S Engineer and the OWNER that the work has been completed in accordance with the plans and specifications, the OWNER will accept the adjusted, relocated, and additional facilities and will thereafter operate and maintain said facilities located within the PROJECT right of way subject to the DEPARTMENT’S Utility Accommodations Policy and Standards Manual (UAM), current edition” and any agreements in effect without further cost to the DEPARTMENT or its CONTRACTOR. Final acceptance of the utility relocation work is accomplished by the execution of the Utility Facility Relocation Acceptance Form. The CONTRACTOR shall provide the OWNER with a complete set of “As-Built Plans” for review and approval reflecting the relocation work performed by the CONTRACTOR. Upon completion of the Utility Facility Relocation Acceptance Form and the exchange of the final OWNER approved “As-Built Plans”, the OWNER will operate and maintain the installed facilities going forward based on the date of execution of the Utility Facility Relocation Acceptance Form by the DEPARTMENT.

8. For utility coordination, relocation and reimbursement matters, the OWNER shall cooperate with the CONTRACTOR in the same manner as if coordinating directly with the DEPARTMENT in accordance with the laws of the State of Georgia, the DEPARTMENT’S UAM and any agreements in effect between the DEPARTMENT and OWNER. The OWNER agrees to cooperate in good faith with the CONTRACTOR and to respond to all requests for information or meetings required to reach a resolution of any disputed items.
9. All Utility work included in the PROJECT’s contract and Utility work completed by the OWNER that is reimbursed by the DEPARTMENT through an agreement shall be in accordance with the BUY AMERICA requirements of the Federal regulations (23 U.S.C. 313 and 23 CFR 635.410) all manufacturing processes for steel and iron products or predominantly of steel or iron furnished for permanent incorporation into the work on this project shall occur in the United States. The only exception to this requirement is the production of pig iron and the processing, pelletizing and reduction of iron ore, which may occur in another country. Other than these exceptions, all melting, rolling, extruding, machining, bending, grinding, drilling, coating, etc. must occur in the United States.

a. Products of steel include, but are not limited to, such products as structural steel piles, reinforcing steel, structural plate, steel culverts, and guardrail steel supports for signs, signals and luminaires. Products of iron include, but are not limited to, such products as cast iron frames and grates and ductile iron pipe. Coatings include, but are not limited to, the applications of epoxy, galvanizing and paint. The coating material is not limited to this clause, only the application process.

b. A Certificate of Compliance shall be furnished for steel and iron products as part of the backup information with the billing. The form for this certification entitled “Buy America Certificate of Compliance” is attached to this agreement as “Exhibit A.” Records to be maintained by the Developer for this certification shall include a signed mill test report and a signed certification by each supplier, distributor, fabricator, and manufacturer that has handled the steel or iron product affirming that every process, including the application of a coating, performed on the steel or iron product has been carried out in the United States of America, except as allowed by this Section. The lack of these certifications will be justification for rejection of the steel and/or iron product or nonpayment of the work.

The requirements of said law and regulations do not prevent the use of miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct the above products, manufactured products that are not predominantly steel or iron or a minimal use of foreign steel and iron materials if the cost of such materials used does not exceed one-tenth of one percent (0.1%) of the total contract price or $2,500.00, whichever is greater. The Memorandum of Understanding will be incorporated into the project contract by reference or Exhibit.

APPROVED FOR THE OWNER BY:

[Signature]  
November 2, 2017  
(Date)

Project Manager - DOT

[Signature]  
(Date)

APPROVED FOR THE DEPARTMENT BY:

[Signature]  
12/19/17  
(Date)

STATE UTILITIES ADMINISTRATOR

PI # 0013727
Pre-Approved Contractor List

Company Name: See Attached List
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Please provide a minimum of three.

Pre-Approved Design Consultant List

Company Name: See Attached List
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:
## GEORGIA POWER COMPANY

### Design Contractors

<table>
<thead>
<tr>
<th>Name</th>
<th>Contact</th>
<th>Phone Number</th>
<th>Email</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>McLean Engineering</td>
<td>Sean Knowles</td>
<td>(404) 520-0288</td>
<td><a href="mailto:sean.knowles@mcleanengineering.com">sean.knowles@mcleanengineering.com</a></td>
<td>1954 Airport Road, Suite 214, Chamblee GA 30341</td>
</tr>
<tr>
<td>Storm Services</td>
<td>David Dent</td>
<td>(678) 726-7551</td>
<td><a href="mailto:david@stormsl.com">david@stormsl.com</a></td>
<td>432 Water Oak Lane, Augusta, GA 30907</td>
</tr>
<tr>
<td>UC / Synergetic</td>
<td>Mark Murray</td>
<td>770-835-0319</td>
<td><a href="mailto:mmurray@ucsinc.com">mmurray@ucsinc.com</a></td>
<td>1700 Water Place, Suite 100, Atlanta, GA</td>
</tr>
</tbody>
</table>

### Construction Contractors

<table>
<thead>
<tr>
<th>Name</th>
<th>Contact</th>
<th>Phone Number</th>
<th>Email</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>MasTec</td>
<td>Thomas Jones</td>
<td>218-785-3030</td>
<td><a href="mailto:thomas.jones@mastec.com">thomas.jones@mastec.com</a></td>
<td>800 S. Douglas Road, 12th Floor Coral Gables, FL 33134</td>
</tr>
<tr>
<td>Pike Electric</td>
<td>Todd Badgett</td>
<td>333-719-4431</td>
<td><a href="mailto:tbadgett@pike.com">tbadgett@pike.com</a></td>
<td>P.O. Box 868,100 Pike Way Mount Airy, NC 27030</td>
</tr>
<tr>
<td>Service Electric</td>
<td>Jody Shea</td>
<td>(423) 265-3161 x102</td>
<td><a href="mailto:jshea@serviceelectricco.com">jshea@serviceelectricco.com</a></td>
<td>1631 East 25th Street PO Box 3656 Chattanooga, TN 37404</td>
</tr>
<tr>
<td>Sumter Utilities</td>
<td>Mikell Murray</td>
<td>843-725-9521</td>
<td><a href="mailto:jmmurray@suimail.com">jmmurray@suimail.com</a></td>
<td>1151 North Pike West Sumter, SC 29151</td>
</tr>
<tr>
<td>Utilicon</td>
<td>Jimmy Glover</td>
<td>(478) 348-3233</td>
<td><a href="mailto:j.glover@utilicon.net">j.glover@utilicon.net</a></td>
<td>13275 Highway 231 Davisboro, Ga 31018</td>
</tr>
<tr>
<td>Williams Electric</td>
<td>Rick Falls</td>
<td>(704) 484-1882</td>
<td><a href="mailto:rick.falls@weco.com">rick.falls@weco.com</a></td>
<td>P.O. Box 2367 Shelby, NC 28151</td>
</tr>
</tbody>
</table>

11/3/2017
Georgia DOT Project: Reconstruct the Dean Forest Road Interchange over I-16  
GDOT P.I. # 0013727

DESIGN-BUILD  
MEMORANDUM OF UNDERSTANDING  
between the  
Georgia Department of Transportation (hereafter the DEPARTMENT)  
and  
Georgia Power Company (hereafter the OWNER)

Whereas GDOT, hereafter referred to as the DEPARTMENT proposes to undertake a design-build project hereafter referred to as a PROJECT to reconstruct the Dean Forest Road Interchange over I-16 in Chatham County, Georgia by contract through competitive bidding procedures; and,

Whereas the DEPARTMENT will accomplish the PROJECT through a Design Consultant, Design Consultant Team and/or Contractor, hereafter referred to as CONTRACTOR; and the utility owner hereafter referred to as the OWNER, and

Whereas, where OWNER has property rights ("Prior Rights") at the location of the PROJECT, OWNER will provide written evidence as to said prior rights within the area and will provide written documentation of prior rights relating to any individual crossing or Utility Facility, at the location of the PROJECT; and

Whereas, OWNER acknowledges that, generally, absent a showing of prior rights, the costs of relocation, protection, removal, or adjustment performed by OWNER shall be borne by OWNER; and

Whereas, pursuant to O.C.G.A. § 32-6-170(b), DEPARTMENT is authorized to pay or participate in the payment of the costs of relocation, protection, or adjustment of OWNER’S facilities where DEPARTMENT has made the determination that (i) such payments are in the best interest of the public and necessary in order to expedite the staging of the design-build project; and (ii) the costs of the removal, relocation, protection, or adjustment of such facilities are included as part of the Contract between the Department and the Department’s roadway contractor for the design-build project; and

1. Type of Utility
OWNER has the following utility facilities which may need to be adjusted or relocated as a result of the proposed PROJECT:

Type of facility or facilities of OWNER:

___ Domestic water mains and distribution lines and associated appurtenances
___ Sanitary Sewer facilities and/or Storm Drainage System
___ Electrical Distribution (overhead and underground) wires, poles, etc.
___ Electrical Transmission (overhead and underground) wires, poles, etc.
___ Natural Gas Distribution Facilities (underground)
___ Natural Gas Transmission Facilities (underground)
___ Petroleum Pipeline (underground)
___ Telecommunications facilities and equipment
___ Cable TV facilities
___ Street Lighting
___ Internet Data Service
___ Other Facilities (Description)
2. New Utility Facilities Proposed (Betterment)

OWNER desires the following to be installed as new additional facilities within the PROJECT. Insert here or attach a detailed description of proposed new additional utility installations:

N/A

3. Assignment of Responsibilities for Design and Construction

This MEMORANDUM OF UNDERSTANDING and the following shall serve as a basis for assignment of responsibilities and costs for the DEPARTMENT, CONTRACTOR and the OWNER to enter into a Standard Utility Agreement (SUA) or Contract Item Agreement (CIA), if necessary, with OWNER once the PROJECT is awarded to the CONTRACTOR. For a PROJECT implementation, GDOT will not have in its possession exact costing plans to be utilized to determine exact locations of the removal, relocation, protection, or adjustment. However, Overhead/Subsurface Utility Engineering (SUE) investigations plans exist providing the best information and signifying the layout of known existing facilities. Please use these plans for developing the final determination of services as indicated below. The CONTRACTOR developed plans will be provided to the OWNER after the design build project is awarded by GDOT which shall be used by the CONTRACTOR as the final basis for the SUA or CIA. **Betterment costs will be the OWNER’S responsibility.**

*NOTE: Water and Sewer Design and Construction relocation work put in the contract will automatically be accomplished by the DEPARTMENT’S CONTRACTOR. The UTILITY OWNER will still have design approval authority. (No Pre-Approved Contractor/Consultant List required, leave page 6 blank). If you are a Water & Sewer Utility and choose to put your relocation Design and Construction in the contract, please check Design and Construction under Option 2 under 3B. Owner’s electing to perform their own design, at their own cost, please select design under 3C.*

OWNER hereby intends to:

3A. OWNER, at the DEPARTMENT’S cost through an Agreement, will provide the following services for the properties for which it has established prior rights (Check to signify):

Design  
Construction
3B. OWNER, at the CONTRACTOR’S cost, for any removal, relocation, protection, adjustment and/or design (Regardless of Prior Rights) will allow their facilities to be placed into the DEPARTMENT’S contract for the following services pursuant to O.C.G.A. § 32-6-170(b). The CONTRACTOR will add the removal, relocation, protection, materials, adjustment and/or design cost, excluding betterment, to the overall PROJECT’S cost. (Check to signify):

**Option 1:** OWNER wants the work to be performed by the OWNER’S pre-approved Design Consultants and/or Contractors.

Design  X
Construction  X

**Option 2:** OWNER wants the DEPARTMENT’S CONTRACTOR to perform the design and/or construction. (Check to signify):

Design
Construction  X

*If both are checked, please leave page 6 blank.*

As per this section, all work necessary for the removal, relocation, protection, or adjustment of the described utilities in accordance with the plans when approved shall be included in the project contract and accomplished by the CONTRACTOR except as follows (Check none or list any work items to be performed by the OWNER)

None  N/A

Excluded Items


Comments:


3C. OWNER, at OWNER’S cost, will provide the following services (Check to signify):

Design
Construction  X
The following is hereby mutually agreed to and understood by both parties:

1. The identification of existing facilities including preparation of Overhead/Subsurface Utility Engineering (SUE) investigations plans will be accomplished by the DEPARTMENT prior to award of the PROJECT and thereafter supplemented by the CONTRACTOR.

2. The CONTRACTOR shall coordinate reviews of the utility relocation information and obtain acceptance from the OWNER and DEPARTMENT when required. However, the OWNER shall apply for and obtain any required permits from the DEPARTMENT and perform any final design or proprietary design needed to administer its own relocation work if the work will not be included in the contract. If the preliminary plans indicate that no conflict exists, and the OWNER concurs with this information, the OWNER shall provide a letter of “no conflict” to the CONTRACTOR.

3. After award of the PROJECT, the CONTRACTOR will research any claimed compensable property interest for each OWNER claiming prior rights under section 3A and present the findings to the DEPARTMENT and OWNER for approval. The plans and estimate for the utility work shall be subject to approval of both the DEPARTMENT and the OWNER prior to construction. If the OWNER chooses to perform its own relocations and the OWNER holds no property interest as stated above; the OWNER shall confirm in writing that the OWNER will relocate its own facilities at no cost to the DEPARTMENT or the CONTRACTOR.

4. All construction engineering and contract supervision shall be the responsibility of the DEPARTMENT and the CONTRACTOR to ensure that all utility work included in the contract is accomplished in accordance with the PROJECT’s plans and specifications. The CONTRACTOR will consult with the OWNER before authorizing any changes or deviations which affect the OWNER’s facility.

5. For utility work included in the contract, the CONTRACTOR shall ensure that the design/construction and installation of the OWNER’S facilities is performed by a contractor/design consultant pre-approved/registered with both the DEPARTMENT and the OWNER. For any work included in the contract, excluding water and sewer, the OWNER will provide a list of pre-approved/registered contractors/design consultants on page 6 of the MOU.

6. For Utility work included in the contract, the OWNER or the OWNER’s Consultant shall have the right to visit and inspect the work at any time and advise the CONTRACTOR and the DEPARTMENT’S Engineer of any observed discrepancies or potential issues. The DEPARTMENT agrees to notify the OWNER when all utility work is completed and ready for final inspection by the OWNER.

7. Upon Maintenance Acceptance or Final Acceptance of the utility work included in the contract and upon certification by the DEPARTMENT’S Engineer and the OWNER that the work has been completed in accordance with the plans and specifications, the OWNER will accept the adjusted, relocated, and additional facilities and will thereafter operate and maintain said facilities located within the PROJECT right of way subject to the DEPARTMENT’S Utility Accommodations Policy and Standards Manual (UAM), current edition and any agreements in effect without further cost to the DEPARTMENT or it’s CONTRACTOR.

Final acceptance of the utility relocation work is accomplished by the execution of the Utility Facility Relocation Acceptance Form. The CONTRACTOR shall provide the OWNER with a complete set of “As-Built Plans” for review and approval reflecting the relocation work performed by the CONTRACTOR. Upon completion of the Utility Facility Relocation Acceptance Form and the exchange of the final OWNER approved “As-Built Plans”, the OWNER will operate and maintain the installed facilities going forward based on the date of execution of the Utility Facility Relocation Acceptance Form by the DEPARTMENT.

8. For utility coordination, relocation and reimbursement matters, the OWNER shall cooperate with the CONTRACTOR in the same manner as if coordinating directly with the DEPARTMENT in accordance with the laws of the State of Georgia, the DEPARTMENT’S UAM and any agreements in effect between the DEPARTMENT and OWNER. The OWNER agrees to cooperate in good faith with the CONTRACTOR and to respond to all requests for information or meetings required to reach a resolution of any disputed items.
9. All Utility work included in the PROJECT’s contract and Utility work completed by the OWNER that is reimbursed by the DEPARTMENT through an agreement shall be in accordance with the BUY AMERICA requirements of the Federal regulations (23 U.S.C. 313 and 23 CFR 635.410) all manufacturing processes for steel and iron products or predominantly of steel or iron furnished for permanent incorporation into the work on this project shall occur in the United States. The only exception to this requirement is the production of pig iron and the processing, pelletizing and reduction of iron ore, which may occur in another country. Other than these exceptions, all melting, rolling, extruding, machining, bending, grinding, drilling, coating, etc. must occur in the United States.

a. Products of steel include, but are not limited to, such products as structural steel piles, reinforcing steel, structural plate, steel culverts, and guardrail steel supports for signs, signals and luminaires. Products of iron include, but are not limited to, such products as cast iron frames and grates and ductile iron pipe. Coatings include, but are not limited to, the applications of epoxy, galvanizing and paint. The coating material is not limited to this clause, only the application process.

b. A Certificate of Compliance shall be furnished for steel and iron products as part of the backup information with the billing. The form for this certification entitled “Buy America Certificate of Compliance” is attached to this agreement as “Exhibit A.” Records to be maintained by the Developer for this certification shall include a signed mill test report and a signed certification by each supplier, distributor, fabricator, and manufacturer that has handled the steel or iron product affirming that every process, including the application of a coating, performed on the steel or iron product has been carried out in the United States of America, except as allowed by this Section. The lack of these certificates will be justification for rejection of the steel and/or iron product or nonpayment of the work.

The requirements of said law and regulations do not prevent the use of miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct the above products, manufactured products that are not predominantly steel or iron or a minimal use of foreign steel and iron materials if the cost of such materials used does not exceed one-tenth of one percent (0.1%) of the total contract price or $2,500.00, whichever is greater. The Memorandum of Understanding will be incorporated into the project contract by reference or Exhibit.

APPROVED FOR THE OWNER BY:

[Signature]

(Project Manager - DOT)

APPROVED FOR THE DEPARTMENT BY:

[Signature]

STATE UTILITIES ADMINISTRATOR

November 11, 2017

Date

12/19/17

Date
Pre-Approved Contractor List

Company Name: See Attached List
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Please provide a minimum of three.

Pre-Approved Design Consultant List

Company Name: See Attached List
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:
EXHIBIT A
UTILITY OWNER PRE-APPROVED CONTRACTOR/CONSULTANT LIST

Pre-Approved Design Consultant List

Company: Apogee Engineers, LLC
Address: 4856 Anderson Road
Orlando, Florida 32812
Contact Person: David H. Seligson
Phone: 407-658-7590
Email: David.Seligson@ApogeeEngineers.com

Company: Mesa Associates
Address: 629 Market Street, Suite 200
Chattanooga, TN 37402
Contact Person: Kazem Shomali
Phone: 423-424-7345
Email: kshomali@mesainc.com

Company Name: Power Delivery Solutions
Address: 100 Commerce Drive, Suite 201
Newark, DE 19713
Contact Person: Dean Sevy
Phone: 770-617-6921
Email: Dsevy@powerdsllc.com

Company: S. Nelson & Associates
Address: 110 Evans Mill Drive Suite 204
Dallas, GA 30157
Contact Person: Graham Smith
Phone: 770-841-8242
Email: GSMITH@S-NELSON.COM
EXHIBIT A
UTILITY OWNER PRE-APPROVED CONTRACTOR/CONSULTANT LIST

Pre-Approved Contractor List

Company Name: Irby Construction Company
Address: 318 Old Highway 49 South
Richland, MS 39218
Contact Doug Blake, Vice President - Operations
Phone: 601-292-4143
blake@irbyconst.com

Company Name: Service Electric
Address: 1631 East 25th Street, Chattanooga, TN 37404
Phone: 423-265-3161
Contact Person: Jody Shea
E-Mail: jshea@serviceelectricco.com

Company Name: Pike Electric
Address: 100 Pike Way, Mount Airy, NC 27030
Phone: 336-789-2171
Contact Person: James T. Benfield, Region VP
jbenfield@pike.com or
Todd Badgett
E-Mail: tbadgett@pike.com

Company Name: Sumter Utilities
Address: 1151 North Pike West, Sumter, SC 29153
Phone: 803-469-8585
Contact Person: Colin Chalup
E-Mail: cchalupa@suimail.com

Company Name: Utilicon
Address: 13275 Highway 231, Davisboro, GA 31018
Phone: 478-348-3233
Contact Person: Joan Glover
E-Mail: joan.glover@utilicon.net

Company Name: L.E. Myers
Address: 401 Chestnut Street, Suite 120; Chattanooga, TN 37402
Phone: 423-265-4441 x 4133
Contact Person: Danny Gessman
E-Mail: dguessman@myrgroup.com
Georgia DOT Project: Reconstruct the Dean Forest Road Interchange over I-16
GDOT P.I. # 0013727

DESIGN-BUILD
MEMORANDUM OF UNDERSTANDING
between the
Georgia Department of Transportation (hereafter the DEPARTMENT)
and
Hargray of Georgia (hereafter the OWNER)

Whereas GDOT, hereafter referred to as the DEPARTMENT proposes to undertake a design-build project hereafter referred to as a PROJECT to reconstruct the Dean Forest Road Interchange over I-16 in Chatham County, Georgia by contract through competitive bidding procedures; and,

Whereas the DEPARTMENT will accomplish the PROJECT through a Design Consultant, Design Consultant Team and/or Contractor, hereafter referred to as CONTRACTOR; and the utility owner hereafter referred to as the OWNER, and

Whereas, where OWNER has property rights ("Prior Rights") at the location of the PROJECT, OWNER will provide written evidence as to said prior rights within the area and will provide written documentation of prior rights relating to any individual crossing or Utility Facility, at the location of the PROJECT; and

Whereas, OWNER acknowledges that, generally, absent a showing of prior rights, the costs of relocation, protection, removal, or adjustment performed by OWNER shall be borne by OWNER; and

Whereas, pursuant to O.C.G.A. § 32-6-170(b), DEPARTMENT is authorized to pay or participate in the payment of the costs of relocation, protection, or adjustment of OWNER'S facilities where DEPARTMENT has made the determination that (i) such payments are in the best interest of the public and necessary in order to expedite the staging of the design-build project; and (ii) the costs of the removal, relocation, protection, or adjustment of such facilities are included as part of the Contract between the Department and the Department's roadway contractor for the design-build project; and

1. **Type of Utility**
OWNER has the following utility facilities which may need to be adjusted or relocated as a result of the proposed PROJECT:

Type of facility or facilities of OWNER:

- Domestic water mains and distribution lines and associated appurtenances
- Sanitary Sewer facilities and/or Storm Drainage System
- Electrical Distribution (overhead and underground) wires, poles, etc.
- Electrical Transmission (overhead and underground) wires, poles, etc.
- Natural Gas Distribution Facilities (underground)
- Natural Gas Transmission Facilities (underground)
- Petroleum Pipeline (underground)
- **X** Telecommunications facilities and equipment
- Cable TV facilities
- Street Lighting
- Internet Data Service
- Other Facilities (Description)
2. New Utility Facilities Proposed (Betterment)

OWNER desires the following to be installed as new additional facilities within the PROJECT. Insert here or attach a detailed description of proposed new additional utility installations:

N/A

3. Assignment of Responsibilities for Design and Construction

This MEMORANDUM OF UNDERSTANDING and the following shall serve as a basis for assignment of responsibilities and costs for the DEPARTMENT, CONTRACTOR and the OWNER to enter into a Standard Utility Agreement (SUA) or Contract Item Agreement (CIA), if necessary, with OWNER once the PROJECT is awarded to the CONTRACTOR. For a PROJECT implementation, GDOT will not have in its possession exact costing plans to be utilized to determine exact locations of the removal, relocation, protection, or adjustment. However, Overhead/Subsurface Utility Engineering (SUE) investigations plans exist providing the best information and signifying the layout of known existing facilities. Please use these plans for developing the final determination of services as indicated below. The CONTRACTOR developed plans will be provided to the OWNER after the design build project is awarded by GDOT which shall be used by the CONTRACTOR as the final basis for the SUA or CIA. Betterment costs will be the OWNER’S responsibility.

NOTE: Water and Sewer Design and Construction relocation work put in the contract will automatically be accomplished by the DEPARTMENT’S CONTRACTOR. The UTILITY OWNER will still have design approval authority. (No Pre-Approved Contractor/Consultant List required, leave page 6 blank). If you are a Water & Sewer Utility and choose to put your relocation Design and Construction in the contract, please check Design and Construction under Option 2 under 3B. Owner’s electing to perform their own design, at their own cost, please select design under 3C.

OWNER hereby intends to:

3A. OWNER, at the DEPARTMENT’S cost through an Agreement, will provide the following services for the properties for which it has established prior rights (Check to signify):

Design   ___
Construction   ___
3B. OWNER, at the CONTRACTOR’S cost, for any removal, relocation, protection, adjustment and/or design (Regardless of Prior Rights) will allow their facilities to be placed into the DEPARTMENT’S contract for the following services pursuant to O.C.G.A. § 32-6-170(b). The CONTRACTOR will add the removal, relocation, protection, materials, adjustment and/or design cost, excluding betterment, to the overall PROJECT’s cost. (Check to signify):

Option 1: OWNER wants the work to be performed by the OWNER’s pre-approved Design Consultants and/or Contractors.

Design ✓
Construction ✓

Option 2: OWNER wants the DEPARTMENT’S CONTRACTOR to perform the design and/or construction. (Check to signify):

Design ___ Construction ___ If both are checked, please leave page 6 blank.

As per this section, all work necessary for the removal, relocation, protection, or adjustment of the described utilities in accordance with the plans when approved shall be included in the project contract and accomplished by the CONTRACTOR except as follows (Check none or list any work items to be performed by the OWNER)

None ✓

Excluded Items

Comments:

3C. OWNER, at OWNER’S cost, will provide the following services (Check to signify):

Design
Construction ___
The following is hereby mutually agreed to and understood by both parties:

1. The identification of existing facilities including preparation of Overhead/Subsurface Utility Engineering (SUE) investigations plans will be accomplished by the DEPARTMENT prior to award of the PROJECT and thereafter supplemented by the CONTRACTOR.

2. The CONTRACTOR shall coordinate reviews of the utility relocation information and obtain acceptance from the OWNER and DEPARTMENT when required. However, the OWNER shall apply for and obtain any required permits from the DEPARTMENT and perform any final design or proprietary design needed to administer its own relocation work if the work will not be included in the contract. If the preliminary plans indicate that no conflict exists, and the OWNER concurs with this information, the OWNER shall provide a letter of "no conflict" to the CONTRACTOR.

3. After award of the PROJECT, the CONTRACTOR will research any claimed compensable property interest for each OWNER claiming prior rights under section 3A and present the findings to the DEPARTMENT and OWNER for approval. The plans and estimate for the utility work shall be subject to approval of both the DEPARTMENT and the OWNER prior to construction. If the OWNER chooses to perform its own relocations and the OWNER holds no property interest as stated above; the OWNER shall confirm in writing that the OWNER will relocate its own facilities at no cost to the DEPARTMENT or the CONTRACTOR.

4. All construction engineering and contract supervision shall be the responsibility of the DEPARTMENT and the CONTRACTOR to ensure that all utility work included in the contract is accomplished in accordance with the PROJECT’s plans and specifications. The CONTRACTOR will consult with the OWNER before authorizing any changes or deviations which affect the OWNER’s facility.

5. For utility work included in the contract, the CONTRACTOR shall ensure that the design/construction and installation of the OWNER’S facilities is performed by a contractor/design consultant pre-approved/registered with both the DEPARTMENT and the OWNER. For any work included in the contract, excluding water and sewer, the OWNER will provide a list of pre-approved/registered contractors/design consultants on page 6 of the MOU.

6. For Utility work included in the contract, the OWNER or the OWNER’s Consultant shall have the right to visit and inspect the work at any time and advise the CONTRACTOR and the DEPARTMENT’S Engineer of any observed discrepancies or potential issues. The DEPARTMENT agrees to notify the OWNER when all utility work is completed and ready for final inspection by the OWNER.

7. Upon Maintenance Acceptance or Final Acceptance of the utility work included in the contract and upon certification by the DEPARTMENT’S Engineer and the OWNER that the work has been completed in accordance with the plans and specifications, the OWNER will accept the adjusted, relocated, and additional facilities and will thereafter operate and maintain said facilities located within the PROJECT right of way subject to the DEPARTMENT’S Utility Accommodations Policy and Standards Manual (UAM), current edition” and any agreements in effect without further cost to the DEPARTMENT or its CONTRACTOR. Final acceptance of the utility relocation work is accomplished by the execution of the Utility Facility Relocation Acceptance Form. The CONTRACTOR shall provide the OWNER with a complete set of “As-Built Plans” for review and approval reflecting the relocation work performed by the CONTRACTOR. Upon completion of the Utility Facility Relocation Acceptance Form and the exchange of the final OWNER approved “As-Built Plans”, the OWNER will operate and maintain the installed facilities going forward based on the date of execution of the Utility Facility Relocation Acceptance Form by the DEPARTMENT.

8. For utility coordination, relocation and reimbursement matters, the OWNER shall cooperate with the CONTRACTOR in the same manner as if coordinating directly with the DEPARTMENT in accordance with the laws of the State of Georgia, the DEPARTMENT’S UAM and any agreements in effect between the DEPARTMENT and OWNER. The OWNER agrees to cooperate in good faith with the
CONTRACTOR and to respond to all requests for information or meetings required to reach a resolution of any disputed items.

9. All Utility work included in the PROJECT’s contract and Utility work completed by the OWNER that is reimbursed by the DEPARTMENT through an agreement shall be in accordance with the BUY AMERICA requirements of the Federal regulations (23 U.S.C. 313 and 23 CFR 635.410) all manufacturing processes for steel and iron products or predominantly of steel or iron furnished for permanent incorporation into the work on this project shall occur in the United States. The only exception to this requirement is the production of pig iron and the processing, pelletizing and reduction of iron ore, which may occur in another country. Other than these exceptions, all melting, rolling, extruding, machining, bending, grinding, drilling, coating, etc. must occur in the United States.

   a. Products of steel include, but are not limited to, such products as structural steel piles, reinforcing steel, structural plate, steel culverts, and guardrail steel supports for signs, signals and luminaires. Products of iron include, but are not limited to, such products as cast iron frames and grates and ductile iron pipe. Coatings include, but are not limited to, the applications of epoxy, galvanizing and paint. The coating material is not limited to this clause, only the application process.

   b. A Certificate of Compliance shall be furnished for steel and iron products as part of the backup information with the billing. The form for this certification entitled “Buy America Certificate of Compliance” is attached to this agreement as “Exhibit A.” Records to be maintained by the Developer for this certification shall include a signed mill test report and a signed certification by each supplier, distributor, fabricator, and manufacturer that has handled the steel or iron product affirming that every process, including the application of a coating, performed on the steel or iron product has been carried out in the United States of America, except as allowed by this Section. The lack of these certifications will be justification for rejection of the steel and/or iron product or nonpayment of the work.

The requirements of said law and regulations do not prevent the use of miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct the above products, manufactured products that are not predominantly steel or iron or a minimal use of foreign steel and iron materials if the cost of such materials used does not exceed one-tenth of one percent (0.1%) of the total contract price or $2,500.00, whichever is greater. The Memorandum of Understanding will be incorporated into the project contract by reference or Exhibit.

APPROVED FOR THE OWNER BY:

[Signature] 11/4/2017
(Gary J. DeLong)
(Signature)

Construction Engineer

(Date)

APPROVED FOR THE DEPARTMENT BY:

[Signature] 12/19/17
(State Utilities Administrator)
(Signature)
Pre-Approved Contractor List

Company Name: Fiber optic Communications
Address: 2401 Aimwell Rd. Vidalia GA 30476
Phone: 912-288-4300
Contact Person: Wade O’Neal
E-Mail: fibero@accessatc.net

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Please provide a minimum of three.

Pre-Approved Design Consultant List

Company Name: Fiber optic Communications
Address: 2401 Aimwell Rd. Vidalia GA 30476
Phone: 912-288-4300
Contact Person: Wade O’Neal
E-Mail: fibero@accessatc.net

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

PI # 0013727
Georgia DOT Project: Reconstruct the Dean Forest Road Interchange over I-16
GDOT P.I. # 0013727

DESIGN-BUILD
MEMORANDUM OF UNDERSTANDING
between the
Georgia Department of Transportation (hereafter the DEPARTMENT)
and
Uniti Fiber (hereafter the OWNER)

Whereas GDOT, hereafter referred to as the DEPARTMENT proposes to undertake a design-build project hereafter referred to as PROJECT reconstruct the Dean Forest Road Interchange over I-16 in Chatham County, Georgia by contract through competitive bidding procedures; and,

Whereas the DEPARTMENT will accomplish the PROJECT through a Design Consultant, Design Consultant Team and/or Contractor, hereafter referred to as CONTRACTOR; and the utility owner hereafter referred to as the OWNER, and

Whereas, where OWNER has property rights (“Prior Rights”) at the location of the PROJECT, OWNER will provide written evidence as to said prior rights within the area and will provide written documentation of prior rights relating to any individual crossing or Utility Facility, at the location of the PROJECT; and

Whereas, OWNER acknowledges that, generally, absent a showing of prior rights, the costs of relocation, protection, removal, or adjustment performed by OWNER shall be borne by OWNER; and

Whereas, pursuant to O.C.G.A. § 32-6-170(b), DEPARTMENT is authorized to pay or participate in the payment of the costs of relocation, protection, or adjustment of OWNER’S facilities where DEPARTMENT has made the determination that (i) such payments are in the best interest of the public and necessary in order to expedite the staging of the design-build project; and (ii) the costs of the removal, relocation, protection, or adjustment of such facilities are included as part of the Contract between the Department and the Department's roadway contractor for the design-build project; and

1. Type of Utility
OWNER has the following utility facilities which may need to be adjusted or relocated as a result of the proposed PROJECT:

Type of facility or facilities of OWNER:
_____ Domestic water mains and distribution lines and associated appurtenances
_____ Sanitary Sewer facilities and/or Storm Drainage System
_____ Electrical Distribution (overhead and underground) wires, poles, etc.
_____ Electrical Transmission (overhead and underground) wires, poles, etc.
_____ Natural Gas Distribution Facilities (underground)
_____ Natural Gas Transmission Facilities (underground)
_____ Petroleum Pipeline (underground)
_____ X Telecommunications facilities and equipment
_____ Cable TV facilities
_____ Street Lighting
_____ Internet Data Service
_____ Other Facilities (Description) _______________________________
2. New Utility Facilities Proposed (Betterment)

OWNER desires the following to be installed as new additional facilities within the PROJECT. Insert here or attach a detailed description of proposed new additional utility installations:

3. Assignment of Responsibilities for Design and Construction

This MEMORANDUM OF UNDERSTANDING and the following shall serve as a basis for assignment of responsibilities and costs for the DEPARTMENT, CONTRACTOR and the OWNER to enter into a Standard Utility Agreement (SUA) or Contract Item Agreement (CIA), if necessary, with OWNER once the PROJECT is awarded to the CONTRACTOR. For a PROJECT implementation, GDOT will not have in its possession exact costing plans to be utilized to determine exact locations of the removal, relocation, protection, or adjustment. However, Overhead/Subsurface Utility Engineering (SUE) investigations plans exist providing the best information and signifying the layout of known existing facilities. Please use these plans for developing the final determination of services as indicated below. The CONTRACTOR developed plans will be provided to the OWNER after the design build project is awarded by GDOT which shall be used by the CONTRACTOR as the final basis for the SUA or CIA. Betterment costs will be the OWNER’S responsibility.

OWNER hereby intends to:

3A. OWNER, at the DEPARTMENT’S cost through an Agreement, will provide the following services for the properties for which it has established prior rights (Check to signify):

Design
Construction

3B. OWNER, at the CONTRACTOR’S cost, for any removal, relocation, protection, adjustment and/or design (Regardless of Prior Rights) will allow their facilities to be placed into the DEPARTMENT’S contract for the following services pursuant to O.C.G.A. § 32-6-170(b). The CONTRACTOR will add the removal, relocation, protection, materials, adjustment and/or design cost, excluding betterment, to the overall PROJECT’s cost. (Check to signify):

Option 1: OWNER wants the work to be performed by the OWNER’s pre-approved Design Consultants and/or Contractors.

Design
Construction

Option 2: OWNER wants the DEPARTMENT’S CONTRACTOR to perform the design and/or construction. (Check to signify):

Design
Construction

If both are checked, please leave page 6 blank.
As per this section, all work necessary for the removal, relocation, protection, or adjustment of the described utilities in accordance with the plans when approved shall be included in the project contract and accomplished by the CONTRACTOR except as follows (Check none or list any work items to be performed by the OWNER)

None

Excluded Items

Comments:

3C. OWNER, at OWNER’S cost, will provide the following services (Check to signify):

Design
Construction

The following is hereby mutually agreed to and understood by both parties:

1. The identification of existing facilities including preparation of Overhead/Subsurface Utility Engineering (SUE) investigations plans will be accomplished by the DEPARTMENT prior to award of the PROJECT and thereafter supplemented by the CONTRACTOR.

2. The CONTRACTOR shall coordinate reviews of the utility relocation information and obtain acceptance from the OWNER and DEPARTMENT when required. However, the OWNER shall apply for and obtain any required permits from the DEPARTMENT and perform any final design or proprietary design needed to administer its own relocation work if the work will not be included in the contract. If the preliminary plans indicate that no conflict exists, and the OWNER concurs with this information, the OWNER shall provide a letter of “no conflict” to the CONTRACTOR.

3. After award of the PROJECT, the CONTRACTOR will research any claimed compensable property interest for each OWNER claiming prior rights under section 3A and present the findings to the DEPARTMENT and OWNER for approval. The plans and estimate for the utility work shall be subject to approval of both the DEPARTMENT and the OWNER prior to construction. If the OWNER chooses to perform its own relocations and the OWNER holds no property interest as stated above; the OWNER shall confirm in writing that the OWNER will relocate its own facilities at no cost to the DEPARTMENT or the CONTRACTOR.

4. All construction engineering and contract supervision shall be the responsibility of the DEPARTMENT and the CONTRACTOR to ensure that all utility work included in the contract is accomplished in accordance with the PROJECT’s plans and specifications. The CONTRACTOR will consult with the OWNER before authorizing any changes or deviations which affect the OWNER’s facility.

5. For utility work included in the contract, the CONTRACTOR shall ensure that the design/construction and installation of the OWNER’S facilities is performed by a contractor/design consultant pre-approved/registered
with both the DEPARTMENT and the OWNER. For any work included in the contract, excluding water and sewer, the OWNER will provide a list of pre-approved/registered contractors/design consultants on page 6 of the MOU.

6. For Utility work included in the contract, the OWNER or the OWNER’s Consultant shall have the right to visit and inspect the work at any time and advise the CONTRACTOR and the DEPARTMENT’S Engineer of any observed discrepancies or potential issues. The DEPARTMENT agrees to notify the OWNER when all utility work is completed and ready for final inspection by the OWNER.

7. Upon Maintenance Acceptance or Final Acceptance of the utility work included in the contract and upon certification by the DEPARTMENT’S Engineer and the OWNER that the work has been completed in accordance with the plans and specifications, the OWNER will accept the adjusted, relocated, and additional facilities and will thereafter operate and maintain said facilities located within the PROJECT right of way subject to the DEPARTMENT’S Utility Accommodations Policy and Standards Manual (UAM), current edition” and any agreements in effect without further cost to the DEPARTMENT or it’s CONTRACTOR. Final acceptance of the utility relocation work is accomplished by the execution of the Utility Facility Relocation Acceptance Form. The CONTRACTOR shall provide the OWNER with a complete set of “As-Built Plans” for review and approval reflecting the relocation work performed by the CONTRACTOR. Upon completion of the Utility Facility Relocation Acceptance Form and the exchange of the final OWNER approved “As-Built Plans”, the OWNER will operate and maintain the installed facilities going forward based on the date of execution of the Utility Facility Relocation Acceptance Form by the DEPARTMENT.

8. For utility coordination, relocation and reimbursement matters, the OWNER shall cooperate with the CONTRACTOR in the same manner as if coordinating directly with the DEPARTMENT in accordance with the laws of the State of Georgia, the DEPARTMENT’S UAM and any agreements in effect between the DEPARTMENT and OWNER. The OWNER agrees to cooperate in good faith with the CONTRACTOR and to respond to all requests for information or meetings required to reach a resolution of any disputed items.

9. All Utility work included in the PROJECT’s contract and Utility work completed by the OWNER that is reimbursed by the DEPARTMENT through an agreement shall be in accordance with the BUY AMERICA requirements of the Federal regulations (23 U.S.C. 313 and 23 CFR 635.410) all manufacturing processes for steel and iron products or predominately of steel or iron furnished for permanent incorporation into the work on this project shall occur in the United States. The only exception to this requirement is the production of pig iron and the processing, pelletizing and reduction of iron ore, which may occur in another country. Other than these exceptions, all melting, rolling, extruding, machining, bending, grinding, drilling, coating, etc. must occur in the United States.

a. Products of steel include, but are not limited to, such products as structural steel piles, reinforcing steel, structural plate, steel culverts, and guardrail steel supports for signs, signals and luminaires. Products of iron include, but are not limited to, such products as cast iron frames and grates and ductile iron pipe. Coatings include, but are not limited to, the applications of epoxy, galvanizing and paint. The coating material is not limited to this clause, only the application process.

b. A Certificate of Compliance shall be furnished for steel and iron products as part of the backup information with the billing. The form for this certification entitled “Buy America Certificate of Compliance” is attached to this agreement as “Exhibit A.” Records to be maintained by the Developer for this certification shall include a signed mill test report and a signed certification by each supplier, distributor, fabricator, and manufacturer that has handled the steel or iron product affirming that every process, including the application of a coating, performed on the steel or iron product has been carried out in the United States of America, except as allowed by this Section. The lack of these certifications will be justification for rejection of the steel and/or iron product or non-payment of the work.

The requirements of said law and regulations do not prevent the use of miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct the above products, manufactured
products that are not predominantly steel or iron or a minimal use of foreign steel and iron materials if the cost of such materials used does not exceed one-tenth of one percent (0.1%) of the total contract price or $2,500.00, whichever is greater. The Memorandum of Understanding will be incorporated into the project contract by reference or Exhibit.

APPROVED FOR THE OWNER BY:

[Signature] 4-20-2020

(OSP Construction Manager)

(Date)

(APPROVED FOR THE DEPARTMENT BY:

[Signature] 4/21/2020

(Patrick Allen)

(Date)

STATE UTILITIES ADMINISTRATOR

PI # 0013727
Pre-Approved Contractor List

Company Name: Tower Engineering Professionals Inc.
Address: 2033 Cross Beam Dr. Charlotte NC. 28217
Phone: (984)444-6171
Contact Person: Casey Pharr
E-Mail: Cpharr@tepgroup.net

Company Name: Comtrac Inc.
Address: 2250 Lithonia Industrial Blvd. Lithonia GA 30058
Phone: (706)461-2600
Contact Person: Toby Carroll
E-Mail: Toby.Carroll@comtracinc.com

Company Name: Coastal Fiber LLC.
Address: 325 S Kennedy Rd. Metter Ga. 30439
Phone: (912)687-0338
Contact Person: Zach Daniel
E-Mail: Coastalfiberoptics@gmail.com

Please provide a minimum of three.

Pre-Approved Design Consultant List

Company Name: Tower Engineering Professionals Inc.
Address: 2033 Cross Beam Dr. Charlotte NC. 28217
Phone: (984)444-6171
Contact Person: Casey Pharr
E-Mail: Cpharr@tepgroup.net

Company Name:
Address:
Phone:
Contact Person:
E-Mail:

Company Name:
Address:
Phone:
Contact Person:
E-Mail:
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 8-1

SECTION 812 – BACKFILL MATERIALS
Delete Section 812 and substitute the following:

812.1 General Description
This section includes the requirements for material used as backfill: foundation backfill, Pipe, Types I and II, imperfect trench backfill, Type III, and mechanically stabilized embankment backfill.

812.1.01 Related References
A. Standard Specifications
   Section 810—Roadway Materials
   Section 800 – Coarse Aggregates
B. Referenced Documents
   AASHTO T 11
   AASHTO T 21
   AASHTO T 27
   AASHTO T 96
   AASHTO T 104
   AASHTO T-267
   AASHTO T-288
   AASHTO T-289
   ASTM C295
   ASTM D4327
   GDT 4
   GDT 6
   GDT 7
   GDT 24a
   GDT 24b
   GDT 67
   GDT 75
   SOP 1
812.2 Materials

812.2.01 Foundation Backfill, Type I
A. Requirements
   1. Use natural or artificial mixtures of materials consisting of hard, durable particles of sand or stone, mixed with silt, clay and/or humus material for Type I backfill.
   2. Have the final blend of material meet the requirements of Class I or II soils in Subsection 810.2.01.
B. Fabrication
   General Provisions 101 through 150.
C. Acceptance
   Test as follows:

<table>
<thead>
<tr>
<th>Test</th>
<th>Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soil gradation</td>
<td>GDT 4</td>
</tr>
<tr>
<td>Volume change</td>
<td>GDT 6</td>
</tr>
<tr>
<td>Maximum density</td>
<td>GDT 7 or GDT 67</td>
</tr>
</tbody>
</table>

D. Materials Warranty
   General Provisions 101 through 150.

812.2.02 Foundation Backfill, Type II
A. Requirements
   3. Type
      Use material meeting the requirements of Section 800, Class A or B aggregate, and SOP 1. Crushed concrete may be used provided it meets the requirements of Section 800 that are applicable to Group 2 Aggregates.
      Do not use backfill aggregate containing soil or decomposed rock.
   4. Gradation
      Use material meeting the following gradation requirements:

      | Sieve Size      | % Passing by Weight |
      |-----------------|---------------------|
      | 1-1/2 in (37.5 mm) | 100                 |
      | 1 in (25 mm)    | 80-100              |
      | No. 8 (2.36 mm) | 0-5                 |

B. Fabrication
   General Provisions 101 through 150.
C. Acceptance
   Test as follows:

<table>
<thead>
<tr>
<th>Test</th>
<th>Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sieve analysis</td>
<td>AASHTO T 27</td>
</tr>
</tbody>
</table>
D. Materials Warranty
General Provisions 101 through 150.

812.2.03 Imperfect Trench Backfill, Type III
A. Requirements
5. Type
Use material made from either of the following for Type III backfill:
- A natural soil with a density of less than 95 lb/ft³ (1520 kg/m³) when tested with GDT 7
- An artificial mixture of soil and organic material, such as hay, leaves, or straw

B. Fabrication
General Provisions 101 through 150.

C. Acceptance
The laboratory will:
6. Test the soil density with GDT 7.
7. Review the mixture and the percentages of each material, and approve a mixture suitable for the Project.

D. Materials Warranty
General Provisions 101 through 150.

812.2.04 Mechanically Stabilized Embankment Backfill
A. Requirements
Use material comprised of crushed stone, natural sand, or a blend of crushed stone and natural sand from sources listed on Qualified Products Lists 1 and 2, or approved by the Office of Materials and Tests. Ensure material is within the following limits for soils, organics or any other deleterious substances meeting the following additional requirements:

NOTE: Delerterious substances include but are not limited to: wood, brick, asphalt, shale recycled concrete, construction waste and shall meet the following limits:

<table>
<thead>
<tr>
<th>Substance</th>
<th>Maximum Percent by Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soil</td>
<td>1</td>
</tr>
<tr>
<td>Any combination of Brick, Shale, Asphalritic Concrete, Recycled Concrete, Weathered Rock, Construction Waste, Soil or Wood</td>
<td>2</td>
</tr>
</tbody>
</table>

1. Crushed Stone
Use a material manufactured from Class A or B stone that meets the requirements of Section 812.2.04.A, has a soundness loss of not more than 15 percent, and conforms to the stockpile requirements of SOP 1.

2. Natural Sand
Use only in conjunction with an approved, non-corrodible, extensible reinforcement. Use non-plastic material consisting of strong, hard, durable particles having a durability index of at least 70 and meeting for class IIB3 or better in accordance with section 810.2.10A1. Use Natural Sand from an approved source on Qualified Products List – 1 or from a source approved by the Office of Materials and Testing. Requirements for approval will be provided by the Technical Assistance Bureau.

3. Gradation
4. Chemical

Ensure the material meets the following chemical requirements:

<table>
<thead>
<tr>
<th>Test Method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>pH</td>
<td>*5.0 – 9.5</td>
</tr>
<tr>
<td>Resistivity</td>
<td>&gt;3000 ohms·cm</td>
</tr>
<tr>
<td>Chlorides</td>
<td>&lt;100 ppm</td>
</tr>
<tr>
<td>Sulfates</td>
<td>&lt;200 ppm</td>
</tr>
</tbody>
</table>

Note: These chemical requirements are not applicable to MSE walls stabilized with an approved, non-corrodible, extensible reinforcement.

*Sources of select backfill material having a pH between 4.5 and 5.0 may be used provided the interior face of the MSE wall panels have 3 inches of concrete cover over the reinforcement and the concrete used in the panels contains the following ingredients and proportions:

<table>
<thead>
<tr>
<th>Material</th>
<th>% by Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Minimum</td>
</tr>
<tr>
<td>Cement</td>
<td>30</td>
</tr>
<tr>
<td>Type F Fly Ash</td>
<td>10</td>
</tr>
<tr>
<td>Slag</td>
<td>50</td>
</tr>
<tr>
<td>Type F Fly Ash and Slag</td>
<td>--</td>
</tr>
</tbody>
</table>

5. Maximum Dry Density

Use backfill material with a maximum dry density equal to or greater than the design unit weight shown on the plans.

B. Fabrication

General Provisions 101 through 150.

C. Acceptance

Test the material as follows:

<table>
<thead>
<tr>
<th>Test Method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent Wear</td>
<td>AASHTO T96 (&quot;A&quot; Grading)</td>
</tr>
<tr>
<td>Sieve Analysis</td>
<td>AASHTO T 27</td>
</tr>
<tr>
<td>Material Passing No. 200 (75 μm) Sieve</td>
<td>AASHTO T 11</td>
</tr>
<tr>
<td>Organic Impurities</td>
<td>AASHTO T 21</td>
</tr>
</tbody>
</table>
812.2.05 Alternate Pipe Backfill

A. Requirements

Use material comprised of crushed stone, natural sand, or a blend of crushed stone and natural sand. Ensure material is within the following limits for soils, organics or any other deleterious substances meeting the following additional requirements:

NOTE: Deleterious substances include but are not limited to: wood, brick, asphalt, shale recycled concrete, construction waste and shall meet the following limits:

<table>
<thead>
<tr>
<th>Substance</th>
<th>Maximum Percent by Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soil</td>
<td>1</td>
</tr>
<tr>
<td>Any combination of Brick, Shale, Asphaltic Concrete, Recycled Concrete, Weathered Rock, Construction Waste, Soil or Wood</td>
<td>2</td>
</tr>
</tbody>
</table>

6. Crushed Stone

Use a material manufactured from Class A or B stone that meets the requirements of Section 812.2.04, has a soundness loss of not more than 15 percent, and conforms to the stockpile requirements of SOP 1.

7. Natural Sand

Use non-plastic material consisting of strong, hard, durable particles having a durability index of at least 70. Use Natural Sand from an approved source on Qualified Products List – 1 or from a source approved by the Office of Materials and Testing. Requirements for approval will be provided by the Technical Assistance Bureau.

8. Gradation
Sieve Size | % Passing by Weight
---|---
2 in (50 mm) | 80-100
No. 10 (2 mm) | 20-90*
No. 200 (75 μm) | 0-15
* Natural Sand may be 20-100

9. Maximum Dry Density

Use backfill material with a maximum dry density equal to or greater than the design unit weight shown on the plans.

B. Fabrication

General Provisions 101 through 150.

C. Acceptance

Test the material as follows:

| Test Method | Requirement |
---|---|
Sieve Analysis | AASHTO T 27
Percent Wear | AASHTO T96 ("A" Grading)
Material Passing No. 200 (75 μm) Sieve | AASHTO T 11
Durability Index | GDT 75
Maximum Dry Density | GDT 7 or GDT 24a, GDT 24b
Soundness (Magnesium Sulfate) | AASHTO T 104
Organic Impurities | AASHTO T 21
Organic Content | AASHTO T-267
Petrographic Analysis | ASTM C295

D. Materials Warranty

General Provisions 101 through 150.

Office of Materials and Testing
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 11-1

DESIGN CRITERIA TABLE
<table>
<thead>
<tr>
<th>GENERAL - DESIGN ELEMENTS</th>
<th>SR307/Dean Forest Road</th>
<th>I-16 Ramps at Dean Forest Road</th>
<th>COMMENTS / REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Classification</td>
<td>Urban Principal Arterial</td>
<td>Urban Ramp</td>
<td></td>
</tr>
<tr>
<td>Design Vehicle</td>
<td>WB-67</td>
<td>WB-67</td>
<td></td>
</tr>
<tr>
<td>Design Speed</td>
<td>45 mph</td>
<td>Varies 35 - 55 mph</td>
<td>Design Speed that is 10 mph lower than the specified value can be used after the first curve exiting the mainline or before the last curve entering the freeway</td>
</tr>
<tr>
<td></td>
<td>25 mph in DDI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stopping Sight Distance (min.)</td>
<td>360-ft.</td>
<td>Varies 250-ft. (35 mph) 495-ft. (55 mph)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HORIZONTAL ALIGNMENT - DESIGN ELEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. Super-elevation rate (emax.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VERTICAL ALIGNMENT - DESIGN ELEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Grade</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Crest Vertical Curve (min. K value)</td>
</tr>
<tr>
<td>Sag Vertical Curve (min. K value)</td>
</tr>
<tr>
<td>Minimum Vertical Clearance Over</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CROSS-SECTION ELEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Lanes</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Normal Cross-Slope:</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 2 Lanes in one direction</td>
</tr>
<tr>
<td>over 2 Lanes in one direction with same cross-slope</td>
</tr>
</tbody>
</table>

| Inside Shoulders     | N/A | 6% | 8% max breakover |
| Outside Shoulders    | N/A | 6% | 8% max breakover |

<table>
<thead>
<tr>
<th>Side Slopes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Normal Slope</td>
</tr>
<tr>
<td>Maximum Slope</td>
</tr>
</tbody>
</table>
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 11-2

PAVEMENT DESIGNS
### Attachment 11-2: Pavement Designs

#### SR 307 / Dean Forest Road

<table>
<thead>
<tr>
<th>Material</th>
<th>Spread Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain PC Conc Pvm, CL 3 Conc</td>
<td>12 inch</td>
</tr>
<tr>
<td>Recycled Asph Conc 19 mm Superpave, GP 1 or 2, Incl Bitum Matl &amp; H Lime</td>
<td>330 lb/sy</td>
</tr>
<tr>
<td>Graded Aggregate Base</td>
<td>8 inch</td>
</tr>
</tbody>
</table>

#### SR 307 / Dean Forest Road (Widening with Overlay)

<table>
<thead>
<tr>
<th>Material</th>
<th>Spread Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recycled Asph Conc 12.5 mm, GP 2 Only, Incl Polymer-Modified Bitum Matl &amp; H Lime</td>
<td>165 lb/sy</td>
</tr>
<tr>
<td>Recycled Asph Conc 19 mm Superpave, GP 1 or 2, Incl Bitum Matl &amp; H Lime</td>
<td>220 lb/sy</td>
</tr>
<tr>
<td>Recycled Asph Conc 25 mm Superpave, GP 1 or 2, Incl Bitum Matl &amp; H Lime</td>
<td>1100 lb/sy</td>
</tr>
<tr>
<td>Graded Aggregate Base</td>
<td>12 inch</td>
</tr>
</tbody>
</table>

#### SR 307 / Dean Forest Road Ramps West of SR 307 / Dean Forest Road

<table>
<thead>
<tr>
<th>Material</th>
<th>Spread Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain PC Conc Pvm, CL 3 Conc</td>
<td>12 inch</td>
</tr>
<tr>
<td>Recycled Asph Conc 19 mm Superpave, GP 1 or 2, Incl Bitum Matl &amp; H Lime</td>
<td>330 lb/sy</td>
</tr>
<tr>
<td>Graded Aggregate Base</td>
<td>8 inch</td>
</tr>
</tbody>
</table>

#### SR 307 / Dean Forest Road Ramps East of SR 307 / Dean Forest Road

<table>
<thead>
<tr>
<th>Material</th>
<th>Spread Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain PC Conc Pvm, CL 3 Conc</td>
<td>10.5 inch</td>
</tr>
<tr>
<td>Recycled Asph Conc 19 mm Superpave, GP 1 or 2, Incl Bitum Matl &amp; H Lime</td>
<td>330 lb/sy</td>
</tr>
<tr>
<td>Graded Aggregate Base</td>
<td>8 inch</td>
</tr>
</tbody>
</table>

#### Old Dean Forest Road

<table>
<thead>
<tr>
<th>Material</th>
<th>Spread Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recycled Asph Conc 12.5 mm, GP 2 Only, Incl Bitum Matl &amp; H Lime</td>
<td>165 lb/sy</td>
</tr>
<tr>
<td>Recycled Asph Conc 19 mm Superpave, GP 1 or 2, Incl Bitum Matl &amp; H Lime</td>
<td>220 lb/sy</td>
</tr>
<tr>
<td>Recycled Asph Conc 25 mm Superpave, GP 1 or 2, Incl Bitum Matl &amp; H Lime</td>
<td>330 lb/sy</td>
</tr>
<tr>
<td>Graded Aggregate Base</td>
<td>8 inch</td>
</tr>
</tbody>
</table>
### I-16 Outside Shoulder*

<table>
<thead>
<tr>
<th>Material</th>
<th>Spread Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recycled Asph Conc 12.5mm Superpave, GP 2 Only, incl Bitum Matl &amp; H Lime</td>
<td>165 lb/sy</td>
</tr>
<tr>
<td>Recycled Asph Conc 19mm Superpave, GP 1 or 2, incl Bitum Matl &amp; H Lime</td>
<td>220 lb/sy</td>
</tr>
<tr>
<td>GAB</td>
<td>6 inch</td>
</tr>
</tbody>
</table>

*Coordinate, per Section 1.3.4, for appropriate pavement between I-16 and Dean Forest Road tie-ins.

### I-16 Overlay*

<table>
<thead>
<tr>
<th>Material</th>
<th>Spread Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recycled Asph Conc 12.5mm OGFC, GP 2 Only, incl Polymer-modified Bitum Matl &amp; H Lime</td>
<td>90 lb/sy</td>
</tr>
<tr>
<td>Recycled Asph Conc 12.5mm SMA, GP 2 Only, incl Polymer-modified Bitum Matl &amp; H Lime</td>
<td>220 lb/sy</td>
</tr>
<tr>
<td>Asph Conc 19mm SMA, GP 2 Only, incl Polymer-modified Bitum Matl &amp; H Lime</td>
<td>220 lb/sy</td>
</tr>
<tr>
<td>Recycled Asph Conc Leveling, Incl Polymer-Modified Bitum Matl and H Lime</td>
<td>Varies (As Required)</td>
</tr>
</tbody>
</table>

*Coordinate, per Section 1.3.4, for appropriate pavement between I-16 and Dean Forest Road tie-ins.

### I-16 Mainline*

<table>
<thead>
<tr>
<th>Material</th>
<th>Spread Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asph Conc 12.5mm OGFC, GP 2 Only, incl Polymer-modified Bitum Matl &amp; H Lime</td>
<td>90 lb/sy</td>
</tr>
<tr>
<td>Recycled Asph Conc 12.5mm SMA, GP 2 Only, incl Polymer-modified Bitum Matl &amp; H Lime</td>
<td>220 lb/sy</td>
</tr>
<tr>
<td>Asph Conc 19mm SMA, GP 2 Only, incl Polymer-modified Bitum Matl &amp; H Lime</td>
<td>220 lb/sy</td>
</tr>
<tr>
<td>Recycled Asph Conc 25 mm Superpave, GP 1 or 2, incl Bitum Matl &amp; H Lime</td>
<td>770 lb/sy</td>
</tr>
<tr>
<td>Gr Aggr Base, CRS, Incl Matl</td>
<td>10&quot;</td>
</tr>
</tbody>
</table>

*Coordinate, per Section 1.3.4, for appropriate pavement between I-16 and Dean Forest Road tie-ins.
### Attachments 11-2 (continued)

#### Driveway Pavement Designs

<table>
<thead>
<tr>
<th>Material</th>
<th>Spread Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Asphaltic Concrete Driveways</strong></td>
<td></td>
</tr>
<tr>
<td>Recycled Asph Conc 12.5 mm, GP 2 Only, Incl Polymer-Modified Bitum Matl &amp; H Lime</td>
<td>165 lb/sy</td>
</tr>
<tr>
<td>GRADED AGGREGATE BASE COURSE – 6 INCH DEPTH INCL MATL</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Commercial Asphaltic Concrete Driveways</strong></td>
<td></td>
</tr>
<tr>
<td>Recycled Asph Conc 12.5 mm, GP 2 Only, Incl Polymer-Modified Bitum Matl &amp; H Lime</td>
<td>165 lb/sy</td>
</tr>
<tr>
<td>RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL and H LIME</td>
<td>220 lb/sy</td>
</tr>
<tr>
<td>GRADED AGGREGATE BASE COURSE – 6 INCH DEPTH INCL MATL</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Residential Concrete Driveways</strong></td>
<td></td>
</tr>
<tr>
<td>PORTLAND CEMENT CONCRETE – 6”</td>
<td>N/A</td>
</tr>
<tr>
<td>GRADED AGGREGATE BASE – 6” DEPTH</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Commercial Concrete Driveways</strong></td>
<td></td>
</tr>
<tr>
<td>PORTLAND CEMENT CONCRETE – 8”</td>
<td>N/A</td>
</tr>
<tr>
<td>GRADED AGGREGATE BASE – 6” DEPTH</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Georgia Department of Transportation

Technical Provisions

For
Design-Build Agreement
P.I. No. 0013727

Attachment 11-3

SPECIAL PROVISION
SECTION 815—GRADED AGGREGATE
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL PROVISION

Section 815—Graded Aggregate

*Delete Section 815 and substitute the following:*

**815.1 General Description**
This section includes the requirements for material to be used for base, subbase, or shoulder course material, and includes graded aggregate, unconsolidated limerock base, and recycled concrete base.

**815.1.01 Related References**

A. **Standard Specifications**
   - Section 800—Coarse Aggregate

B. **Referenced Documents**
   - AASHTO T 11
   - AASHTO T 27
   - AASHTO T 193
   - ASTM C 295
   - ASTM D 3042
   - FL DOT Method FM5-515
   - SOP–1
   - QPL-2
   - GDT 63
   - EPA Method 3050/6010
   - EPA Method 1311
   - EPA Polarized Light Microscopy Method
   - EPA Transmission Electron Microscopy Method

**815.2 Materials**

**815.2.01 Graded Aggregate**

A. **Requirements**
   1. Type
      - Use graded aggregate base, subbase, or shoulder course material of uniform quality.
      - Obtain the graded aggregate from an approved source or deposit that will yield a satisfactory mixture meeting all requirements of this Specification.
b. Use material that is crushed or processed as a part of the mining operations, or, mix two grades of material so that when combined in the central mix plant, the mixture meets the specifications.

c. May use material that is a blend of not more than 20 percent (max) recycled crushed concrete from known sources (see 815.2.03.A.1.a) and virgin aggregate if approved by the Office of Materials and Testing.

2. Retained on the No. 10 (2 mm) sieve
   Ensure the material retained on the No. 10 (2 mm) sieve is Class A or B aggregate that meets the requirements of Section 800.

3. Passing the No. 10 (2 mm) sieve
   Ensure material passing the No. 10 (2 mm) sieve is relatively free of detrimental substances, such as soil overburden, decomposed rock, and/or swelling silts.

4. Stabilized Mixtures
   Ensure mixtures to be stabilized react satisfactorily when mixed with Portland cement. The Engineer will specify the percentage of Portland cement to use.

5. Gradation
   Grade the graded aggregate base, subbase, or shoulder material as follows:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing By Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Group I Aggregates</strong></td>
<td></td>
</tr>
<tr>
<td>2 in (50 mm)</td>
<td>100</td>
</tr>
<tr>
<td>1-1/2 in (37.5 mm)</td>
<td>95-100</td>
</tr>
<tr>
<td>3/4 in (19.0 mm)</td>
<td>60-95</td>
</tr>
<tr>
<td>No. 10 (2 mm)</td>
<td>25-50 (Note 1, 2 and 3)</td>
</tr>
<tr>
<td>No. 60 (250 µm)</td>
<td>10-35</td>
</tr>
<tr>
<td>No. 200 (75 µm)</td>
<td>7-15</td>
</tr>
</tbody>
</table>

| **Group II Aggregates**                |                          |
| 2 in (50 mm)    | 100                       |
| 1-1/2 in (37.5 mm) | 95-100                  |
| 3/4 in (19 mm)  | 60-90                    |
| No. 10 (2 mm)   | 25-45 (Note 2 and 4)    |
| No. 60 (250 µm) | 5-30                     |
| No. 200 (75 µm) | 4-11                     |

**NOTE 1:** Group I aggregates having less than 37% passing the No. 10 (2 mm) sieve, shall have at least 9 percent passing the No. 200 (75 µm) sieve.

**NOTE 2:** For graded aggregate stabilized with Portland Cement, 30-50 percent by weight shall pass the No. 10 (2 mm) sieve. All other requirements remain the same.

**NOTE 3:** Material passing the No. 10 (2 mm) sieve shall have a sand equivalent of at least 20 for Group I aggregates.

**NOTE 4:** Material passing the No. 10 (2 mm) sieve shall have a sand equivalent of at least 28 for Group II aggregates. Sand Equivalent values as low as 20 will be acceptable provided they are attributed exclusively to rock flour and the percent passing the No. 10 (2 mm) sieve does not exceed 40.

B. Fabrication

   General Provisions 101 through 150.
C. Acceptance

Test as follows:

<table>
<thead>
<tr>
<th>Test</th>
<th>Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material that passes a No. 200 (75µm) sieve</td>
<td>AASHTO T 11</td>
</tr>
<tr>
<td>Gradation</td>
<td>AASHTO T 27</td>
</tr>
<tr>
<td>Sand Equivalent</td>
<td>GDT 63</td>
</tr>
</tbody>
</table>

D. Materials Warranty

General Provisions 101 through 150.

815.2.02 Unconsolidated Limerock Base

A. Requirements

1. Type

Use limerock base, subbase, or shoulder course material of uniform quality.

a. To ensure uniform quality, the Department may restrict approved sources to specific mining areas, mining processes at a specific mining site, or both.

b. Use a limerock base that yields a mixture to meet these Specifications.

c. Use material that is crushed or processed as a part of the mining operations, or mix two grades of material so that when combined in the central mix plant the mixture meets the specifications.

d. Use limerock base, subbase, or shoulder material that has the following characteristics:

<table>
<thead>
<tr>
<th>Limerock bearing ratio</th>
<th>At least 100.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deleterious substances</td>
<td>Do not allow chert or other extremely hard pieces that will not pass the 2 in (50 mm) sieve. Do not allow clay, sand, organics, or other materials in quantities that may damage bonding, finishing, or strength. All material passing the No. 40 (425 µm) sieve shall be non-plastic.</td>
</tr>
<tr>
<td>Carbonate content (magnesium or calcium)</td>
<td>At least 80%.</td>
</tr>
</tbody>
</table>

2. Gradation

Grade the limerock base so at least 97 percent by weight passes the 3-1/2 in (90 mm) sieve.

a. Grade the material uniformly to dust. The fine portion passing the No. 10 (2 mm) sieve shall all be dust of fracture.

b. Crush or break the limerock base, if necessary to meet size requirements before placing the material on the road.

c. Ensure materials having soundness losses of 20% or less, comply with the following gradation requirements:

Gradation Requirements

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing By Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>2&quot; (50 mm)</td>
<td>100</td>
</tr>
<tr>
<td>1-1/2&quot; (37.5 mm)</td>
<td>95-100</td>
</tr>
</tbody>
</table>
B. Fabrication

General Provisions 101 through 150.

C. Acceptance

Test as follows:

<table>
<thead>
<tr>
<th>Test</th>
<th>Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material that passes a No. 200 (75μm) sieve</td>
<td>AASHTO T 11</td>
</tr>
<tr>
<td>Gradation</td>
<td>AASHTO T 27</td>
</tr>
<tr>
<td>Limerock bearing ratio</td>
<td>FL DOT Method FM5-515</td>
</tr>
<tr>
<td>Petrographic analysis</td>
<td>ASTM C 295</td>
</tr>
<tr>
<td>Total carbonates (insoluble residue)</td>
<td>ASTM D 3042</td>
</tr>
</tbody>
</table>

D. Materials Warranty

General Provisions 101 through 150.

815.2.03 Recycled Concrete Base

A. Requirements

1. Sources
   Use recycled concrete materials from sources approved by the Office of Materials and Testing and listed on Qualified Products List 2. The criteria for approval will be as outlined in Standard Operating Procedure No. 1, “Monitoring the Quality of Coarse and Fine Aggregates” except the raw material will be recyclable concrete as specified herein rather than a geological deposit of aggregate.

2. Type
   a. Recycled Concrete Base From Known Sources
      Use recycled concrete derived exclusively from Portland cement concrete pavement or structural concrete as a base, subbase, or shoulder course.
   b. Recycled Concrete Base From Unknown Sources
      Use recycled concrete derived from sources of demolition materials that comply with the following requirements as a base, subbase or shoulder course. Due to the condition and type of raw material used to produce this base and the resulting difficulty in producing a consistent product, refer to SOP-1 for environmental requirements and preferred production procedures.

      Ensure the finished product does not exceed the regulatory limit for asbestos of 1% (based on microscopy) and the regulatory limit for lead of 5 ppm. These determinations must be made prior to shipping.

      Ensure the California Bearing Ratio (CBR) of the finished product is not less than 140.

3. Gradation and Load-Bearing Capacity
Ensure the finished product meets the quality and gradation requirements of Subsection 815.2.01 for Group II aggregates, except the material finer than a #200 (75µm) sieve shall be 2 – 11%.

Ensure the California Bearing Ratio (CBR) of the finished product is not less than 140.

4. Contaminants

Ensure the recycled concrete is substantially free of foreign materials such as steel reinforcement, wood, clay balls, soils, epoxy expansion material and non-construction materials.

Note – Substantially free, in the context of this specification, shall mean concentrations of the above mentioned foreign materials individually shall not exceed 0.1 percent by weight, nor shall the total concentration of these materials exceed 0.5 percent by weight.

Ensure the finished product does not exceed the regulatory limit for asbestos of 1% (based on microscopy) and the regulatory limit for lead of 5 ppm.

Keep the following ancillary materials within these limits:

<table>
<thead>
<tr>
<th>Substance</th>
<th>Maximum Percent by Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brick</td>
<td>2</td>
</tr>
<tr>
<td>Asphalitic Concrete</td>
<td>5</td>
</tr>
<tr>
<td>Weathered Rock</td>
<td>2</td>
</tr>
<tr>
<td>Any combination of Brick, Asphalitic Concrete or Weathered Rock</td>
<td>7</td>
</tr>
</tbody>
</table>

B. Fabrication

General Provisions 101 through 150.

C. Acceptance

Test as follows:

<table>
<thead>
<tr>
<th>Test</th>
<th>Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gradation</td>
<td>AASHTO T 27</td>
</tr>
<tr>
<td>Material that passes a #200 (75µm) sieve</td>
<td>AASHTO T 11</td>
</tr>
<tr>
<td>Sand Equivalent</td>
<td>GDT 63</td>
</tr>
<tr>
<td>California Bearing Ratio (CBR)</td>
<td>AASHTO T 193</td>
</tr>
<tr>
<td>Petrographic Analysis</td>
<td>ASTM C 295</td>
</tr>
<tr>
<td>Total Lead</td>
<td>EPA Method 3050/6010</td>
</tr>
<tr>
<td>Toxicity Characteristic Leaching Procedure</td>
<td>EPA Method 1311</td>
</tr>
<tr>
<td>Asbestos</td>
<td>EPA Polarized Light Microscopy Method Or EPA Transmission Electron Microscopy Method</td>
</tr>
</tbody>
</table>
D. Materials Warranty

General Provisions 101 through 150.
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 11-4

PAVEMENT TRANSITION DETAIL
JOINTED PLAIN CONCRETE PAVEMENT TO NEW ASPHALT PAVEMENT TRANSITION

- Plain PC conc pvmt, cl 1 conc, 12 inch thk
- 330 lb/sy recycled asph conc 19mm superpave, gp 1 or 2, incl bitum matl & h lime
- 8" graded aggregate base
- 165 lb/sy recycled asph conc 12.5mm, gp 2 only, incl polymer-modified bitum matl & h lime
- 220 lb/sy recycled asph conc 19mm superpave, gp 1 or 2, incl bitum matl & h lime
- 1100 lb/sy recycled asph conc 25mm superpave, gp 1 or 2, incl bitum matl & h lime
- 12" graded aggregate base

Details:
- Pavement reinforcement fabric TP 2, 18" wide, centered on joint
- 1/2" smooth dowel bars, 18" long 12' C. to C., placed at mid depth
- 10" long 12" C. to C.
JOINTED PLAIN CONCRETE PAVEMENT TO EXISTING ASPHALT PAVEMENT TRANSITION

A PLAIN PC CONC PVMT, CL 1 CONC, 12 INCH THK
B 330 LB/SY RECYCLED ASPH CONC 19MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
C 8" GRADED AGGREGATE BASE
D 165 LB/SY RECYCLED ASPH CONC 12.5MM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME
E 220 LB/SY RECYCLED ASPH CONC 19MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 12-1

MS4 RESPONSIBILITIES FOR DESIGN-BUILD PROJECT
## Attachment 12-1
### PI 0013727
#### MS4 Responsibilities – Design-Build Project

<table>
<thead>
<tr>
<th>2017-2022 Permit No. GAR041 000 Ref.</th>
<th>Best Management Practice (BMP)</th>
<th>Activity Description</th>
<th>Design-Build Team</th>
<th>PMG</th>
<th>3rd Party</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4.2.1</strong> Public Education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.1-1</td>
<td>DOT website to educate the public regarding stormwater related topics (e.g. litter prevention, Adopt-A-Highway)</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
| 4.2.1-2                             | Training program to educate Contractors and employees conducting activities that may impact stormwater runoff | Attend periodic training related to stormwater impacts.  
- Project Managers and design level staff shall attend GDOT provided in-person courses related to Pre-Construction activities.  
- Construction level staff including but not necessarily limited to Field Superintendents and Inspectors shall attend GDOT provided in-person courses related to Construction phase activities.  
- Staff related to post-construction operations and maintenance shall attend GDOT provided in-person courses related to maintenance / pollution prevention and good housekeeping. Operations and Maintenance staff shall attend appropriate courses at least once every 5 years. |                   |     |            |       |
<p>| 4.2.1-3                             | Distribution of stormwater related educational materials to the public | Distribute stormwater related educational materials to the public. (Public Use Facilities with Indoor Information Centers Only) |                   |     |            | X     |
| 4.2.1-4                             | Pet waste program in high pedestrian areas, such as welcome centers within the MS4 permitted area | Install and maintain pet waste stations in welcome centers within the MS4 Permitted Area. |                   |     |            | X     |
| <strong>4.2.2</strong> Public Involvement         |                                 |                      |                   |     |            |       |
| 4.2.2-1                             | Adopt-A-Highway Program         | N/A                  |                   |     |            | X     |</p>
<table>
<thead>
<tr>
<th>2017-2022 Permit No. GAR041 000 Ref.</th>
<th>Best Management Practice (BMP)</th>
<th>Activity Description</th>
<th>Design-Build Team</th>
<th>GDOT</th>
<th>PMC</th>
<th>3rd Party</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2.2-2</td>
<td>Public Information Open Houses (PIOHs) to allow public input into projects</td>
<td>Conduct all appropriate public information open houses as applicable. As part of each public information open house, contact GDOT Office of Design Policy to ensure that a Stormwater Management Program display is provided and displayed at the open house. Provide the number of open houses conducted each year.</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.2-3</td>
<td>Memorandum of Agreements</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4.2.3</td>
<td>Illicit Discharge Detection and Elimination</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.3-1</td>
<td>Outfall Map and Inventory</td>
<td>Provide a list of new outfalls within the project area indicating the location and geographic coordinates for each outfall. Provide all information per SP 156 and submit inventory to <a href="mailto:stormwater@dot.ga.gov">stormwater@dot.ga.gov</a> each quarter.</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.3-2</td>
<td>A policy that prohibits non-stormwater discharges into the MS4</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4.2.3-3</td>
<td>An Illicit Discharge Detection and Elimination (IDDE) Plan</td>
<td>Conduct inspections of outfalls within the project area each year inspecting the outfalls for the presence of dry weather discharges in accordance with the IDDE plan. For a copy of the IDDE plan, contact the GDOT Office of Design Policy. Provide a copy to GDOT on a quarterly basis of the inspection reports (see the IDDE plan) for each outfall inspected. If a dry weather discharge is detected, contact the GDOT Environmental Manager for further investigation / action.</td>
<td>X</td>
<td></td>
<td></td>
<td>Contractor responsible for inspections and reporting of any illicit discharges observed to the GDOT Office of Design Policy &amp; Support within one business day of detection for further action and reporting to EPD, as needed.</td>
<td></td>
</tr>
<tr>
<td>4.2.3-4</td>
<td>Procedures for tracing and eliminating any identified illicit discharges</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4.2.3-5</td>
<td>Education</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4.2.3-6</td>
<td>Procedures for receiving and responding to complaints related to illicit discharges</td>
<td>Report all complaints related to illicit discharges to the GDOT Environmental Manager. Provide a summary of the number of complaints and summary of resolution including the date and time received each year for the project area to GDOT (by January 15th of the following year).</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4.2.3-7 Spill response procedures

Report all spills in accordance with the IDDE plan and the Georgia Oil or Hazardous Material Spills and Releases Reporting. If a spill occurs and the spill reaches an MS4 structure, report the spill to the GDOT Environmental Manager.

4.2.4 Construction Site Runoff Stormwater Control

<table>
<thead>
<tr>
<th>4.2.4-1</th>
<th>A contractual obligation mechanism</th>
<th>N/A</th>
<th>X</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2.4-2</td>
<td>Erosion, Sedimentation and Pollution Control Plans (ESPCPs)</td>
<td>Prepare and submit to EPD an ESPCP that complies with the requirements of the most recent Construction Activity Permits, which identify the Manual for Erosion and Sediment Control in Georgia (Green Book) and stream buffer requirements for all land disturbance activities that require coverage.</td>
<td>X</td>
</tr>
<tr>
<td>4.2.4-3</td>
<td>Procedures for receiving and responding to erosion and sedimentation complaints</td>
<td>Report all complaints related to construction site runoff to the GDOT Environmental Manager. Provide a summary of the number of complaints and summary of resolution including the date and time received each year for the project area to GDOT.</td>
<td>X</td>
</tr>
<tr>
<td>4.2.4-4</td>
<td>Site plan review procedures</td>
<td>N/A</td>
<td>X</td>
</tr>
<tr>
<td>4.2.4-5</td>
<td>Site inspection procedures in accordance with the Construction Activity Permits</td>
<td>Maintain inspections as required in the most recent Construction Activity Permits, which identify the Manual for Erosion and Sediment Control in Georgia (Green Book) and stream buffer requirements for all land disturbance activities that require coverage. Provide a copy of all inspections performed.</td>
<td>X</td>
</tr>
<tr>
<td>4.2.4-6</td>
<td>Ensure through Contracts or other mechanisms that construction site operators control waste that may cause adverse water quality impacts in accordance with the Construction Activity Permits</td>
<td>N/A</td>
<td>X</td>
</tr>
<tr>
<td>4.2.4-7</td>
<td>Procedures for bringing Contractors back into compliance with the Contract requirements</td>
<td>N/A</td>
<td>X</td>
</tr>
<tr>
<td>2017-2022 Permit No. GAR041 000 Ref.</td>
<td>Best Management Practice (BMP)</td>
<td>Activity Description</td>
<td>Design-Build Team</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>---------------------------------</td>
<td>---------------------</td>
<td>------------------</td>
</tr>
<tr>
<td>4.2.5-1</td>
<td>Inventory of post-construction stormwater management structures, designed for filtering and/or detention</td>
<td>Provide an inventory of all permanent Post Construction Stormwater management structures following GDOT acceptance utilizing SP 156 for required data to be provided on each structure.</td>
<td></td>
</tr>
<tr>
<td>4.2.5-2</td>
<td>Policy or other regulatory mechanism to address post-construction runoff</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>4.2.5-3</td>
<td>Program for the long-term operation and maintenance of post-construction structures</td>
<td>Inspect GDOT accepted Post Construction Stormwater management structures following the frequency in the I&amp;M manual within the project area utilizing the inspection forms in the current effective GDOT Stormwater System Inspection &amp; Maintenance (I&amp;M) Manual. Report all maintenance performed on each structure utilizing GDOT Maintenance Activity Codes.</td>
<td></td>
</tr>
<tr>
<td>4.2.5-4</td>
<td>Program for ensuring the use of a stormwater design manual and the feasibility of inclusion of the post-construction standards from Section 4.2.5.1 during the project design phase</td>
<td>Submit and secure approval of a Post Construction Stormwater Report for all applicable construction projects within the project area following the specifications in the most current GDOT Drainage Manual.</td>
<td></td>
</tr>
<tr>
<td>4.2.5.4-1</td>
<td>Program for conducting a green infrastructure / low impact development (GI/LID) feasibility study, and implementing GI/LID infrastructure, where feasible</td>
<td>Perform annual inspections of all facilities accepted by GDOT requiring coverage under the F-SWPPP within the project area utilizing the inspection forms in the current effective GDOT F-SWPPP. Update the SWPPP as necessary to reflect changes to the facility, operations or materials stored on site.</td>
<td></td>
</tr>
<tr>
<td>4.2.6</td>
<td>Pollution Prevention / Good Housekeeping for Municipal-Type Operations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.6-1</td>
<td>Inventory of GDOT facilities conducting municipal-type activities that have the potential to cause pollutant runoff</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.6-2</td>
<td>Program for inspecting the GDOT facilities for good housekeeping practices</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Best Management Practice (BMP)

<table>
<thead>
<tr>
<th>2017-2022 Permit No. GAR041 000 Ref.</th>
<th>Activity Description</th>
<th>Design-Build Team</th>
<th>GDOT</th>
<th>PM</th>
<th>3rd Party</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2.6-3 Manual detailing procedures for routine maintenance activities at municipal type operations to prevent pollutant runoff</td>
<td>Provide an annual copy of required maintenance performed and corrective actions implemented for each GDOT accepted facility utilizing the F-SWPPP for guidance.</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.6-4 Inventory and Map of MS4 structures</td>
<td>Provide an inventory of all MS4 structures following GDOT acceptance utilizing SP 156 for required data to be provided on each structure. Update annually as necessary to reflect changes to the project area.</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.6-5 Program for inspecting and maintaining MS4 structures</td>
<td>Perform inspections on 20% of all GDOT MS4 structures within the project area annually utilizing the GDOT Stormwater System Inspection &amp; Maintenance Manual such that all structures are inspected over the course of 5 years. Report all maintenance performed on each structure utilizing GDOT Maintenance Activity Codes.</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.6-6 An employee training program, with the purpose of preventing and reducing stormwater pollution from GDOT facilities and activities</td>
<td>All field personnel with supervisory capacity assigned to the project must attend a GDOT F-SWPP training course once every 5 years. For those personnel that have not attended the training course, the training course must be completed within 6 months of assignment to the project.</td>
<td>GDOT responsible for providing regularly scheduled courses. Design-Build Team responsible for attending course.</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2.6-7 Procedures for receiving and responding to complaints related to MS4 structures</td>
<td>Report all complaints related to runoff / pollution from GDOT accepted facilities within the project area to the GDOT Environmental Manager. Provide a summary of the number of complaints and summary of resolution including the date and time received each year for the project area to GDOT.</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Reporting:

GDOT’s NPDES Phase II MS4 permit requires that an annual report be submitted each year documenting compliance with all aspects of the permit from January 1st to December 31st (reporting period). To aid in that reporting, the Contractor shall submit quarterly update reports documenting those activities undertaken during the reporting period as required in the matrix above. The deadlines for each update report shall be established as shown below:

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Dates</th>
<th>Quarterly Update Report Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1</td>
<td>January 1st – March 31st</td>
<td>April 30th</td>
</tr>
<tr>
<td>Q2</td>
<td>April 1st – June 30th</td>
<td>July 31st</td>
</tr>
<tr>
<td>Q3</td>
<td>July 1st – September 30th</td>
<td>October 31st</td>
</tr>
<tr>
<td>----------</td>
<td>-------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Q4</td>
<td>October 1st – December 31st</td>
<td>January 31st of subsequent year</td>
</tr>
</tbody>
</table>
Georgia Department of Transportation

Technical Provisions
For
Design-Build Agreement
P.I. No. 0013727

Attachment 13-1

SP 443 Elastomeric Profile Bridge Joint Seals
SP 449 Silicone Seal
SP 449 Bridge Deck Joint Seals
SP 500 HPC
SP 500 Light Weight Concrete
SP 500 Class D
SP 500 Mass Concrete
SP 500 UHPC
SP 511 Mechanical Bar Splice
SP 534 Pedestrian Overpass Bridge
SP 581 Disc Bearings
SP 627 Mechanically Stabilized Embankment Retaining Wall – Contractor Design
SP 865 Manufacture of Prestressed Concrete Members
SP 999 Precast Concrete Bridge Deck
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  

SPECIAL PROVISION  

Project No: 
P.I. No. 0013727  

SECTION 443 - ELASTOMERIC PROFILE BRIDGE JOINT SEALS  

443.1 General Description  

This work consists of furnishing and installing a bridge deck joint seal device to the limits shown on the plans that consists of a monolithic steel strip seal retainer, a polychloroprene gland, and alubricant adhesive. Only a continuous full length strip seal joint system is acceptable, unless stage construction or excessive length prohibits monolithic installation. Utilize a prequalified expansion device manufacturer with a five year proven history of successful product manufacture.

Provide an expansion joint device designed for HS-20 truck loading and impact in accordance with 2002 AASHTO specifications.

443.1.01 Definitions  

A. Strip Seal Expansion Joint Device  

This device is constructed of steel elements designed with a locking mechanism capable of securely locking the edges of a continuous non-reinforced polychloroprene gland. The steel elements are anchored to the structure in accordance with the specification. All materials are as specified in the contract documents or as recommended by the manufacturer of the strip seal joint assembly. The strip seal joint assembly is referred to throughout the specifications as the expansion joint device.

B. Joint  

Provide joint opening between two portions of a structure to allow for expansion and contraction.

443.1.02 Related References  

General Provisions 101 through 150.

443.1.02 Submittals
Submit for review by the Engineer, complete shop drawings and product data for the expansion device. Submit seven (7) complete sets of information. At the discretion of the Engineer, furnish facilities for inspection of the completed device or a representative sample in the manufacturer’s plant. Allow the inspector free access to the necessary parts of the manufacturer’s plant. Accurately set and securely support at the correct grade and elevation and the correct joint opening based on temperature as shown on the plans and on the approved shop drawings.

443.2 Materials

Furnish a manufacturer’s certification that the materials proposed for use on the project have been pretested and meet the requirements as set forth in the specification and as detailed in the corresponding contract drawings. Do not install materials in the field prior to the Engineer’s approval. The strip seal expansion joint device, including anchorages, is to be supplied by the manufacturer. The following requirements for each component are to be verified by the manufacturer:

A. Steel Elements

Provide ASTM A-588 weathering grade steel for the material utilized to produce a shape suitable to mechanically lock the sealing element in place throughout the normal movement cycle of the joint. Provide a minimum thickness of ¼ in. as measured from the internal locking mechanism cavity to the top surface of the steel retainer. Provide minimum dimensions of 2-1/4 in. width and 3 in. height.

Provide steel strip seal retainers that are a monolithic steel shape with a machined seal retainer cavity. Multiple component welded steel shapes and rolled steel, that is bent or crimped to achieve final shape and/or seal retainer cavity, is not permitted. Perform all welding in accordance to the Georgia Standard Specifications and paragraph D-1.5 of the AWS welding code. Provide full penetration groove welds for splices between sections of steel strip seal retainers.

B. Continuous Polychloroprene Gland

Supply and install the polychloroprene gland in one continuous length. Provide a gland with a shape that promotes self-removal of foreign material during normal joint operation. Provide a gland with physical properties generally in accordance with the following:

<table>
<thead>
<tr>
<th>PHYSICAL PROPERTY</th>
<th>ASTM TEST METHOD</th>
<th>REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tensile strength, min, psi</td>
<td>D-412</td>
<td>2000</td>
</tr>
<tr>
<td>Elongation @ break, min, %</td>
<td>D-412</td>
<td>250%</td>
</tr>
<tr>
<td>Hardness, Type A durometer</td>
<td>D-2240 Modified</td>
<td>55 ± 5% points</td>
</tr>
<tr>
<td>Oven aging, 70h @ 212°F</td>
<td>D-573</td>
<td></td>
</tr>
<tr>
<td>Tensile strength, max % loss</td>
<td></td>
<td>20% max</td>
</tr>
<tr>
<td>Elongation, max % loss</td>
<td></td>
<td>20% max</td>
</tr>
<tr>
<td>Hardness, Type A durometer, points change</td>
<td></td>
<td>0 to + 10</td>
</tr>
<tr>
<td>Oil Swell, ASTM Oil No. 3, 70h @ 212°F</td>
<td>D-471</td>
<td>45%</td>
</tr>
<tr>
<td>Weight change, max %</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Ozone resistance  
D-1149 Modified  
20% strain, 300 pphm in air 70h @ 104°F  
no cracks

Low temperature stiffening, 7 days @ 14°F  
Hardness, Type A durometer, points change  
0 to +15

Compression Set,  
70h @ 212°F max  
D-395 Method B (modified)  
40%

C. Lubricant Adhesive

Use a one part moisture curing polyurethane and hydrocarbon solvent mixture meeting the requirements of ASTM D-4070-81 for the material used in bonding the polychloroprene gland to the steel elements.

D. Anchorage

Provide an anchorage as detailed on the contract drawings with a minimum of 0.75 in\(^2\) of bolt area per 1.0 linear foot of joint (Minimum ½ in. diameter hardware at 6 in. O.C. both sides of joint).

443.2.01 Delivery, Storage and Handling

General Provisions 101 through 150.

Store all materials to prevent damage from the elements and to ensure the preservation of its quality and fitness for the work. Avoid contact with flame.

Inspect all stored materials, although accepted before storage, prior to their use in the work. Ensure that all stored materials meet the requirements of the Contract at the time of use.

Remove from the site of the work immediately, any material rejected because of failure to meet the required tests or rejected because of damage. Replace all removed material at no additional cost to the Department.

443.3 Construction Requirements

443.3.01 Personnel

General Provision 101 through 150.

443.3.02 Equipment

General Provisions 101 through 150.

443.3.03 Preparation

General Provisions 101 through 150.

443.3.04 Fabrication
General Provisions 101 through 150.

443.3.05 Construction

Measure and record the surface temperature of the concrete and/or steel with a surface thermometer as described below. Record the temperature of the underside of the concrete slab at each end of the superstructure element adjacent to the expansion joint. Take the average of the readings to use with the temperature shown on the shop drawings.

Immediately prior to installation, inspect the joint system for proper alignment and complete bond between the neoprene sealer and the steel and proper stud placement and effectiveness. No bends or kinks in the joint system are allowed, except as necessary to follow the roadway grades. Any joint system exhibiting bends or kinks due to transporting or as a result of mishandling are to be removed from the work site, and replaced by a new joint system, at no additional expense to the Department. Where stage construction is required, connect all steel sections using full penetration groove welds.

Inspect studs visually and give each a light blow with a 4 lb. hammer to ensure full connection to steel. Replace any stud which does not have a complete end weld, or does not emit a ringing sound when struck with a light blow by hammer. Carefully remove studs located more than 1 inch in any direction from the location shown on the shop drawings and provide a new stud placed on the proper location. Perform all stud replacements at no additional expense to the Department.

Blast clean all metal surfaces to come in contact with the neoprene sealer in accordance with the requirements of Steel Structures Painting Council Surface Preparation NO. 6 (SSPC-SP6) Commercial Blast Cleaning. After cleaning, all cleaned surfaces are to exhibit a clean quality of CSA 2, or better, as defined by Steel Structures Painting Council Standard SSPC-VIS 1.

Protect cleaned metal surfaces until such time as the sealer and lubricant adhesive are placed against the metal surface. Reclean any metal surface upon which rusting appears in accordance with the foregoing, at no additional expense to the Department. Replace neoprene seals not fully bonded to the steel at no additional expense to the Department.

After installation and when the adjacent concrete is cured, water test the expansion joint device under the Engineer’s direction and supervision. Seeping of water through the joint is cause for rejection of the expansion joint device.

443.4 Measurement

Measurement for the expansion device is per each device completely installed, which is the expansion joint device in place with the concrete placed and finished and the watertight integrity test performed as described above.

443.5 Payment

Payment for the expansion device as specified above is paid for at the Contract Unit price bid per each. Such payment is full compensation for furnishing all equipment and materials and performing the work in accordance with the Plans and Specifications.

Payment will be made under:
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>443</td>
<td>Elastomeric Profile Bridge Joint Seals, Bridge No - __, Bent No - __</td>
<td>Per each</td>
</tr>
</tbody>
</table>
Add the following Subsections to Section 449:

449.1 General Description

- A preformed silicone joint seal, or

449.2 Materials

J. Performed Silicone Joint Seal

The preformed silicone joint seal shall as a minimum:

- Be held in place by a non-sag, high modulus silicone adhesive.
- Be compatible with epoxy and elastomeric concrete header material and steel headers (if required).
- Withstand the effects of vertical and lateral movements, skew movements and rotational movement without adhesive or cohesive failure.
- The depth of the joint shall be recessed below the riding surface throughout the normal limits of joint movement.
- Be resistant to ultraviolet rays
- Be resistant to abrasion, oxidation, oils, gasoline, salt, and other materials that may be spilled on or applied to the surface.
Ensure the joint meets the following physical properties:

<table>
<thead>
<tr>
<th>Test</th>
<th>Requirements</th>
<th>Test Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardness Type A durometer</td>
<td>53 ± 5</td>
<td>ASTM D 2240</td>
</tr>
<tr>
<td>Tensile Strength (min)</td>
<td>550 psi (3.8 Mpa)</td>
<td>ASTM D 412</td>
</tr>
<tr>
<td>Elongation at break (min)</td>
<td>350%</td>
<td>ASTM D 412</td>
</tr>
<tr>
<td>Tear Strength (min)</td>
<td>80 lb/in (92 kg/cm)</td>
<td>ASTM D 624</td>
</tr>
<tr>
<td>Compression set (max)</td>
<td>30% at 350o F</td>
<td>ASTM D 395</td>
</tr>
<tr>
<td>Operating temp range (min)</td>
<td>-60°F to 450°F (51°C to 232°C)</td>
<td></td>
</tr>
</tbody>
</table>

The adhesive shall also have the following properties:

<table>
<thead>
<tr>
<th>Test</th>
<th>Requirements</th>
<th>Test Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sag/flow (max)</td>
<td>3/16” (4.8 mm)</td>
<td>ASTM C 639</td>
</tr>
<tr>
<td>Hardness</td>
<td>23 ± 3</td>
<td>ASTM C 661</td>
</tr>
<tr>
<td>Tack free time (max)</td>
<td>30 minutes</td>
<td>ASTM C 679</td>
</tr>
<tr>
<td>Skin over time (tooling Time) (max)</td>
<td>5 minutes</td>
<td>AT 75°F/50% RH</td>
</tr>
<tr>
<td>Cure through to 1/4” thickness (max)</td>
<td>16 hours</td>
<td>AT 75°F/50% RH</td>
</tr>
<tr>
<td>Resistance to UV</td>
<td>No Degradation</td>
<td>ASTM C 793</td>
</tr>
<tr>
<td>Peel Adhesion to substrates (min)</td>
<td>50 lb/in (58kg/cm)</td>
<td>ASTM C 794</td>
</tr>
</tbody>
</table>

449.3.03 Preparation

A. Surface Preparation

2. Preparation for Joint Seal

Delete: “Saw-cutting of the concrete deck may be necessary to provide an acceptable attachment surface for the joint seal”.
449.3.05 Construction

H. Preformed Silicone Joint Seal

1. After the epoxy or elastomeric concrete has developed enough strength to be traffic ready, remove the temporary joint filler (when called for) and thoroughly clean the joint faces of all joint filler.

2. Lightly sandblast the joint to remove all residues. Prior to installation, ensure surfaces are completely dry and all recommendations of the manufacture have been completed.

3. Clean the seal prior to installation by wiping it down with a cloth saturated with denatured alcohol.

4. Apply a 3/8” thick bead of adhesive along both sides of the joint at the depth recommended by the manufacturer.

5. Position the joint seal to the proper depth as recommended by the manufacturer.

6. Apply a bead of adhesive along the top side of the joint on each side as recommended by the manufacturer.

7. Tool the adhesive twice to insure complete contact with the vertical edge.
Add the following Subsections to Section 449:

449.1 General Description

- A Preformed Pre-compressed, Silicone Coated, Self-Expanding Sealant System

449.2 Materials

J. Preformed Pre-compressed, Silicone Coated, Self-Expanding Sealant System

The preformed pre-compressed silicone joint seal shall as a minimum:

- Sealant system shall be comprised of three components: 1.) cellular polyurethane foam impregnated with hydrophobic 100% acrylic, water-based emulsion, factory coated with highway-grade, fuel resistant silicone; 2) field-applied epoxy adhesive primer, 3) field-injected silicone sealant bands.
- Be held in place by a non-sag, high modulus silicone adhesive.
- Be compatible with the epoxy and header material.
- Withstand the effects of vertical and lateral movements, skew movements and rotational movement without adhesive or cohesive failure.
- Designed so that, the material is capable of movement of +50%, -50% (100% total) of nominal material size.
- Changes in plane and direction shall be executed using factory fabricated 90 degree transition assemblies. The transitions shall be watertight at the inside and outside corners though the full movement of the product.
- The depth of the joint shall be recessed ½” below the riding surface throughout the normal limits of joint movement.
- Be resistant to ultraviolet rays
- Be resistant to abrasion, oxidation, oils, gasoline, salt, and other materials that may be spilled on or applied to the surface.
- Certify to the Engineer that the joint composition shall be free of any waxes or wax compounds; asphalts or asphalt compounds.
Ensure the joint meets the following physical properties:

<table>
<thead>
<tr>
<th>Test</th>
<th>Requirements</th>
<th>Test Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tensile Strength of Silicone Coating (min)</td>
<td>140 psi</td>
<td>ASTM D412</td>
</tr>
<tr>
<td>UV Resistance of Joint System</td>
<td>No Changes--2000 Hours</td>
<td>ASTM G155-00A</td>
</tr>
<tr>
<td>Density of Cellular Polyurethane Foam</td>
<td>200kg/m³ (12.5lb/ft³)</td>
<td>ASTM D545</td>
</tr>
<tr>
<td>Heat Aging Effects (Silicone Coating)</td>
<td>No cracking, chalking</td>
<td>ASTM C792</td>
</tr>
<tr>
<td>Resilience (Silicone Coating)</td>
<td>≥ 95%</td>
<td>ASTM D5329</td>
</tr>
<tr>
<td>Joint System Operating temp range (min)</td>
<td>-40°F to 185°F</td>
<td>ASTM C711</td>
</tr>
</tbody>
</table>

The adhesive shall be a two-component, 100% solid, modified epoxy meeting the requirements of ASTM C881, Type I, Grade 3, Class B & C. The adhesive shall also have the following properties:

<table>
<thead>
<tr>
<th>Test</th>
<th>Requirements</th>
<th>Test Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tensile Strength</td>
<td>2,500 psi (24 MPa) min.</td>
<td></td>
</tr>
<tr>
<td>Compressive Strength</td>
<td>7000 psi (48 MPa) min.</td>
<td></td>
</tr>
<tr>
<td>Bond Strength (Dry Cure)</td>
<td>2000 psi (28 MPa) min</td>
<td></td>
</tr>
<tr>
<td>Water Absorption</td>
<td>0.1% by weight</td>
<td></td>
</tr>
</tbody>
</table>

The silicone band adhesive shall have the following properties:

<table>
<thead>
<tr>
<th>Test</th>
<th>Requirements</th>
<th>Test Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement Capability</td>
<td>+100/-50%</td>
<td>ASTM C719</td>
</tr>
<tr>
<td>Elongation at Break</td>
<td>&gt;1400%</td>
<td>ASTM D412</td>
</tr>
<tr>
<td>Slump</td>
<td>≤0.3”</td>
<td>ASTM D2202</td>
</tr>
<tr>
<td>Hardness (Shore A) max.</td>
<td>20</td>
<td>ASTM C661</td>
</tr>
<tr>
<td>Tack free time (max)</td>
<td>60 minutes</td>
<td>ASTM C679</td>
</tr>
<tr>
<td>Heat Aging Effects</td>
<td>No cracking, chalking</td>
<td>ASTM C792</td>
</tr>
<tr>
<td>Resilience</td>
<td>≥ 95%</td>
<td>ASTM D5329</td>
</tr>
<tr>
<td>Bond</td>
<td>0% Adhesive or Cohesive Failure after 5 cycles @ 100% extension</td>
<td>ASTM D5329</td>
</tr>
</tbody>
</table>
449.3.03 Preparation

A. Surface Preparation

2. Preparation for Joint Seal

Delete: “Saw-cutting of the concrete deck may be necessary to provide an acceptable attachment surface for the joint seal”.

449.3.05 Construction

H. Preformed Pre-compressed, Silicone Coated, Self-Expanding Sealant System

1. After the epoxy or elastomeric concrete had developed enough strength to be traffic ready, remove the temporary joint filler (when called for) and thoroughly clean the joint faces of all joint filler.

2. Lightly sandblast the joint to remove all residues. Prior to installation ensure surfaces are completely dry and all recommendations of the manufacture have been completed.

3. Clean the seal prior to installation by wiping it down with a cloth saturated with acetone.

4. Apply epoxy adhesive to substrate in a thin layer inside cleaned substrate.

5. Install the foam length into the wet epoxy adhesive so that the top of the bellows is ½” below the deck surface.

6. Inject a ¾-inch band of Silicone between the substrate and the foam.

7. Tool the excess Silicone and remove excess Silicone from bellows at the joins. Coat any exposed foam ends.

449.5 Payment

Payment will be made under:

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>449</td>
<td>Preformed Pre-compressed, Silicone Coated, Self-Expanding Sealant System, Bridge No - ____</td>
<td>Per Linear Foot (meter)</td>
</tr>
</tbody>
</table>

Bridge Maintenance
Delete Subsection 500.1 and substitute the following:

This work consists of manufacturing and using High Performance Portland cement concrete to construct precast-prestressed concrete bridge members as shown in the plans and using normal weight Portland cement concrete to construct structures as shown in the Plans.

Add the following to Subsection 500.1.02.A:

Section 831—Admixtures

Add the following to Subsection 500.1.02.B:

AASHTO T 277

Add the following to Subsection 500.1.03.A:

**High Performance Concrete Mix Designs**

The Fabricator is responsible for all concrete mix designs. Ensure that concrete mixes contain enough cement to produce workability within the water-cement ratio specified in Table 1A—High Performance Concrete Mix Table, below.

Submit a mix design for approval to the Office of Materials and Research. Include the sources and actual quantity of each ingredient and laboratory results that demonstrate the ability of the design to attain both the required compressive strength and chloride permeability at 56 days.

Include laboratory compressive strength test results of at least eight test cylinders prepared and cured according to AASHTO T 126. Ensure these test cylinders are made from two or more separate batches with an equal number of cylinders made from each batch.

Also include laboratory chloride permeability test results of at least two test specimens prepared and tested according to AASHTO T 277. Ensure these test specimens are made from two or more separate batches with an equal number of specimens made from each batch.
### Section 500—Concrete Structures

#### Table 1A—High Performance Concrete Mix Table

<table>
<thead>
<tr>
<th>Class of Concrete</th>
<th>Coarse Aggregate Size No.</th>
<th>(1) Minimum Cement Factor (lbs/yd³)</th>
<th>Maximum Water/Cement ratio (lbs/lbs)</th>
<th>(2) Slump Acceptance Limits (in) Lower-Upper</th>
<th>Entrained Air Acceptance Limits (%) Lower-Upper</th>
<th>(3) Minimum Compressive Strength at 56 days (psi)</th>
<th>Maximum Chloride Permeability at 56 days (Coulombs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;AAA HPC&quot;</td>
<td>67</td>
<td>650</td>
<td>.330</td>
<td>2 7</td>
<td>3.5 6.5</td>
<td>Beams – As shown on the Plans Piling – 5000</td>
<td>Beams – 3,000 Piling – 2,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class of Concrete</th>
<th>Coarse Aggregate Size No.</th>
<th>(1) Minimum Cement Factor (kg/m³)</th>
<th>Maximum Water/Cement ratio (kg/kg)</th>
<th>(2) Slump acceptance Limits (mm) Lower-Upper</th>
<th>Entrained Air Acceptance Limits (%) Lower-Upper</th>
<th>(3) Minimum Compressive Strength at 56 days (MPa)</th>
<th>Maximum Chloride Permeability At 56 days (Coulombs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;AAA HPC&quot;</td>
<td>67</td>
<td>386</td>
<td>.330</td>
<td>50 180</td>
<td>3.5 6.5</td>
<td>Beams – As shown on the Plans Piling – 35</td>
<td>Beams – 3,000 Piling – 2,000</td>
</tr>
</tbody>
</table>

1. Determine the slump acceptance after the addition of high-range water reducer.
2. Determine the minimum compressive strength at 56 days using 4 in. diameter x 8 in. high (100 mm x 200 mm) cylinders.

**Add the following to Subsection 500.2 Table 3:**

- Fly Ash 831.2.03.A.1
- Silica Fume 831.2.03.A.4

**Add the following note to Subsection 500.2 Table 3:**

4. Use Type I or III Portland cement in High Performance concrete. Do not use air-entraining cement.

**Add the following to Subsection 500.3.04.D.4:**

f. For High Performance concrete, fly ash may be used as an additive at an addition rate not to exceed 15% of the cement by weight.

**Add the following to Subsection 500.3.04.D:**

6. Silica Fume

Silica Fume may be used as an additive at an addition rate not to exceed 10% of the cement by weight.
Georgia Department of Transportation  
State of Georgia  
Special Provision  
PROJECT NO.:  
P.I. NO.: 0013727  
Section 500—Concrete Structures

Add the following to Subsection 500.1:
This work consists of manufacturing and using Portland cement concrete with lightweight aggregate to construct structures as shown in the Plans.

Add the following to Subsection 500.1.02.B

- ASTM C567
- AASHTO T 96
- AASHTO T 104
- AASHTO M 195
- AASHTO T 196
- GDT 32

Add the following to Subsection 500.3.01:

C. ACI Concrete Technician

Provide a GDOT certified ACI Concrete Technician, from an independent GDOT prequalified consultant firm, which is certified to perform Field Testing of Roadway Construction Materials.

Add the following to Subsection 500.3.04.F.1:

f. Lightweight Concrete—Concrete composed of a mixture of cementitious material, normal weight fine aggregate, lightweight coarse aggregate conforming to AASHTO M 195, water and admixtures. All structural lightweight concrete will have a maximum equilibrium density of 115 lbs/ft³ (1840 kg/m³) as determined by ASTM C567.

Use lightweight coarse aggregate from an approved source or stockpile meeting the requirements of AASHTO M 195 and the Sulfate Soundness (AASHTO T 104) and Los Angeles Abrasion (AASHTO T 96) requirements of Section 800.2. Nominal sizes of lightweight coarse aggregates are as specified in AASHTO M 195 as 3/4, 1/2 or 3/8 in. (19.0, 12.5 or 9.5 mm).

The use of lightweight aggregate in concrete in a particular component of a structure will be shown on the Plans or called for in the specifications.
Add the following to Subsection 500.3.06:

F. Air Content Testing of Structural Lightweight Concrete

Provide testing of structural lightweight concrete per Subsection 500.3.04.F.1.g, and in accordance with test frequencies outlined in the Sampling, Testing and Inspection Quick Guide. Perform air content by a technician meeting the requirements of Subsection 500.3.01.C and who is approved by the Engineer. Submit test results to the Engineer. No separate measurement for payment will be made for testing of structural lightweight concrete.

MATERIALS AND RESEARCH
Add the following to 500.1.03.A:

The Contractor is responsible for all concrete mix designs. Submit a mix design for approval to the Office of Materials and Testing. Include the sources, actual quantity of each ingredient, design slump, design air and laboratory results that demonstrate the ability of the design to attain the required compressive strength at 28 days.

Prepare and test at least 8 cylinders according to ASTM C192 and AASHTO T22 to ensure that the demonstrated laboratory compressive strength at 28 days exceeds the minimum acceptance strength (X). Make the specimens from two or more separate batches with an equal number of cylinders made from each batch. The minimum acceptance strength is:

\[ X = f'c + 500 \text{ psi} \]  

Where, \( f'c \) is the required minimum compressive strength at 28 days for Class D concrete as shown in Table 1—Concrete Mix Table.

Add the following to Table 1—Concrete Mix Table:

<table>
<thead>
<tr>
<th>Class of Concrete</th>
<th>(2) Coarse Aggregate Size No.</th>
<th>(1 &amp; 6) Minimum Cement Factor lbs/yd(^3)</th>
<th>Max Water/Cement Ratio lbs/lbs</th>
<th>(5) Slump Acceptance Limits (in) Lower - Upper</th>
<th>(3 &amp; 7) Entrained Air Acceptance Limits (%) Lower - Upper</th>
<th>Minimum Compressive Strength at 28 days (psi)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class D</td>
<td>57,67</td>
<td>650</td>
<td>0.445</td>
<td>2 - 4</td>
<td>3.5 - 7.0</td>
<td>4000</td>
</tr>
</tbody>
</table>

Delete Subsection 500.3.04.F.1.b

Add the following to Subsection 500.3.04.F.1:

f. Class D—Bridge superstructure concrete or as called for on the Plans
Add the following to Subsection 500.1.02:

B. Referenced Documents

“Guide to Mass Concrete”, ACI 207.1R-05.

“Report on Thermal and Volume Change Effects on Cracking of Mass Concrete”, ACI 207.2R-07.

“Cooling and Insulating Systems for Mass Concrete”, ACI 207.4R-05.

“When and Insulating Systems for Mass Concrete”, ACI 207.4R-05.

“Standard Practice for Selecting Proportions for Normal, Heavyweight, and Mass Concrete”, ACI 211.1-91

“Control of Cracking Concrete Structures”, ACI 224R-01.

“Specification of Structural Concrete”, Section 8, ACI 301-10.

“Compressive Strength of Cylindrical Concrete Specimens”, AASHTO T 22-10

“Making and Curing Concrete Test Specimens in the Laboratory”, ASTM C 192

Add the following to Subsection 500.3.05:

AM. Mass Concrete

Mass concrete is defined as “Any large volume of concrete with dimensions large enough to require that measures be taken to cope with the generation of heat and attendant volume change to minimize cracking”. Any concrete element with a least plan dimension greater than 5 ft (or greater than 6 ft diameter for a drilled shaft) shall be designated as mass concrete and will use this specification. To account for variability in as-built dimension versus plan dimension, such as telescoping casing during construction, any concrete element with a least as-built dimension greater than 5 ½ ft (or greater than 6 ½ ft diameter for a drilled shaft) shall be designated as mass concrete and use this specification. The introduction of a construction joint at a dimension less than 5 ft does not ensure that the maximum temperature attained by or the differential temperature in concrete is adequately controlled. Proposals for large volume concrete shall thus be evaluated based on the heat development and a Thermal Control Plan.
a. **Temperature Specifications for Mass Concrete**

Mass concrete shall conform to the concrete acceptance criteria and the following temperature requirements to prevent delayed ettringite formation (DEF) and thermally induced stress cracks:

1. The maximum allowable internal temperature of mass concrete meeting the requirements of Subsection 500.3.05.AM.b.1, shall not exceed 158 °F.

2. The maximum temperature differential between interior and exterior portions of the designated mass concrete element shall not exceed 35 °F.

3. The maximum temperature of the concrete when delivered and prior to placement shall be 85 °F.

b. **Materials Selection and Mix Design Development**

Materials used for mass concrete shall conform to the provisions in Section 500-Concrete Structures of GDOT *Standard Specifications-Construction of Transportation Systems* and the following requirements. When in conflict, materials shall conform to the special provisions below rather than those in Section 500.

1. Use Class F fly ash (no Class C fly ash is allowed), granulated iron blast-furnace slag or other pozzolans, if approved by the Department in all mass concrete. Slag may comprise no more than 75% by mass of total cementitious and pozzolanous materials. Class F fly ash may comprise no more than 40% by mass of total cementitious and pozzolanous materials. When a combination of multiple different pozzolans is used, the total amount may be no more than 75% by mass of total cementitious and pozzolanous materials.

2. High-early-strength (ASTM C150 Type III or ASTM C1157 HE) cement, metakaolin, silica fume calcium chloride and accelerating type admixtures shall not be used unless an adiabatic temperature study is completed showing temperature rise significantly less than that of plain unmodified concrete.

3. A retarding admixture, pretested with the job materials under job conditions, may be permitted to prevent cold joints due to the quantity of concrete placed, as approved by the Engineer.

4. Coarse aggregate larger than #5 stone maximum size aggregate is permitted to be used for mass concrete, if approved by the Engineer.

5. Other materials and/or mix designs may be proposed to the Engineer for approval, with documentation that the proposed mix designs meet temperature specifications from Subsection 500.3.05.AM.a for mass concrete.
6. Laboratory-designed mix proportions of materials are permitted for commonly used combinations of materials. Request these mixes in writing from the State Materials Engineer specifying the class of concrete and the source of ingredients.

7. Degree of Alkali-Silica Reactivity (ASR) of either fine or coarse aggregate is determined by testing the aggregates in ASTM C1260, or ASTM C1567 (either expansion shall be less than 0.10% after 14 days immersion). Unless the results of petrography indicate a significant change in the composition of materials in quarries, ASTM 1293 (expansion <0.04% at 1 year) is not required to be conducted, before a mix design can be approved by the Engineer. Alternatively obtain low ARS risk aggregate materials from certified suppliers.

8. The mixture will be capable of demonstrating a laboratory compressive strength at 28 days meeting the requirements of Table 1 – Concrete Mix Table, Subsection 500.1.03.A. Compressive strength will be determined based upon result of six cylinders prepared and tested in accordance with AASHTO T 22 and ASTM C192.

c. Thermal Control Plan

At least 30 calendar days prior to placing any concrete defined as mass concrete, the contractor shall submit to the Engineer for approval a Thermal Control Plan (TCP). The TCP shall show complete analysis of the anticipated thermal developments in the mass concrete elements for all expected project temperature ranges using the proposed mix design, casting procedures and materials. A primary focus of the TCP is actions to take when any of the temperature controls noted in Subsection 500.3.05.AM are exceeded or are anticipated to be exceeded. As a minimum, the TCP shall include details about the following:

1. Concrete mix design showing composition, proportions, and sources for all components.
2. Proposed methods to control concrete temperature at time of placement, such as pre-cooling of raw materials or concrete.
3. Duration and method of curing.
4. Calculations of maximum concrete temperatures for the range of expected air, water (for underwater construction) and concrete temperatures.
5. Proposed methods to control maximum temperature during curing. A mechanical cooling system may be used to control the internal temperature of mass concrete during curing but shall be designed in conformance with the Thermal Control Plan. If a mechanical cooling system is used, the plans for the cooling system operation and final grouting after cooling shall be submitted to the Engineer for approval.
6. When the maximum concrete temperature nears 140 °F, notify the Engineer and take corrective measures immediately to retard further increase in the temperature to limit it to the 158 °F maximum. Utilize the mechanical cooling system, if installed, to lower the overall temperature. Other active measures may include, but not limited to
for any further pours: chilled water for mixing, precooling aggregate stockpiles, ice
for mixing water, nitrogen gas, and shade for aggregate stockpiles. Cease placement
of concrete until the maximum temperature has been lowered.

7. Proposed methods to control temperature differentials during curing that could
include insulation for the forms and exposed portions of concrete. Contractor must
take actions that prevent the exterior surfaces of the concrete from getting too cool,
too quickly such as using insulation or heater or by preventing the core from getting
too hot.

8. When the internal concrete temperature differential between interior and exterior
concrete nears 30°F, notify the Engineer and take corrective measures immediately to
retard further increase in the temperature differential to limit it to the 35°F maximum.
Utilize the mechanical cooling system, if being use, to lower the internal temperature.
Other active measures may include, but not limited to: chilled water for mixing,
precooling aggregate stockpiles, ice for mixing water, nitrogen gas, and shade for
aggregate stockpiles. Cease placement of concrete until the temperature differential
has been lowered.

9. Calculations of maximum temperature gradients within each concrete element during
curing. Calculations shall include maximum possible temperature induced tensile
stress in the concrete in addition to tensile stresses at 1 day, 3 days, 7 days, 28 days,
and 56 days after placement. The thermal calculation model and/or computational
software shall be submitted to the Engineer for approval.

10. Temperature monitoring and recording system, that shall consist of temperature
sensors connected to a data acquisition system. The temperature sensor types and
locations shall be specified.

11. Results of strength tests of sample cylinders. The concrete shall attain the specified
strength at an age (28 or 56 days) as specified by the Engineer. Match curing of
concrete is required. Match curing shall be conducted according to temperature
history obtained using thermocouples typically 4 inches from surface and at the
centroid of the concrete pour. The depth of the thermocouple may need to be
established by the depth of rebar or other anchoring structure (See Subsection
500.3.05.AM.d.3 and Subsection 500.3.05.AM.d.5).

12. For all mass concrete construction, the TCP shall be developed by a Professional
Engineer, licensed in the State of Georgia, who shall be competent in the modeling,
design, and temperature control of mass concrete with at least three mass concrete
projects experience that can be verified by the Department.

Place no concrete until the mass concrete mix design and the proposed TCP is reviewed and
approved by the Engineer. If concrete design mixture is changed, the TCP must be updated
and approved by the Engineer.

d. Temperature Monitoring and Recording System

1. Install within the concrete placed in each mass pour and in the surrounding
environment of the concrete, temperature sensing devices (thermocouples) of a type
approved by and at locations based on the plan approved by the Engineer.
2. The sensing system will contain as a minimum two independent sets of sensing devices in order to assure readings if one of the systems fail. The sensing devices shall be accurate to within 2°F range.

3. Thermocouples shall be placed at the centroid of the pour, or wherever the point of expected maximum temperature is anticipated. Additional thermocouples shall be placed on the exterior to monitor the maximum temperature differential. Ensure the thermocouples are placed at a depth of 2 to 6 inches below the surface.

4. The temperature monitoring and recording system for mass concrete shall consist of temperature sensors connected to a data acquisition system capable of printing, storing, and downloading data to a computer. Data shall be printed and submitted to the Engineer daily with a copy sent to Office of Materials and Testing.

5. Two independent sets of sensing devices shall be placed at each of the following locations and readings to be taken hourly: (1) center of the mass pour; (2) midpoint of the side which is the shortest distance from the center; (3) midpoint of the top surface; (4) midpoint of the bottom surface; and (5) corner of the mass pour which is furthest distance from the center. Ensure the thermocouples are placed at a depth of 2 to 6 inches below the surface.

e. Placing and Curing Mass Concrete

When placing and curing mass concrete do the following:

1. Maintain a temperature differential of 35 °F or less between the interior and exterior portions of the designated mass elements.

2. Monitor and maintain records of the concrete temperature, beginning with casting and continuing until the maximum temperature is reached and begins decreasing to a differential of no more than 35°F from the mean annual ambient temperature of the surrounding environment, for three consecutive days.

3. The contractor shall suggest consolidation techniques based on the placement technique to be used for mass concrete. The consolidation technique shall be reviewed and approved by the Engineer before start of placement of mass concrete. Slump tests or slump-flow (ASTM C 1611) tests, as applicable, shall be used to provide quality control from batch to batch.

4. Maintain a minimum concrete placement rate of 30 cubic yards per hour or as designated on the plans or in the Special Provisions. Any requested change from this placement rate is to be approved by the Engineer.

f. Acceptance

Mass concrete shall conform to the concrete acceptance criteria and the temperature requirements as stated earlier to prevent delayed ettringite formation (DEF) and thermally induced stress cracks.
If the Contractor fails to conform to any of the above temperature requirements in any one pour, any additional mass concrete pours will cease. The Engineer may, at its sole discretion, direct that the concrete be removed or otherwise mitigated, at no cost to the Department. The contractor shall revise the Thermal Control Plan and design calculations to correct the problem and resubmit the revised Thermal Control Plan. Mass concrete placement shall not begin until the Engineer has approved the revised Thermal Control Plan. No extension of time or compensation will be made for any rejected mass concrete element or revisions of the Thermal Control Plan.

Office of Materials and Testing
Add the following Subsections to Section 500:

**500.1 General Description**

This work includes furnishing ultra high performance concrete (UHPC) field cast joints to accelerate bridge construction.

**500.1.02 Related References**

A. **Standard Specifications**

   Section 109—Measurement and Payment

**500.1.03 Submittals**

I. **Ultra High Performance Concrete**

   1. Documented experience of manufacturing UHPC for at least five projects.
   2. UHPC mix design in accordance with the material performance measures stated in this specification.
   3. For UHPC mixed at the site, documentation of equipment meeting the UPHC Manufacturer’s recommendations.

J. **UHPC Pour Details**

   Provide details for placement of UHPC. Start placement of UHPC at the lowest pont of bridge and limit length of UHPC pours to a maximum of 10 feet horizontal.

**500.2 Materials**

Ensure that materials for Ultra High Performance Concrete (UHPC) meet the following Specifications:

The material shall be Ultra High Performance Concrete with all components supplied by one manufacturer. Materials commonly used in UHPC include: fine aggregate, cementious material, superplasticizer, accelerator and steel fibers (deformed, specifically made for steel reinforcement of concrete). The Contractor is responsible for UHPC mix design and ensure material meets:

| Minimum Compressive Strength (ASTM C39) | ≥ 25 ksi |
| Not Heat-Treated | ≥ 21 ksi |
| Not Heat-Treated 4 day | ≥ 12 ksi |

Prism Flexural Tensile toughness (ASTM CI018**, 10 in. span) $I_{30} \geq 48$
Provide a UHPC mix design that contains steel fibers at a minimum of 2% by total volume of UHPC. Provide certification of UHPC.

A minimum of 12 cylinders 3 in. X 6 in. shall be cast. All cylinders shall be cured using the same method of curing proposed to be used in the field. The temperature during curing shall be within 18°F of the low end of the proposed temperature range for curing in the field. Test 2 cylinders each testing day. Test at 4 days, 7 days, 14 days and 28 days. Measure compressive strength in accordance with ASTM C39. Compressive strength shall meet 12 ksi minimum at 4 days and 21 ksi minimum at 28 days. Only a UHPC mix design that passes these test may be used in the work.

Cast 6 additional cylinders 12 in. diameter and 7½ in. deep. Each cylinder shall have one 32 in. long epoxy-coated reinforcing bar cast in the center of the circular face. The axis of the bar shall be perpendicular to the finished surface. Three (3) of the bars shall be #6 bars embedded 5 inches deep and 3 of the bars shall be #4 bars embedded 3 inches deep. Keep cylinders wet for 4 days prior to testing. Perform test as soon as practical once samples have reached a minimum compressive strength of 12 ksi. This test is a pullout test. The samples pass if the bars yield without the UHPC failing and without the bars pulling out of UHPC.

Results of these tests shall be conducted by a GDOT approved testing firm. Submit results for review and approval to the Engineer a minimum of 60 days prior to use of UHPC in the field.

### 500.3 Construction Requirements

#### 500.3.01 Personnel

**A. Supervision, Personnel, and Skilled Workers**

4. Provide a manufacturer’s representative supplying the approved UHPC who is knowledgeable in the supply, mixing, delivery, placement and curing of UHPC material. This representative shall be on site during all placement of UHPC.

#### 500.3.03 Preparation

**A. Pre-Pour Meeting**

Prior to the initial placement of the UHPC, conduct an on site meeting with a manufacturer’s representative supplying the approved UHPC and the Engineer. The objective of the meeting will be to clearly outline the procedures for mixing, transporting, finishing and curing of the UHPC material.

Office of Bridges and Structures
500.3.05 Construction

AM. Form Work, Batching and Curing

The design and fabrication of forms shall follow approved shop drawings and shall follow recommendations of the manufacturer. All forms for UHPC shall be constructed from plywood unless otherwise shown in the plans. The forms shall be coated to prevent absorption of water. Provide water tightness of forms to prevent loss of UHPC during pours.

Follow batching sequence as specified by the supplier and approved by the Engineer. The surface of UHPC field joints shall be filled flush to plus 1/4 in. above surface of bridge deck.

Cure UHPC in form according to Manufacturer’s recommendations and as approved by the Engineer to attain 28 day strength listed herein. A continuous curing temperature of a minimum of 60°F is recommended.

500.3.06 Quality Acceptance

A. UHPC

Measure the slump flow on each batch of UHPC. The slump flow will be conducted using a mini-slump cone. The flow for each batch shall be between 7 in. and 10 in. Record slump flow for each batch and submit to the Engineer.

Make four sets of compressive strength test samples for each day of placement. Each set consists of 3 cylinders 3 in. X 6 in. Cure all cylinders in an environment similar to material placed and approved by the Engineer. Test the first set of cylinders as directed by the Engineer. Test second set of cylinders at 28 days. The third set of cylinders will be submitted to GDOT Office of Materials and Testing between the 4th day and the 14th day. The fourth set will be treated as a reserve set.

500.5 Payment

This Work will be paid for at the Contract Price per Lump Sum, complete in place and accepted. Payment is full compensation for all things, including incidentals, and direct and indirect cost, to complete the Work.

Payment will be made under:

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item</th>
<th>Payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>500</td>
<td>Ultra High Performance Concrete, Br No -</td>
<td>Per lump sum</td>
</tr>
</tbody>
</table>
Section 511 – Reinforcement Steel

Add the following to 511.2 Materials, B. Fabrication:

2. **Reinforcement Steel Couplers.** When couplers are indicated on the Plans, use mechanical butt splices from an approved source listed on QPL 93.

   Provide mechanical butt splices which develop a minimum of 125% of the guaranteed yield strength of the reinforcing steel to be spliced. Limit the total slip of the reinforcing bars within the splice sleeve after loading to 30 kips per square inch (207 MPa) and relaxing to 3 kips per square inch (21 MPa) to no more than the following, as measured between gauge points clear of the splice sleeve: 0.010 of an inch (.25 mm) for reinforcing bars no. 14 (43) or smaller, or 0.030 of an inch (.76 mm) for reinforcing bars no. 18 (57).

Prior to installation on GDOT projects, the contractor is required to submit job-control samples for testing to the Office of Materials and Testing. This is to ensure that the installer is qualified to construct the units. Make test specimens in the presence of the Engineer or his authorized representative using reinforcing steel consigned for the work. A test specimen consists of a splice made at the job site to connect two 24 inch (600 mm) or longer bars using the same splice materials, position, location, and equipment, and following the same procedures to be used to make splices in the work. Prior to incorporating couplers into the work, make and test three specimens that meet the above criteria.

Perform all testing required above by the Office of Materials and Testing or at a testing laboratory approved by the Department.

If threaded couplers are used, equip them with approved devices which will prevent rotation after installation. After installation, clean all couplers with a power wire brush or by other approved methods and recoat the couplers with a material prepared and recommended by the coating manufacturer.

Install the couplers in strict accordance with the manufacturer’s instructions and as approved by the Engineer.

All costs for the couplers, test samples (including reinforcing steel for tests) and testing of couplers shall be included in the costs of reinforcing steel.
Add the following:

534.1 General Description
This Specification covers the design, materials, fabrication, transportation, erection, measurement, and payment for a Pedestrian Bridge complete in place.

534.1.01 Definitions
The Pedestrian Overpass Bridge is that portion of the bridge above the top of the cap, excluding cheek walls, and consists of a simply supported, open top, steel through-truss span that is compatible with the bridge substructure. The Pedestrian Bridge includes, but is not limited to, anchor bolts, bearing assemblies, concrete walkways, and pedestrian and bicycle railing.

534.1.02 Related References
A. Standard Specifications
   Section 105—Control of Work
   Section 106—Control of Materials
   Section 500—Concrete Structures
   Section 501—Steel Structures
   Section 511—Reinforcement Steel
   Section 535—Painting Structures

B. Referenced Documents
   AASHTO LRFD Bridge Design Specifications, 7th Edition - 2014, unless otherwise shown in the plans.

534.1.03 Submittals
A. Plans
   Submit plans, calculations, and specifications to the Engineer for approval prior to beginning fabrication and construction. Sign and seal plans, calculations, and specifications by a registered professional engineer currently licensed to practice in the State of Georgia.
Section 534 – Pedestrian Overpass Bridge

B. Contractor and Fabricator Qualifications

Proposed suppliers must be on the GDOT Qualified Products List 60 – Steel Bridge Fabricators and have at least five (5) years experience designing and fabricating these type structures and a minimum of five (5) successful bridge projects, of similar construction, each of which has been in service at least three (3) years. List the location, bridge size, owner, and a contact for reference for each project.

Bridge(s) shall be fabricated by a fabricator who is currently certified by the American Institute of Steel Construction to have the personnel, organization, experience, capability, and commitment to produce fabricated structural steel for the category “Major Steel Bridges” as set forth in the AISC Certification Program. Quality control shall be in accordance with procedures outlined for AISC certification.

C. Shop Drawings

Provide shop drawings for fabrication and erection of the Pedestrian Overpass Bridge to the GDOT Office of Bridge Design for review and acceptance after being reviewed and stamped approved by the Engineer of Record for the original contract plans. Shop drawings shall contain material sizes and types, weld sizes and locations, and all necessary details, dimensions and information to allow fabrication of the Pedestrian Overpass Bridge in conformance with the requirements of the contract.

D. Fabrication Schedule

Ensure that the fabricator submits a proposed fabrication schedule to the State Materials Engineer that includes the following:

- Correct PI Number, County and Project Number (as applicable)
- Bridge Number
- Starting date
- Estimated completion date

534.2 Design Criteria

A. Geometry

Provide the following:

1. Inside clear width between handrails of 12’- 0” (3.6m), unless otherwise shown on the Plans.
2. The length as shown on the Plans.

B. Loading

Include the following loads in the design:

1. Self weight.
2. Uniformly distributed pedestrian load of 90 pounds per square foot (4.31 kN/m²), unless otherwise shown in the plans.
3. A moving concentrated load equal to AASHTO H-10 (M2.3) loading; truck only, without impact, unless otherwise shown in the plans.

534.3 Materials

A. Structural Steel

Use unpainted structural steel unless otherwise shown in the plans.

Fabricate structural steel in accordance with ASTM A 709 Grade 50W (A 709M Grade 345) for plates and structural shapes, and ASTM A 606 (A 606M) or ASTM A 847 (A 847M) for tubular sections.

Minimum yield strength is equal to or greater than 50,000 psi (345 MPa).
Section 534 – Pedestrian Overpass Bridge

The minimum material thickness for structural steel members shall be in accordance with the provisions of Article 6.7.3 of the AASHTO LRFD Specification for Highway Bridges except that the minimum material thickness of closed structural tubular members is 1/4 inch (6 mm).

B. Concrete

Use Class D concrete placed in accordance with the Plans.

C. Composite Steel Floor Deck

Use a galvanized steel composite floor deck with a minimum thickness of .0336 inch (.85mm) (22 gage). Manufacture the composite floor deck by a member of the Steel Deck Institute.

D. Bolts

Bolt field splices with High Strength ASTM F 3125, Grade A325 (A 325M) or A490 (A 490M), Type 3 bolts. Do not use galvanized anchor bolts with weathering steel components.

E. Accessories

1. Railing
   Use railings with a smooth outside surface without protrusions and depressions. Attach railing forty two (42) inches (1067 mm) above the floor deck in accordance with the AASHTO Specifications. Grind-smooth the ends of all angles that are provided as part of the railing assembly. Use only tubes with closed ends.

2. Toe Plate
   Attach a five (5) inch (125 mm) steel channel two (2) inches (50 mm) above the floor deck.

534.4 Construction Requirements

534.4.01 Personnel
General Provisions 101 through 150.

534.4.02 Equipment
General Provisions 101 through 150.

534.4.03 Preparation
General Provisions 101 through 150.

534.4.04 Fabrication

A. Fabrication

1. Workmanship
   Perform the fabrication, welding, shop connections, and workmanship in accordance with Section 501 of the Georgia DOT Standard Specifications.

2. Welding
   Perform all field welding by certified welders that have in their possession a current welding certification card issued by the Georgia DOT Office of Materials and Testing and in accordance with section 501 of the Georgia DOT Standard Specifications.

3. Camber
   Fabricate each truss to produce a 1.0% positive camber after all dead loads have been applied.

4. Finish
   Sand blast all prominently exposed surfaces of weathering steel in accordance with the Steel Structures Painting Council (SSPC) Surface Preparation Specification No. 6 “Commercial Blast Cleaning”.

5. Splice
   Show all shop and field splices and details in shop drawings.

B. Delivery and Erection

1. Notify the Project Engineer two weeks in advance of delivery of the bridge superstructure unit.

2. Install anchor bolts in accordance with the manufacturer’s recommendations.
Section 534 – Pedestrian Overpass Bridge

3. Paint anchor bolts, bearing assemblies and all steel members within 3’-0” from bearing assemblies in accordance with Section 535 of the Specifications. Paint to match color of steel pedestrian bridge.

534.4.05 Quality Acceptance

Shop Inspection:

Give two weeks’ notice to the Department’s State Materials Engineer before beginning mill or shop work so that inspection arrangements can be made. Inspection at the mill or shop is intended to facilitate work and avoid errors and does not relieve the Contractor of the responsibility for imperfect material or work quality.

Do not roll or fabricate material until:

- The State Materials Engineer has been informed where the orders have been placed.
- The inspection is arranged or waived.

Furnish the facilities necessary for the inspection of materials and work quality in the mill and shop. Allow Inspectors free access to the necessary mill and shop locations, and cooperate with the Inspector during inspection.

Shop inspection is required for steel and other metal materials being fabricated.

Inspectors will do the following:

a. Determine if steel members, member components, or other fabricated steel components meet the Plans and Specifications and Standard Operating Procedures.

b. Identify the steel by color code and correlate its heat numbers obtained from certified mill test reports.

NOTE: Do not cut steel or apply prime paint until the Inspector completes this step.

c. Check fabrication, especially the grade of steel, dimensions, welding, and bolting.

d. Perform necessary non-destructive testing to determine conformance with the Specifications and Plans.

e. Reject materials or work that does not meet the Specifications.

NOTE: Even if the Inspector accepts materials or members, they can be rejected later if found defective. Promptly replace or repair rejected materials or members at no additional cost to the Department.

534.4.06 Quality Assurance

Furnish a warranty against defects in material and workmanship for a period of ten (10) years from the manufacturer.

534.4.07 Contractor Warranty and Maintenance

General Provisions 101 through 150.

534.5 Measurement

This work will be measured for payment on a Lump Sum basis, complete and accepted in place.

534.5.01 Limits

General Provisions 101 through 150.

534.6 Payment

This work will be paid for at the Contract Price per pedestrian overpass bridge complete in place. Payment includes all material (structural steel, high strength bolts, composite steel deck forms, concrete, bearing assemblies, anchor bolts, and lights), labor, and equipment necessary to complete the work.

Payment will be made under:

| Item No. 534 | Pedestrian Overpass Bridge, Sta – | Lump Sum |

534.6.01 Adjustments

General Provisions 101 through 150.
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL PROVISION

PROJECT NO.:
P.I. NO. 0013727

Section 581—Pot Bearings

Delete Section 581 in its entirety and add the following:

Disc Bearings

581.1 General Description
This work includes furnishing and installing disc bearings (fixed and expansion types). Use the quality, type, and size designated in this Specification, on the Plans, or ordered by the Engineer.

581.1.01 Definitions
General Provisions 101 through 150.

581.1.02 Related References
A. Standard Specifications
   Section 501—Steel Structures
   Section 506—Expanded Mortar
   Section 535—Painting Structures
   Section 851—Structural Steel
   Section 852—Miscellaneous Steel Materials
   Section 885—Elastomeric Bearing Pads
   Section 886—Epoxy Resin Adhesives
   Section 887—Bearing Plates with Polytetrafluoroethylene Surfaces
B. Referenced Documents
   ASTM A 709 Grade 36 (ASTM A 709M Grade 250)
Section 581—Pot Bearings

A 709 Grade 50 (A 709M Grade 345)

581.1.03 Submittals

Provide the following reports to the Project Engineer and the Office of Materials:

- Certified test reports
- Materials certificates
- Certificate of Compliance to conform with the requirements in this Specification
- Shop drawings
- Certification

A. Shop Drawings

Before fabricating the bearings, submit to the Engineer Shop Drawings according to Subsection 501.1.03.B, “Shop Drawings.” Include the following on the drawings:

- Bearing plan and elevation
- Complete details and sections that show the materials incorporated into the bearing
- ASTM or other material designations
- Vertical and horizontal load capacity
- Rotation and translation capacity
- Compression stress on sliding surfaces and elastomeric surfaces at maximum and minimum design loads
- Complete design calculations
- Complete erection and installation procedure

B. Certification

Have the disc bearing manufacturer furnish the following to the Project Engineer and the Office of Materials:

- Certified test reports
- Material certificates
- Certificate of compliance to conform with these Specifications for each bearing furnished

581.2 Materials

Ensure that materials meet the requirements of the following Specifications:

<table>
<thead>
<tr>
<th>Material</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Painting</td>
<td>535</td>
</tr>
<tr>
<td>Structural Steel</td>
<td>851</td>
</tr>
<tr>
<td>Anchor Bolts, Nuts, and Washers</td>
<td>852.2.02</td>
</tr>
<tr>
<td>Elastomeric Bearing Pads</td>
<td>885</td>
</tr>
<tr>
<td>Epoxy Resin Adhesives</td>
<td>886</td>
</tr>
<tr>
<td>Bearing Plates with PTFE Surfaces</td>
<td>887</td>
</tr>
</tbody>
</table>

A. Metals

Use the stainless steel sliding surfaces indicated below:
Section 581—Pot Bearings

- **Stainless Clad Steel Plate**: Minimum eight percent stainless steel conforming to the requirements of ASTM A 264 (both Shear Strength and Bond Strength tests in 8.13 and 8.14 of ASTM A 264 are required). Use stainless steel cladding that meets Type 304. Use backing steel (base metal) that meets ASTM Designation A 709 Grade 50W (A 709M, Grade 345 W).

- **Stainless Steel Plate Welded To A Steel Backup Plate**: Use at least 16 gage (1.6 mm) thickness of the stainless steel plate that meets ASTM 240 Type 304. Use steel backing plate that meets ASTM Designation A 709 Grade 50W (A 709M Grade 345W) unless otherwise indicated on the Plans. Use qualified welders to weld the stainless steel plate to the steel backing. Furnish welding procedures and welder qualification documents to the Department for review and approval prior to fabrication. Weld entirely around the perimeter of the stainless steel plate.

- **Solid Stainless Steel Plate**: Mill-finish the stainless steel sliding surfaces to a maximum surface roughness of 20 micro-inches (0.50 μm), RMS, according to the requirements of ANSI Standard B 46.1. Remove and replace, at no additional cost to the Department, bearing plates whose stainless steel sliding surfaces have been scratched or damaged.

B. **Structural Steel**

Use structural steel for the masonry plates and the components of the bearings that meet the requirements of these ASTM Specifications:

- ASTM A 709, Grade 36 (ASTM A 709M, Grade 250)
- A 709, Grade 50 (A 709M, Grade 345)

Machine the steel plates confining the disc from solid steel plates.

C. **Anchor Bolts**

Use anchor bolts, including nuts and washers, that meet the requirements of Subsection 852.2.02.

D. **Polyether Urethane Elastomeric Disc**

Ensure that the disc material is 100 percent polyether urethane meeting the following Specifications:

<table>
<thead>
<tr>
<th>Property</th>
<th>Test Method</th>
<th>Range of Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardness, Durometer D</td>
<td>ASTM D 2240</td>
<td>62 ± 2</td>
</tr>
<tr>
<td>Tensile Stress psi</td>
<td>ASTM D 412</td>
<td></td>
</tr>
<tr>
<td>at 100% elongation</td>
<td>Pulled at 20 in/min.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(pulled at 8.5 mm/s)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2,030 minimum</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3,771 minimum</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(14 minimum)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(26 minimum)</td>
<td></td>
</tr>
<tr>
<td>Tensile Strength</td>
<td>ASTM D 412</td>
<td>5,000 minimum</td>
</tr>
<tr>
<td></td>
<td>(34.5 minimum)</td>
<td></td>
</tr>
<tr>
<td>Ultimate Elongation, %</td>
<td>ASTM D 412</td>
<td>220 minimum</td>
</tr>
<tr>
<td>Compression Set, 22 hours at 159</td>
<td>ASTM D 395</td>
<td>40% maximum</td>
</tr>
<tr>
<td>degrees F., % (71° C, %)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compression Strain, % at 5,000</td>
<td></td>
<td>Strain %</td>
</tr>
<tr>
<td>psi stress* (35 MPa)</td>
<td></td>
<td>8.0 min 15.0 max</td>
</tr>
</tbody>
</table>
Section 581—Pot Bearings

* Compression stress is based on the net plan area of the rotational element and the compressive strain is the percentage of the original thickness. Gross bearing dimensions shall have a tolerance of -0 inch to +1/8 inch (-0 mm to +3 mm).

E. Shear Restriction Mechanism

Design a shear restriction mechanism to take horizontal forces at all possible vertical loads that consists of a pin connected to the bottom plate and a ring connected to the upper bearing plate.

F. Expanded Mortar

Set anchor bolts in preformed or drilled holes using expanding mortar that meets the requirements of Section 506.

G. Paint

Paint exposed steel of each bearing assembly other than stainless steel according to System VI of Section 535. Take care to keep Polytetrafluoroethylene (PTFE) or sliding surfaces free of paint.

H. Design and Applicable Codes

Design, fabricate, and erect disc bearings according to these Specifications and the applicable requirements of the following Standard Codes and Specifications.

- Section 501, including supplements
- Current AASHTO Standard Specifications for Highway Bridges

Additional design parameters with which the disc bearing manufacturer must comply:

1. **Bearing on Concrete:** Maximum bearing pressure is as indicated in AASHTO.
2. **Polyether Urethane Disc:** Design compressive strength is 5000 psi (35 MPa).
3. **Virgin PTFE:** Design compressive strength is 3,500 psi (25 MPa).
4. **Sliding Surfaces:** Accommodate translation by sliding of a hard mating surface of stainless steel across a PTFE surface.
   a. **Stainless Steel Sliding Surface:** Accurate, flat surface with Brinnell hardness of 125 minimum.
      1) Stainless steel sliding surface to completely cover PTFE surface in all operating positions of the bearing.
      2) Position the stainless steel sliding surface so that the sliding movement causes the dirt and dust accumulation to fall from the surface of the stainless steel.
   b. **PTFE Sliding Surface:** Do not use holes or slots in the PTFE sliding surface.
   c. **Static Coefficient of Friction:** Under a load of 3,500 psi (25 MPa), do not exceed 4 percent for unfilled PTFE nor 8 percent of filled PTFE surfaces.
   d. **Rotation:** 0.03 radians maximum.

I. Substituted Bearings

Disc bearings may be substituted for the bearings shown on the Plans provided the bearings to be substituted are approved by the State Bridge Engineer and comply with the following:

1. Equal or better load carrying and moment capacity.
2. All control dimensions are maintained and bearings fit within the limits of detailed masonry plate.
3. Use filled or unfilled (recessed) PTFE.
4. Use Polyether Urethane disc material as a medium within the shear restricted disc bearing.
5. The Polyether Urethane disc shall be lined with PTFE on the bottom side of expansion guided bearings.
6. Do not use aluminum or aluminum alloy.
Section 581—Pot Bearings

7. Equal or better than the pot bearings shown on the Plans in all structural respects and meets all design requirements.

581.2.01 Delivery, Storage, and Handling

A. Assembling and Marking

Have each disc bearing assembled at the plant, marked for identification, and delivered to the construction site as a complete unit.

Mark each bearing with permanent match-marks to indicate the normal position of the bearing.

B. Transportation, Storage, and Handling During Construction

Follow these guidelines to transport, store, and handle disc bearings during construction:

1. Protect each disc bearing from dust and moisture.
2. Store the PTFE surface in the shade to avoid the damaging effects of ultraviolet rays.
3. Protect the disc bearings from damage during construction and prevent contamination of the various components of the disc bearings.

Ensure that the Fabricator also follows the above requirements.

During transportation and storage, cover the bearings with moisture-proof and dust-proof covers.

581.3 Construction Requirements

581.3.01 Personnel

A. Skilled Representative

Have the bearing manufacturer provide a skilled representative who is certified by the manufacturer to be experienced in similar installations.

The representative shall:

- Give aid and instruction during the disc bearing installation.
- Be present during the initial bearing installation.
- Be present during welding of the lower steel plates to the masonry plates, if not performed in the manufacturer’s shop.
- Remain on the job until the bearing installation proceeds without trouble and until the workmen are experienced with the work for each installation as determined by the Engineer.

Arrange to have the manufacturer’s skilled representative present whenever requested by the Engineer.

581.3.02 Equipment

General Provisions 101 through 150.

581.3.03 Preparation

General Provisions 101 through 150.

581.3.04 Fabrication

A. Polytetrafluoroethylene (PTFE)

Ensure that the PTFE, including its connection to its backup material, conforms with the requirements of Section 887, except as modified in this Specification.
Section 581—Pot Bearings

Have the PTFE sliding surface bonded under factory controlled conditions to a rigid backup material that can resist bending stresses of the sliding surfaces.

As an alternate, PTFE material of twice the thickness specified above may be recessed for half its thickness in the backup material. Ensure that it is at least 1/8 in (3 mm) thick and that the PTFE sliding surface is bonded under factory controlled conditions.

1. When shown on the Plans, weld the lower steel plate to the masonry plate before installing the disc.
   - If welding procedures established and approved by the Engineer restrict the temperature of the bond area to no greater than 300 °F (150 °C), welding to steel plates with a bonded PTFE surface is permitted.
   - Use temperature-indicating wax pencils or other suitable means to determine the temperature.

2. After fabricating the backup material, plane it before bonding the stainless steel or PTFE to a true plane surface.

3. Have the PTFE sheets bonded at the bearing manufacturer’s factory under controlled conditions in accordance with the written instructions of the manufacturer of the approved adhesive system.

4. When epoxy bonding PTFE sheets, ensure that the side of the PTFE sheet to be bonded to the metal is factory treated by the sodium naphthalene or sodium ammonia process.

5. After the bonding operation, ensure that the PTFE surface is smooth, flat, and bubble free. Polish the filled PTFE surfaces.

6. Positively locate the elements of the bearing in the bearing manufacturing and assembling.

7. If using bearings other than those detailed on the Plans, obtain approval before constructing the substructure upon which the bearings will be installed.

8. Have each bearing assembled at the manufacturer’s plant, marked for identification, and delivered to the construction site as a complete unit.
   - Ensure that the bearings have permanent match-marks to indicate the normal position of the bearing.

581.3.05 Construction

A. Erection

Place bearings at their proper locations before erecting the superstructure supported by the bearings.

1. Install Pier Tops
   - Install pier tops horizontal at the correct elevation with a plus or minus tolerance of zero. Do not install the masonry plates until the Engineer accepts the pier tops.

2. Install the Anchor Bolts
   - Cast anchor bolts in the concrete or set them in preformed holes, unless otherwise shown on the Plans. If setting them in preformed holes, fill the preformed holes in the concrete substructure with epoxy grout.
     a. Insert the anchor bolts to the prescribed depth.
     b. Place additional grout as required in the annular space around the anchor bolts until the grout is well packed and flush with the top surface of the concrete.
     c. Wipe clean the exposed surfaces of the anchor bolts and substructure. Do not allow a load on grout that has not been in place at least 7 days.

3. Install Masonry Plates
   - Set the masonry plates to the proper elevation on the previously finished concrete pads.

4. Install the Bearings
   a. Place the bearing at the predetermined locations when erecting the superstructure.
   b. Remove the temporary restraints as directed by the bearing manufacturer.
   c. Adjust the bearings as follows:
Section 581—Pot Bearings

- Adjust the expansion bearings from the normal position at 60 °F (15 °C) to allow for the ambient temperature during erection or casting.
- Adjust the disc bearings to allow them to move when dead loads are applied. Ensure that the bearing is properly positioned and parallel (free from rotation) after applying the dead load.
- Adjust the bearings horizontally on the masonry plate to properly fit the superstructure members being erected.

d. After adjustments and approval by the Engineer, weld the bearings to the masonry plate.

581.3.06 Quality Acceptance

Instruct the manufacturer to furnish facilities to test and inspect the completed bearings in the plant or at an independent test facility. An approved testing laboratory or the manufacturer supervised by an approved independent expert shall perform the testing.

Follow these testing guidelines:

- Instruct the manufacturer to allow the Engineer and Inspectors access to the plant and test facilities.
- Furnish certified test reports, materials certificates, and a certificate of compliance to conform with the requirements in the Specifications.
- Perform testing according to Section 887 and this Specification. The Department reserves the right to sample and test the material and disc bearing assemblies as shown in Section 106.
- Test complete bearing assemblies or a specially manufactured disc bearing prototype that has a capacity of 400 kips (181 000 kg).

Successfully tested full-size bearings that meet the requirements of this subsection and have no damaged components, finishes, or surfaces may be used in construction. Provide prototype disc bearings, if used, at no additional expense to the Department.

Specific Items tested are as follows:

A. Coefficient of Friction

Perform tests to determine the static coefficient of friction of the first movement under a load of 3,500 psi (25 MPa) on a disc area applied continuously for 12 hours before testing. Determine under a load of 2,000 psi (14 MPa) on a disc area the following:

1. The static coefficient of friction value shall not exceed 10 percent for filled PTFE surfaces and 6 percent for unfilled PTFE surfaces.
2. The first movement static and dynamic coefficient of friction at a sliding speed of less than 1 in per min (0.4 mm per sec). Values shall not exceed 10 percent for filled PTFE surfaces and 6 percent for unfilled PTFE surfaces.
3. The static and dynamic coefficient of friction is determined after the bearing is subjected to 100 design movements at a speed of less than 1 ft per min (5 mm per sec). Values shall not exceed those indicated in step 2 above. Signs of bond failure or other defects are cause for disc bearing rejection.

B. Proof Loading

Perform, under maximum design loads, proof loading and compression deflection tests on a full-size disc bearing.

C. Rotation

The Polyether Urethane element shall be capable of retaining initial contact with the steel bearing plates through the rotational range under a compressive load equal in magnitude to the design load.
Section 581—Pot Bearings

D. Cold Flow

Subject an approved sample of filled PTFE or unfilled PTFE to a static pressure of 3,500 psi (25 MPa) for at least 24 hours. Ensure that the PTFE material is bonded or mechanically connected to its backup material in the same way as the disc bearing.

Apparent cold flow of the PTFE material is cause for disc bearing rejection.

581.3.07 Contractor Warranty and Maintenance

General Provisions 101 through 150.

581.4 Measurement

Disc bearing assemblies are measured by Lump Sum for each bridge. Determine the actual quantities required before submitting the bid.

581.4.01 Limits

General Provisions 101 through 150.

581.5 Payment

The work in this Specification will be paid for on a Lump Sum basis.

Payment is full compensation for:

- Furnishing materials and equipment including structural steel components of the bearings, masonry plates, top plates, sole plates, PTFE, Polyether Urethane Disc, anchor bolts, and welding
- Designing the disc bearing
- Performing tests
- Furnishing prototype bearings and test samples
- Performing Work as described and specified in this Specification or the Plans
- Providing incidentals to complete the work

Payment will be made under:

<table>
<thead>
<tr>
<th>Item No. 581</th>
<th>Pot bearings, bridge No.</th>
<th>Per lump sum</th>
</tr>
</thead>
</table>

581.5.01 Adjustments

General Provisions 101 through 150.
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
SPECIAL PROVISION
PROJECT NO.: BRF00-0000-00(000), CHATHAM COUNTY
P.I. NO.: 0013727

Section 627—Mechanically Stabilized Embankment Retaining Wall-Contractor Design

Delete Subsection 627.3.03.B and substitute the following:

B. Wall Design

Use the following design criteria for a Contractor designed wall:

1. Provide one of the following wall systems:
   - ARES (Tensar Earth Technologies)
   - Reinforced Earth Wall (The Reinforced Earth Company)
   - Sine Wall MSE Panel Systems (Sine Wall)
   - Stabilized Earth Wall (Vistawall Systems)
   - Tricon Retained Soil Wall (Tricon Precast)


3. Design the MSE wall to account for all live load, dead load and wind load from all traffic barrier, lights, overhead signs, sound barriers and other appurtenances located on top and adjacent to the wall. Design MSE walls to account for all external forces. Also, design bridge abutment walls for a lateral load as defined in the plans. If lateral load is not defined on plans then design bridge abutment wall for a lateral load equal to 5% of the dead load transmitted through the bearings, as reported on the bearing sheet of the bridge. This load shall be considered a destabilizing force for the entire reinforced mass as well as a load to be resisted by reinforcement attached to the back of the abutment seat. It should be applied at the top of the abutment seat.

4. Design MSE Walls within 100 feet of a bridge abutment for a minimum service life of 100 years.

5. Assume responsibility for all temporary shoring that may be necessary for wall construction. Design the shoring using sound engineering principles.

6. Use permanent concrete wall facing panels that are at least 5.5 in (137 mm) thick.

7. Provide a minimum length of soil reinforcement as defined in the plans. If the minimum is not defined in the plans, then provide a minimum length of soil reinforcement of 10 feet (3 m) or seven-tenths (0.7) of the wall height, whichever is greater.

8. Ensure that the special wall backfill extends a minimum of 12 in (300 mm) past the end of the soil reinforcement.

9. Use the Architectural treatment of facing panels as indicated on the Department’s drawings.
10. Provide internal walls to allow for future widening if shown on the wall envelope. Ensure the internal walls have galvanized wire or concrete facing. Ensure as a minimum that the facing of the internal walls extend to the back limit of the MSE Wall Backfill for the permanent wall.

11. Ensure the maximum panel area does not exceed 35 square feet (3.25 square meters).

12. Design the Traffic Barrier H or Coping B Parapet to satisfy the requirements of AASHTO LRFD Section A 13.2-1 for a railing Test Level of TL-4 except that the Ft load shall equal 80 kips. Evaluate overturning and sliding using a 10 kip force distributed to a maximum length of the moment slab joint spacing.

13. A Foundation Investigation Report may be available from the Geotechnical Engineering Bureau of the Department. The information contained in this report may be used by the Contractor to assist in evaluating existing conditions for design as well as construction. However, the accuracy of the information is not guaranteed and no requests for additional monies or time extensions will be considered as a result of the Contractor relying on the information in this report.

14. Ensure the following requirements are met:
   - The gutterline grade on the proposed top of wall submitted matches the gutter elevations required by the plans.
   - The top of coping is at or above the top of coping shown on the envelope.
   - The leveling pad is at or below the elevation shown on the wall envelope.
   - Any changes in wall pay quantities due to changes in the wall envelope are noted in the contractor’s plans.
   - All changes in quantities due to the proposed walls being outside the wall envelope (step locations, ending wall at full panel, etc.) are shown as separate quantities.

15. Ensure the minimum embedment of the wall (top of leveling pad) is at least 2 feet (600 mm). If the soil slopes away from the bottom of the wall, lower the bottom of the wall to provide a minimum horizontal distance of 10 ft (3 m) to the slope. [i.e. a 2:1 slope in front of the wall requires 5 ft (1.5 m) of embedment; a 4:1 slope in front of the wall requires 2.5 ft (750 mm) of embedment]

16. If the Department’s review of the submitted plans and calculations results in more than two submittals to the Department by the Contractor, the Contractor will be assessed for all reviews in excess of two submittals. The assessment for these additional reviews will be at the rate of $60.00 per hour of engineering time expended.
Georgia Department of Transportation
State of Georgia
Special Provision
PROJECT NO.:
P.I. NO.: 0013727

Section 865—Manufacture of Prestressed Concrete Bridge Members

Delete Subsection 865.1 and substitute the following:

This section includes the following requirements for precast-prestressed concrete bridge members and piling using High Performance Portland cement concrete as shown in the Plans:

- Manufacturing
- Inspecting
- Testing
- Marking
- Painting
- Rubbing as specified
- Plant handling
- Storing
- Shipping

The term “precast-prestressed concrete” is referred to as “prestressed concrete” in the rest of this Section.

Add the following to Subsection 865.2:

<table>
<thead>
<tr>
<th>Material</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete, Class AAA HPC</td>
<td>500</td>
</tr>
</tbody>
</table>

Add the following to the end of Subsection 865.2.01.B.7.a.6:

Optional Method of Curing for Release Strengths with HPC: Temperature match curing (“Sure Cure” or equivalent methods) is allowed for specimens used to determine when stress may be transferred to the concrete for High Performance Concrete Units.
Add Section 999 as follows:

999.1 General Description
This work includes furnishing full depth precast concrete bridge deck panels with field cast joints to accelerate bridge construction.

999.1.01 Definitions
General Provisions 101 through 150.

999.1.02 Related References
A. Standard Specifications
   Section 109—Measurement and Payment
   Section 500—Concrete Structures
   Section 511—Reinforcement Steel
   Section 801—Fine Aggregate
   Section 830—Portland Cement
   Section 853—Reinforcement and Tensioning Steel
B. Referenced Documents
   SOP-3, Standard Operating Procedures for Precast/Prestressed Concrete
   QPL 9 – Certified Prestressed and/or Precast Concrete Plants
   QPL 93 – Rebar Mechanical Butt Splices
   General Provisions 101 through 150.

999.1.03 Submittals
A. Precast Concrete Deck Panel Shop Drawings
   Submit shop drawings detailing the fabrication of the precast deck panels for approval of the Engineer. Include fabrication tolerances. Method for grinding to achieve deck profile and longitudinal grooving shall be detailed in the shop drawings.
B. Erection Drawings and Field Pour Details
   Submit erection drawings detailing the installation of precast deck panels and procedures for adjusting panels to fit the bridge deck profile shown in the plans. Provide installation tolerances for placement and adjustment of precast deck panels. Provide details for placement of field cast joints.
C. Accelerated Bridge Construction Schedule
Submit a detailed schedule for approval of the Engineer outlining construction operations from the time the road is closed to traffic until traffic is resumed. At a minimum, this schedule shall include the removal of existing bridge, construction of substructure, placement of beams, installation and adjustment of precast deck panels, installation of formwork, placement of endwalls and wing walls, placement of field cast joints, placement of concrete barrier, endpost and barrier transition, placement of approach slabs and pavement.

999.2 Materials
Provide precast concrete deck panels in accordance with the plans and Specifications.

999.2.01 Delivery, Storage, and Handling
General Provisions 101 through 150.

999.3 Construction Requirements

999.3.01 Personnel
General Provisions 101 through 150.

999.3.02 Equipment
General Provisions 101 through 150.

999.3.03 Preparation
General Provisions 101 through 150.

999.3.04 Fabrication
General Provisions 101 through 150.

Apply the following tolerances for precast units, unless otherwise shown elsewhere in the plans:

1. Thickness:
   Limit variation in as built panel thickness and thickness shown in the accepted shop drawings to plus 3/16 inch (4 mm) and minus 0 inches (0 mm).

2. Horizontal Dimensions:
   Limit variation between as built panels and dimensions shown in the accepted shop drawings to no more than 1/4 inch (6 mm). Squareness of the panel (measured along the diagonal length) shall be within 1/2 inch. Limit horizontal alignment (deviation from straight line parallel to centerline of member) to be no more than 1/8 inch per 10 feet, but not greater than 3/8 inch for the entire length. Greater deviation may be accepted if, in the Engineer’s opinion, it does not impair the suitability of the member for its intended use.

3. Deck Surface:
   Deck surfaces must meet straightedge requirement in longitudinal and transverse directions in accordance with section 500.3.06.D of the Specifications

Fabricate the deck panels in a concrete fabrication plant that has been approved according to Laboratory SOP-3, Standard Operation Procedures for Precast Prestressed Concrete. See QPL 9 for a list of approved facilities.

999.3.05 Construction
Conduct precast deck panel with field cast joints in accordance with the plans, Specifications and approved installation procedures.

Grind the bridge deck for profile improvement as required by the plans, in conformance with Section 500.3.06.E of the Specifications.
Saw cut transverse grooves into top of bridge deck using a mechanical cutting device after grinding. Saw cutting grooves shall conform to Section 500.3.05.T.9.C of the Specifications.

999.3.06 Quality Acceptance
See Sub-Section 500.3.06 for Quality Acceptance.

999.3.07 Contractor Warranty and Maintenance
General Provisions 101 through 150.

999.4 Measurement
Measurement is made as a unit, complete in place, for precast concrete bridge deck panels

999.4.01 Limits
General Provisions 101 through 150.

999.5 Payment
This Work will be paid for at the Contract Price per Lump Sum, complete in place and accepted. Payment is full compensation for all things, including incidentals, and direct and indirect cost, to complete the Work.

Payment will be made under:

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item</th>
<th>Payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>999</td>
<td>Precast Concrete Bridge Deck, Br No -</td>
<td>Per lump sum</td>
</tr>
</tbody>
</table>
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 13-2

PAVING REST DETAIL
50L'IB AT 12"± BETWEEN BEAMS
50L'IA AT END OF BEAM
(3 ON BULB TEE,
2 ON AASHTO SHAPES)

2" Cle
3 SIDES

506B AT 18"±, ALTa TO GIVE 9"SPa
31/2" MIN" CL.

506A AT 18"

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 16-1

SIGNING AND MARKING SCHEMATIC
SR 307 AT I-16 DIVERGING DIAMOND INTERCHANGE

NOTE: TYPICAL DDI SIGNING AND PAVEMENT MARKING REQUIREMENTS IN ADDITION TO STANDARD SIGNING AND PAVEMENT MARKINGS

**Legend:***
- ROADWAY (ASPHALT/PCC)
- BRIDGE
- CONCRETE (MEDIAN/APPROACH SLAB)
- GRASS
- SIDEWALK

**I-16 AT SR 307/DEAN FOREST ROAD INTERCHANGE MODIFICATIONS**
P.I. NO. 0013727

**I-16 EB OFF RAMP 67' OVERHEAD WIRE SPAN**
- ONLY NORTH 307
- ONLY SOUTH 307

**SR 307 NB 126' OVERHEAD WIRE SPAN**
- ONLY NORTH 307
- ONLY SOUTH 307

**SR 307 SB 147' OVERHEAD WIRE SPAN**
- ONLY EAST 16
- ONLY SOUTH 307

**I-16 WB OFF RAMP 78' OVERHEAD WIRE SPAN**
- ONLY SOUTH 307
- ONLY NORTH 307

**I-16 PB OFF RAMP 67' OVERHEAD WIRE SPAN**
- ONLY NORTH 307
- ONLY SOUTH 307

**SR 307 NB 126' OVERHEAD WIRE SPAN**
- ONLY NORTH 307
- ONLY SOUTH 307

**SR 307 SB 147' OVERHEAD WIRE SPAN**
- ONLY EAST 16
- ONLY SOUTH 307

**I-16 WB OFF RAMP 78' OVERHEAD WIRE SPAN**
- ONLY SOUTH 307
- ONLY NORTH 307

2 TYPE III STRAIN POLES W/ 147' OVERHEAD SPAN WIRE

2 TYPE III STRAIN POLES W/ 126' OVERHEAD SPAN WIRE

2 TYPE III STRAIN POLES W/ 67' OVERHEAD SPAN WIRE

OVERHEAD SPAN WIRE POLES W/ 125' 2 TYPE III STRAIN

OVERHEAD SPAN WIRE POLES W/ 78' 2 TYPE III STRAIN

OVERHEAD SPAN WIRE POLES W/ 147' 2 TYPE III STRAIN

"YIELD" PAVEMENT MARKING

"EAST"/"WEST" LOGOS W/ I-16 PAVEMENT MARKINGS

"EAST"/"WEST" LOGOS W/ I-16 PAVEMENT MARKINGS

DOUBLE YELLOW PAVEMENT MARKING

"EAST"/"WEST" LOGOS W/ I-16 PAVEMENT MARKINGS

209' OVERHEAD WIRE SPAN

207' OVERHEAD WIRE SPAN

I-16 WB OFF RAMP 78' OVERHEAD WIRE SPAN

I-16 EB OFF RAMP 67' OVERHEAD WIRE SPAN

SR 307 SB 147' OVERHEAD WIRE SPAN

SR 307 NB 126' OVERHEAD WIRE SPAN

NAME: vhb
Georgia Department of Transportation

Technical Provisions

For

Design-Build Agreement

P.I. No. 0013727

Attachment 18-1

SPECIAL PROVISION 150—TRAFFIC CONTROL
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL PROVISION

Section 150—Traffic Control

150.1 General Description

This section, as supplemented by the Plans, Specifications, and Manual on Uniform Traffic Control Devices (MUTCD) shall be considered the Temporary Traffic Control (TTC) Plan in accordance with Work Zone Safety and Mobility Policy. Activities shall consist of furnishing, installing, maintaining, and removing necessary traffic signs, pedestrian signs, barricades, lights, signals, cones, pavement markings and other traffic control devices and shall include flagging and other means for guidance and protection of vehicular and pedestrian traffic through the Work Zone. This Work shall include both maintaining existing devices and installing additional devices as necessary in construction work zones.

The contractor shall be responsible for the maintenance of traffic signals and Advanced Traffic Management system (ATMs) devices from the time that the system is modified until final acceptance. The maintenance of traffic signals and ATMs devices that are not a part of the work and that are not in conflict with any portion of the work shall not be the responsibility of the contractor. However, the contractor is still responsible for damages to all devices that he or his subcontractors cause, in accordance with Section 107 and other specifications.

When any provisions of this Specification or the Plans do not meet the minimum requirements of the MUTCD, the MUTCD shall control. The 2009 Edition of the MUTCD shall be in effect for the duration of the project.

All traffic control devices used during the construction of the project shall meet the standards utilized in the MUTCD, and shall comply with the requirements of these Specifications, Georgia Construction Standards and Details, Project Plans, Design Manuals, and Special Provisions.

The needs and control of all road users (motorists, bicyclists and pedestrians within the highway right-of-way and easements, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a Temporary Traffic Control (TTC) zone shall be an essential part of highway construction, utility work, maintenance operations and management of traffic incidents.

Utilities included in the contract are bounded by Special Provision 150 and shall follow its requirements. For utilities not included in the contract but working within the project limits, they shall, at a minimum follow the MUTCD. Moreover, in accordance with Utility Accommodation Policy and Standards Manual dated 2016, the Engineer reserves the right to require additional certified flaggers, signs, warning lights, channelization devices, and other safety devices as may be necessary to properly protect, warn, and safeguard the traveling public. In addition, the Department reserves the right to place time restrictions or moratoriums on all utility work covered under a permit when, in the opinion of the Department, the continuance of the Work would seriously hinder traffic flow, be needlessly disruptive, or would unnecessarily inconvenience the traveling public. In case of emergencies, Utilities shall be provided access in accordance with Utility Accommodation Policy and Standard Manual.

150.1.01 Definitions

For Special Provision 150, the definitions for “shall”, “should”, and “may” will be in accordance with MUTCD (1A.13).

Shall (Standard) - a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device.
Should (Guidance) - a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate.

May (Option) — a statement of practice that is a permissive condition and carries no requirement or recommendation.

150.1 General Description

150.1.02 Content

150.1.02 Content

150.1.03 Related References

A. Standard Specification
B. Reference Documents

150.1.04 Submittals/Preconstruction

A. Worksite Traffic Control Supervisor
B. Sequence of Operations
C. Pedestrian Considerations

1. Pedestrian Signage
2. Temporary Pedestrian Facilities

150.2 Materials and Traffic Control Devices

150.2.01 Traffic Control Devices

A. NCHRP 350 and MASH
B. Approval
C. Quality Guidelines for All Temporary Traffic Devices

150.2.02 Reflectorization Requirements

A. Signs
B. Channelization Devices

150.2.03 Arrow Panels

150.2.04 Channelization Devices

A. General
B. Drums

1. Design
2. Application
3. Longitudinal Channelization
4. Removal

C. Vertical Panels

1. Design
2. Application

D. Cones

1. Design
2. Applications

E. Barricades

1. Design
2. Application

F. Warning Lights

1. Design
2. Application

150.2.05 Flashing Beacon

150.2.06 Guardrail

150.2.07 Interim Signs

A. Posts
B. Sign Blanks and Panels

150.2.08 Pavement Markings

A. All Traffic Striping for Forty-Five (45) Days or Less (≤45 Days)
B. All Temporary Striping Beyond Forty-Five (45) days (>45 Days)
C. All Temporary Traffic Striping on Final Surface

150.2.09 Portable Changeable Message Signs

150.2.10 Portable Impact Attenuators

150.2.11 Portable Temporary Traffic Control Signals

150.2.12 Raised Pavement Markers

150.2.13 Rumble Strips

150.2.14 Temporary Barriers

A. Design
B. Application

150.2.15 Temporary Guardrail Anchorage- Type 12

150.2.16 Temporary Traffic Signal

150.3 Construction Requirements

150.3.01 General

A. Implementation Requirements
B. Maintenance of Traffic Control Devices
C. Traffic Interruption Restrictions
   D. Work Zone Restrictions
      1. Interstate
      2. Non-Interstate Divided Highways
      3. Non-Divided Highways

E. Work Zone Geometric Restrictions
   F. Clear Zone
   G. Milled Surface Restrictions
   H. Construction Vehicle
   I. Environmental Impacts
   J. Existing Street Lights
   K. Nighttime Work Lighting
   L. Removal/Reinstallation of Miscellaneous Items

150.3.02 Personnel – Worker Safety Apparel

150.3.03 Signage – General

   A. Signing Requirements of the Temporary Traffic Control (TTC) Plan
   B. Conflicting or Non-Applicable Signs
   C. Removal of Existing Signs and Supports
   D. Interim Guide, Warning and Regulatory Signs
   E. Existing Special Guide Signs
      1. Special Guide Signs
      2. Interim Special Guide Signs
      3. Interim Overhead Guide Sign Structures
      4. Permanent Special Guide Signs

   F. Stop Sign Regulated Intersections

   G. Low Shoulder Signage
      1. Low Shoulder for Construction/Reconstruction/Resurfacing Projects
      2. Shoulder Drop-Off for Construction/Reconstruction/Resurfacing Project

   H. Bump Signage
   I. Sign Visibility

150.3.04 Advance Warning Signs

   A. Project Signs - All Type of Highways
      1. State Routes
      2. Interstate, Limited Access and Multilane Divided Highways
      3. Ramp Work on Limited Access Highways

   B. Highway Work Zone
      1. No Reduction in the Existing Posted Speed Limit in Highway Work Zone
      2. Reducing the Speed Limit in a Highway Work Zone
      3. Variable Speed Limit Zones

   C. Installation/Removal of Work Area Signage
150.3.05 Shoulder/Lane Closure

A. Approval/Restrictions
   1. Closure Length
   2. Duration

B. Shoulder Closure
C. Lane Closure
   1. Advance Warning Signs
   2. Transition Area – Taper
   3. Activity Area
   4. Termination Area

D. Removal of Lane Closures
E. Exit and Entrance Ramps

150.3.06 Traffic Pacing Method

A. Pacing Of Traffic
B. Methods of Signing For Traffic Pacing

150.3.07 Flagging Operation

A. Flaggers
B. Flagger Certification
C. Flagger Appearance and Equipment
D. Flagger Warning Signs
E. Pilot Vehicle Requirements
F. Automated Flagger Assistance Devices
G. Portable Temporary Traffic Control Signals

150.3.08 Traffic Signals

A. Responsibility/Cost
B. Law Enforcement Officer Requirement

150.3.09 Mobile Operations

150.3.10 Pavement Markings

A. General
   1. Resurfacing Projects
   2. Widening and Reconstruction Projects
   3. New Location Construction Projects

B. Installation and Removal of Pavement Markings
   1. Installation
   2. Removal
   3. Intermediate Surface
   4. Final Surface
   5. Pay Factor Reduction for Asphaltic Concrete Final Surfaces
   6. Preparation and Planning for Traffic Shifts
C. Raised Pavement Markers

1. Supplementing Lane Lines
2. Supplementing Ramp Gore Lines
3. Other Lines

D. Exceptions for Interim Markings

1. Two-Lane, Two-Way Roadway
2. Multi-Lane Highway – with No Paved Shoulder(s) or Paved Shoulder(s) Four Feet or Less (≤ 4’)
3. Limited Access Roadways and Roadways with Paved Shoulder Greater than Four Feet (>4’)
4. Ramps for Multi-land Divided Highways
5. Miscellaneous Pavement Markings

150.3.11 Differences in Elevation between Travel Lanes and Shoulders

A. Differences in Elevations

1. Difference of Two Inches (≤ 2”) or Less Between Adjacent Travel Lanes
2. Difference of Two Inches (≤ 2”) or Less Between Adjacent Travel Lane and Paved Shoulder
3. Difference of Greater Than Two Inches (>2”) is Permitted for Continuous Operations
4. Difference of Greater Than Two Inches (>2”) Between Travel Lanes and/or Shoulders for Non-Continuous Operations

B. Healed Section
C. Emergency Situations
D. Plating
E. Asphaltic Concrete Resurfacing Projects

1. Shoulder Construction Included as a Part of the Contract
2. Shoulder Construction Not Included as a Part of the Contract

150.3.12 Work Zone Law Enforcement

150.4 Measurement

150.4.01 Traffic Control Items

A. Traffic Control
B. Changeable Message Sign, Portable
C. Flashing Beacon Assembly
D. Pavement Markings
E. Portable Impact Attenuators
F. Signs

1. Interim Ground Mounted or Interim Overhead Special Guide Signs
2. Remove And Reset Existing Special Guide Signs, Ground Mount or Overhead
3. Modify Special Guide Signs, Ground Mount or Overhead

G. Temporary Audible Information Device
H. Temporary Barrier
I. Temporary Curb Cut Wheelchair Ramps
J. Temporary Guardrail Anchorage, Type 12
K. Temporary Walkways with Detectable Edging
L. Traffic Signal Installation - Temporary
M. Work Zone Law Enforcement

**150.5 Payment**

150.5.01 Enforcement and Adjustments

**150.1.03 Related References**

**A. Standard Specifications**

Section 104-Scope of Work

Section 105-Legal Regulations and Responsibility to the Public

Section 107-Legal Regulations and Responsibility to the Public

Section 108-Prosecution and Progress

Section 209-Subgrade Construction

Section 400-Hot Mix Asphaltic Concrete Construction

Section 441-Miscellaneous Concrete

Section 429-Rumble Strips

Section 620-Temporary Barrier

Section 632-Portable Changeable Message Signs

Section 641-Guardrail

Section 647-Traffic Signal Installation

Section 648-Traffic Impact Attenuator

Section 652-Painting Traffic Stripe

Section 653 – Thermoplastic Traffic Stripe

Section 654-Raised Pavement Markers

Section 656-Removal of Pavement Markings

Section 657 – Preformed Plastic Pavement Markings

Section 658 – Standard and Wet Weather Polyurea Traffic Stripe

Section 659 Hot Applied Preformed Plastic Pavement Markings

Section 911-Sign Posts

Section 912-Sign Blanks and Panels

Section 913 - Reflectorizing Materials
B. Referenced Documents

ASTM D4956-13 (Retro-reflectivity)

American Traffic Safety Services Association (ATSSA)

Construction Detail A-3 Curb Cut (Wheelchair) Ramps Concrete Sidewalk Details

Construction Detail A-4 Detectable Warning Surface Truncated Dome Size, Spacing and Alignment Requirements

Construction Detail T-3A (Type 7, 8, and 9 Square Tube Post Installation Detail)

GDOT Signing and Marking Design Guidelines

Georgia Standard 4000W “Lengths of Advancement, Clear Zone Distances, Fill Height Embankment”

Georgia Standard 4960 “Temporary Barrier (End Treatment Options)”

Georgia Standard 9102 “Traffic Control Detail for Lane Closure on Two-Lane Highway”

Georgia Standard 9106 “Traffic Control Detail for Lane Closure on Multi-Lane Divided Highway”

Georgia Standard 9107 “Traffic Control Detail for Lane Closure on Multi-Lane Undivided Highway”

Georgia Standard 9121 “Tapers, Signs, and Markings for Passing Lanes”

Manual for Assessing Safety Hardware (MASH)

Manual on Uniform Traffic Control Devices (MUTCD)

National Cooperative Highway Research Program (NCHRP) 350

National Safety Council

Quality Product List #29 (QPL-29) Reflective Sheeting

Quality Product List #34 (QPL-34) Work Zone Traffic Control Devices (Drums, Type III Barricades, Vertical Panels, and Portable Sign Systems)

Quality Product List #35 (QPL-35) Drive Type Galvanized Steel Sign Posts

Quality Product List #46 (QPL-46) Traffic Pavement Markings

Quality Product List #64 (QPL-64) Attenuator Units (Compression Crash Cushion) and Guardrail End Treatments

Quality Product List #76 (QPL-76) Raised Pavement Markers and Channel Markers

Quality Product List #79 (QPL-79) Portable Arrow Boards

Quality Product List #82 (QPL-82) “Portable Changeable Message Signs”

Utility Accommodation Policy and Standards Manual

Work Zone Safety and Mobility Policy

150.1.04 Submittals/Preconstruction
A. Worksite Traffic Control Supervisor

The Contractor shall designate a qualified individual as the Worksite Traffic Control Supervisor (WTCS). The WTCS shall be responsible for selecting, installing and maintaining all traffic control devices in accordance with the Plans, Specifications, Special Provisions and the MUTCD. The WTCS shall be currently certified by the American Traffic Safety Services Association (ATSSA) Work Site Traffic Supervisor Certification program or the National Safety Council Certification program. On-line classes will not be accepted.

The WTCS shall be available on a twenty-four (24) hour basis to perform his duties. If the work requires traffic control activities to be performed during the daylight and nighttime hours, it may be necessary for the Contractor to designate an alternate WTCS. An alternate WTCS must meet the same requirements and qualifications as the primary WTCS and be accepted by the Engineer prior to beginning any traffic control duties. The Worksite Traffic Control Supervisor’s traffic control responsibilities shall have priority over all other assigned duties.

As the representative of the Contractor, the WTCS shall have full authority to act on behalf of the Contractor in administering the TTC Plan. The WTCS shall have appropriate training in safe traffic control practices in accordance with Part 6 of the MUTCD. In addition to the WTCS, all other individuals making decisions regarding traffic control shall meet the training requirements of the Part 6 of the MUTCD.

The Worksite Traffic Control Supervisor (WTCS) shall have a copy of Part 6 of the MUTCD and the Contract on the job site. Copies of the current MUTCD may be obtained from the FHWA web page at http://mutcd.fhwa.dot.gov.

The WTCS shall supervise the initial installation of traffic control devices. The Engineer, prior to the beginning of construction, will review the initial installation. Modifications to traffic control devices as required by sequence of operations or staged construction shall be reviewed by the WTCS.

Any work performed on the interstate or limited access highway right-of-way that requires traffic control shall be supervised by a submitted/approved certified Worksite Traffic Control Supervisor. No work requiring traffic control shall be performed unless the certified WTCS is on the worksite. Failure to maintain a Certified Worksite Traffic Control Supervisor on the work will be considered as non-performance under Subsection 150.5.01.

The WTCS or alternate WTCS shall be available on a full-time basis to maintain traffic control devices with access to all personnel, materials, and equipment necessary to respond effectively to an emergency situation within forty-five (45) minutes of notification of the emergency.

The WTCS shall perform inspections, at a minimum once a month, to ensure that traffic control is maintained. For all interstate and limited access highways, the WTCS shall perform, as a minimum, weekly traffic control inspections. The inspections will start with the installation of the advance warning signs and will stop when a maintenance acceptance is issued or when the punch list is completed.

An inspection shall include both daytime and nighttime reviews. The inspection shall be reported to the Engineer on a Traffic Control Inspection Report, (TC-1). Unless modified by the special conditions or by the Engineer, routine deficiencies shall be corrected within a twenty-four (24) hour period. Failure to comply with these provisions shall be grounds for dismissal from the duties of WTCS and/or removal of the WTCS from the project. Failure of the WTCS to execute his duties shall be considered as non-performance under Subsection 150.5.01.
**TRAFFIC CONTROL INSPECTION REPORT (TC-1)**

Project No.: ____________________________ County: ________________
Contractor: ____________________________ Date: ___________ Daytime: ________________

Nighttime: ________________

PURPOSE: To provide adequate warning, delineation, and channelization to assist in guiding road users in advance of and through the work zone by utilizing proper pavement markings, signs, and other MUTCD compliant devices.

RESPONSIBILITY: The Worksite Traffic Control Supervisor (WTCS) has the duty of ensuring that all traffic control devices are installed and maintained according to the requirements of the Traffic Control Plan.

DEFICIENCIES: Items noted below required corrective measures be performed with the next ______ hours/days.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DESCRIPTION</th>
<th>ACTION REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(use additional sheets if needed)

Signature: ____________________________ WTCS or DOT performing inspection

DOT inspection presented to WTCS Date: ___________ Time: ___________

**TO BE COMPLETED BY THE WTCS**

The attached deficiencies were corrected by Date: ___________ Time: __________

Signature ____________________________ Return TC-1 to DOT inspector.

The WTCS certifies that all traffic control devices in use on the project are MASH/NCHRP 350 crashworthy compliant.
## Traffic Control Checklist

<table>
<thead>
<tr>
<th>Signs</th>
<th>Satisfactory</th>
<th>Unsatisfactory</th>
<th>Non-applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are the signs correctly installed?</td>
<td>S</td>
<td>U</td>
<td>N</td>
</tr>
<tr>
<td>Signs are in place according to TTC plans. Signs are plumb and level. Signs are at the proper height.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are the signs visible and readable to the public both daytime and nighttime?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is retroreflectivity good?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are signs not in use including PCMS properly stored?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TTC Devices</th>
<th>Satisfactory</th>
<th>Unsatisfactory</th>
<th>Non-applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are they MASH/NHCRP 350 approved? Do they meet MUTCD and Special Provision 150 requirements?</td>
<td>S</td>
<td>U</td>
<td>N</td>
</tr>
<tr>
<td>Are they installed according to manufacture recommendation?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are they in acceptable/marginal condition? Are they stable? Is the retroreflectivity good?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Clear Zone</th>
<th>Satisfactory</th>
<th>Unsatisfactory</th>
<th>Non-applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are all material and equipment stored beyond the clear zone?</td>
<td>S</td>
<td>U</td>
<td>N</td>
</tr>
<tr>
<td>If stored in clear zone, are they protected by positive barrier?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are drop-off marked and healed according to Special Provision 150?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Positive Barriers</th>
<th>Satisfactory</th>
<th>Unsatisfactory</th>
<th>Non-applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are the barriers in acceptable/marginal condition and FHWA approved?</td>
<td>S</td>
<td>U</td>
<td>N</td>
</tr>
<tr>
<td>Are the barrier reflectors proper and in good condition?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Do the barriers extend to the proper advancement length? Are the tapers according to GA Standards?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Attenuators and Guardrails</th>
<th>Satisfactory</th>
<th>Unsatisfactory</th>
<th>Non-applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are the proper attenuators assemblies in use?</td>
<td>S</td>
<td>U</td>
<td>N</td>
</tr>
<tr>
<td>Gating Is the recovery area free of debris and provide the necessary recovery area?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the assembly in accordance with manufacture recommendation?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are the guardrails properly anchor and/or attached to the barrier?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are shoes and transition sections in accordance with Standards?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pavement Markings</th>
<th>Satisfactory</th>
<th>Unsatisfactory</th>
<th>Non-applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are the pavement making visible and legible?</td>
<td>S</td>
<td>U</td>
<td>N</td>
</tr>
<tr>
<td>Can they be seen during the daytime and nighttime?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are there no conflicting pavement markings?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are the pavement markings including RPM installed and maintained according to section 150?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Page 2 of 2 (TC-1)
The Engineer will periodically review the work for compliance with the requirements of the TTC plan.

On projects where traffic control duties will not require full time WCTS supervision, the Engineer may allow the Contractor’s Project superintendent, foreman, subcontractor, or other designated personnel to serve as the WTCS as long as satisfactory results are obtained. Nevertheless, the individual shall meet the requirements and perform the duties of a WTCS.

B. Sequence of Operations

Any Sequence of Operations provided in this Contract in conjunction with any staging details which may be shown in the plans, is a suggested sequence for performing the Work. It is intended as a general staging plan for the orderly execution of the work while minimizing the impact on pedestrian facilities, mainline, cross-streets and side streets. The Contractor shall develop detailed staging and temporary traffic control plans for performing specific areas of the Work including but not limited to all traffic shifts, detours, bridge widenings, paces, or other activities that disrupt traffic or pedestrian flow. The Engineer may require detailed staging and TTC plans for lane closures or disruption to pedestrian facilities. These plans shall be submitted for approval at least two (2) weeks prior to the scheduled date of the activity. Activities that have not been approved at least seven (7) days prior to the scheduled date shall be rescheduled.

Where traffic is permitted through the work area under stage construction, the Contractor may choose to construct, at no additional expense to the Department, temporary on-site bypasses or detours in order to expedite the work. Plans for such temporary bypasses or detours shall be submitted to the Engineer for review and approval thirty (30) calendar days prior to the proposed construction. Such bypasses or detours shall be removed promptly when in the opinion of the Engineer; they are no longer necessary for the satisfactory progress of the Work. Bypasses and detours shall meet the minimum requirements of Subsection 150.3.01.D.

As an option to the Sequence of Operations in the Contract, the Contractor may submit an alternative Sequence of Operations for review and approval. Alternate Sequence of Operations for pedestrian facilities shall be in compliance with the MUTCD and ADA. Pedestrian needs identified in the preconstruction phase shall be included in the proposed alternate plan.

The Department will not pay, or in any way, reimburse the Contractor for claims arising from the Contractor’s inability to perform the Work in accordance with the Sequence of Operations provided in the Contract or from an approved Contractor alternate.

The Contractor shall secure the Engineer’s approval of the Contractor’s proposed plan of operation, sequence of work and methods of providing for the safe passage of vehicular and pedestrian traffic before it is placed in operation. The proposed plan of operation shall supplement the approved traffic control plan. Any major changes to the approved TTC plan, proposed by the Contractor, shall be submitted to the Department for approval.

Some additional traffic control details will be required prior to any major shifts or changes in traffic. The traffic control details shall include, but not be limited to, the following:

1. A detailed drawing showing traffic locations and lanes for each step of the change.
2. The location, size, and message of all signs required by the MUTCD, Plan, Special Provisions, and other signs as required to fit conditions. Any portable changeable message signs used shall be included in the details.
3. The method to be used in, and the limits of, the obliteration of conflicting lines and markings.
4. Type, location, and extent of new lines and markings.
5. Horizontal and vertical alignment and superelevation rates for detours, including cross-section and profile grades along each edge of existing pavement.
6. Drainage details for temporary and permanent alignments.
7. Location, length, and/or spacing of channelization and protective devices (temporary barrier, guardrail, barricades, etc.)
8. Starting time, duration and date of planned change.

9. For each traffic shift, a paving plan, erection plan, or work site plan, as appropriate, detailing workforce, materials, and equipment necessary to accomplish the proposed work. This will be the minimum resource allocation required in order to start the work.

A minimum of three (3) copies of the above details shall be submitted to the Engineer for approval at least fourteen (14) days prior to the anticipated traffic shift. The Contractor shall have traffic control details for a traffic shift which has been approved by the Engineer prior to commencement of the physical shift. All preparatory work relative to the traffic shift, which does not interfere with traffic, shall be accomplished prior to the designated starting time. The Engineer and the Contractor’s representative will verify that all conditions have been met prior to the Contractor obtaining materials for the actual traffic shift.

C. Pedestrian Considerations

All existing pedestrian facilities, including access to transit stops, shall be maintained. Where pedestrian routes are closed, alternate routes shall be provided. Closures of existing, interim and final pedestrian facilities shall have the prior written approval of the Engineer. When existing pedestrian facilities are disrupted, closed or relocated in a TTC zone, the temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility. Pedestrian facilities are considered improvements and provisions made to accommodate or encourage walking. Whenever a sidewalk is to be closed, the Engineer shall notify the maintaining agency two (2) weeks prior to the closure. Prior to closure, detectable barriers (that are detectable by a person with a visual disability traveling with the aid of a long cane), as described by the MUTCD, shall be placed across the full width of the closed sidewalk. Barriers and channelizing devices used along a temporary pedestrian route shall be in compliance with the MUTCD.

Temporary Traffic Control devices used to delineate a Temporary Traffic Control Zone Pedestrian Walkway shall be in compliance with Subsection 150.3.01.A. Appropriate signs as described in the MUTCD shall be maintained to allow safe passage of pedestrian traffic or to advise pedestrians of walkway closures (Refer to MUTCD Figures TA-28 and TA-29 for guidance). Advance closure signing should be placed at intersections rather than midblock locations so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing. Temporary Traffic Control devices and construction material shall not intrude into the usable width of the pedestrian walkway. Signs and other devices shall be placed such that they do not narrow or restrict any pedestrian passage to less than forty-eight inches (≥ 48").

1. Pedestrian Signage

A pedestrian walkway shall not be severed or relocated for non-construction activities, such as parking for construction vehicles and equipment. Movement by construction vehicles and equipment across designated pedestrian walkways should be minimized. When necessary, construction activities shall be controlled by flaggers. Pedestrian walkways shall be kept free of mud, loose gravel or other debris.

When temporary covered walkways are used, they shall be lighted during nighttime hours. When temporary traffic barrier is used to separate pedestrian and vehicular traffic, the temporary barrier shall meet NCHRP-350 Test Level Three. The barrier ends shall be protected in accordance with Georgia Standard 4960. Curbing shall not be used as a substitute for temporary traffic barriers when temporary traffic barriers are required. Tape, rope or plastic chain strung between temporary traffic control devices are not considered as detectable and shall not be used as a control for pedestrian movements.

The WTCS shall inspect the activity area daily to ensure that effective pedestrian TTC is being maintained. The inspection of TTC for pedestrian traffic shall be included as part of the TC-1 report.

2. Temporary Pedestrian Facilities

Temporary pedestrian facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. The geometry, alignment and construction of the facility should meet the
applicable requirements of the “Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)”.

a. Temporary Walkways with Detectable Edging

A smooth, continuous hard surface (firm, stable and slip resistant) shall be provided throughout the entire length of the temporary pedestrian facility. Compacted soils, sand, crushed stone or asphaltic pavement millings shall not be used as a surface course for walkways.

Temporary walkways shall include detectable edging as defined in the MUTCD. When temporary traffic barrier is included as a pay item in the contract and where locations identified on the plans for positive protection will also allow them to serve as pedestrian detectable edging, payment will be made for the temporary traffic barrier in accordance with Section 620. No payment will be made for temporary walkways with Detectable Edging where existing pavements or existing edging (that meets the requirements of MUTCD) are utilized as temporary walkways. Payment for temporary detectable edging, including approved barriers and channelizing devices, installed on existing pavements shall be included in Traffic Control-Lump Sum.

Regardless of the materials used, temporary walkways shall be constructed with sufficient thickness and durability to withstand the intended use for the duration of the construction project. If concrete or asphalt is used as the surface course for the walkway, it shall be a minimum of one and one-half inches (≥ 1-1/2”) thick. Temporary walkways constructed across unimproved streets and drives shall be a minimum thickness of four inches (≥ 4”) for concrete and three inches (≥ 3”) for asphalt. Joints formed in concrete sidewalks shall be in accordance with Section 441. Concrete surfaces shall have a broom finish.

If plywood is used as a walkway, it must be a minimum of three quarters of an inch (≥ 3/4”) thick, pressure treated and supported with pressure treated longitudinal joists spaced a maximum of sixteen inches (≤ 16”) on center. The plywood shall be secured to the joist with galvanized nails or galvanized deck screws. Nails and screws shall be countersunk to prevent snagging or tripping the pedestrians. A slip resistant friction course shall be applied to any plywood surface that is used as a walkway. Any slip resistant material used shall have the prior written approval of the engineer.

The contractor may propose alternate types of Temporary Walkways provided that the contractor can document that the proposed walkway meets the requirements of the “Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)”. Alternate types of Temporary Walkways shall have the prior written approval of the engineer.

Temporary walkways shall be constructed and maintained so there are no abrupt changes in grade or terrain that could cause a tripping hazard or could be a barrier to wheelchair use. The contractor shall construct and maintain the walkway to ensure that joints in the walkway have a vertical difference in elevation of no more than one quarter (≤ 1/4”) of an inch and that the horizontal joints have gaps no greater than one half (≤ 1/2”) of an inch. The grade of the temporary walkway should parallel the grade of the existing walkway or roadway and the cross slope should be no greater than two percent (≤ 2%).

A width of sixty inches (60”), if practical, should be provided throughout the entire length of any temporary walkway. The temporary walkway shall be a minimum width of forty eight inches (48”). When it is not possible to maintain a minimum width of sixty inches (60”) throughout the entire length of temporary walkway, a sixty inch (60”) by sixty inch (60”) passing space should be provided at least every two hundred feet (200 ft.), to allow individuals in wheelchairs to pass.

Temporary walkways shall be constructed on firm subgrade. Compact the subgrade according to Section 209. Furnish and install any needed temporary pipes prior to constructing any walkway to ensure positive drainage away from or beneath the temporary walkway. Once the walkway is no longer required, remove any temporary materials and restore the area to the original conditions or as shown in the plans.

b. Temporary Curb Cut Wheelchair Ramps

Temporary curb cut wheelchair ramps shall be constructed in accordance with Section 441 and Construction Detail A-3 Curb Cut (Wheelchair) Ramps Concrete Sidewalk Details. Ramps shall also include a detectable
warning surface in accordance with Construction Detail A-4 Detectable Warning Surface Truncated Dome Size, Spacing and Alignment Requirements. Other types of material for the construction of the temporary curb cut wheelchair ramps, including the detectable warning surface, may be used provided the contractor can provide documentation that the material to be used meets the requirements of the “Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)”. When a wheelchair ramp is no longer required, remove the temporary materials and restore the area to existing conditions or as shown in the plans. For the items required to restore the area to original conditions or as shown in the plans, measures for payment shall be covered by contract pay items. If pay items are not included in the contract, then payment for these items shall be included in Traffic Control-Lump Sum.

c. Temporary Audible Information Device

Temporary audible information devices, when shown in the plans, shall be installed in compliance with the “Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)”. The devices shall be installed in accordance with the manufacturer’s recommendations. Prior to installation, the contractor shall provide the engineer with a set of manufacturer’s drawings detailing the proper installation procedures for each device. When no longer required, the devices shall remain the property of the contractor.

150.2 Materials and Traffic Control Devices

150.2.01 Traffic Control Devices

A. NCHRP 350 and MASH

All devices shall be certified in accordance with the Manual for Assessing Safety Hardware (MASH) Test Level 3 and/or the National Cooperative Highway Research Program (NCHRP) 350 Test Level 3 as applicable unless modified by this Special Provision. In addition, temporary work zone devices, including portable barriers, manufactured after December 31, 2019, must have been successfully tested under 2016 edition of MASH requirements. Such devices manufactured on or before this date, and successfully tested under either NCHRP Report 350 or the 2009 edition of MASH, may continue to be used throughout their normal service lives.

B. Approval

All traffic control devices with applicable Qualified Products List (QPL) categories shall come from the appropriate QPL list. Products not on the QPL may be used with an approval letter from the Georgia Department of Transportation Office of Materials and Testing. If there are no applicable QPL, the Contractor shall provide proof of MASH/NCHRP 350 certification. The proof may be a letter or written statement from the manufacturer that the product is MASH/NCHRP 350 approved. Decal certifications are not proof of certification and are not required.

C. Quality Guidelines for All Temporary Traffic Devices

All traffic control devices found to be unacceptable in accordance with the current ATSSA, “Quality Guidelines for Temporary Traffic Devices and Features” regardless of total numbers shall be replaced within twenty-four (24) hours unless stated otherwise in the specifications, in the contract, or as directed by the Engineer.

150.2.02 Retroreflectivity Requirements

A. Signs

Reflective sheeting should meet the requirements of Section 913 and QPL-29

All construction warning signs (black on fluorescent orange) shall meet the minimum reflectivity and color requirements of ASTM D4956 Type XI regardless of the mounting height. All other signs reflectorization shall be in accordance with the plans, contract, and “GDOT Signing and Marking Design Guidelines”.

B. Channelization Devices
Reflective sheeting should meet the requirements of Section 913 and QPL-29.

All channelization devices (white/fluorescent orange and white/red) shall meet the minimum retroreflectivity requirements of ASTM D4956 Type VI.

150.2.03 Arrow Panels

Arrow panel should meet the requirements for MUTCD (6F.61) and QPL-79.

Portable sequential arrow, sequential chevron, or flashing arrow panels shall be a minimum size of forty-eight inches (48”) high by ninety-six inches (96”) wide with not less than fifteen (15) lamps used for the arrow. The arrow shall occupy virtually the entire size of the arrow panel and shall have a minimum legibility distance of one (1) mile. The minimum legibility distance is the distance at which the arrow panel can be comprehended by an observer on a sunny day, or clear night. Arrow panels shall be equipped with automatic dimming features for use during hours of darkness. The arrow panels shall also meet the requirements for a Type C panel as shown in the MUTCD (6F.61). The sequential or flashing arrow panels shall not be used for lane closure on two-lane, two-way highways when traffic is restricted to one-lane operations in which case, appropriate signing, flaggers and when required, pilot vehicles will be deemed sufficient.

The arrow panels shall be placed on the shoulder at or near the point where the lane closing transition begins. The panels shall be mounted on a vehicle, trailer, or other suitable support. Vehicle mounted panels shall be provided with remote controls. Minimum mounting height shall be seven feet (7’) above the roadway to the bottom of the panel, except on vehicle mounted panels which should be as high as practical.

For emergency situations, arrow display panels that meet the MUTCD requirements for Type A or Type B panels may be used until Type C panels can be located and placed at the site. The use of Type A and Type B panels shall be held to the minimum length of time possible before having the Type C panel(s) in operation. The Engineer shall determine when conditions and circumstances are considered to be emergencies. The Contractor shall notify the Engineer, in writing, when any non-specification arrow display panel(s) is being used in the work.

150.2.04 Channelization Devices

A. General

Channelization shall clearly delineate the travel way through the work zone and alert drivers and pedestrians to conditions created by work activities in or near the travel way. Channelization shall be accordance with the plans, specifications, MUTCD, QPL-34, and the following requirements.

B. Drums

1. Design

Drums shall meet the minimum requirement of the MUTCD (6F.67). For all projects let June 2018 and afterward, drums shall have six inch (6”) wide stripes – white/fluorescent orange.

2. Application

Drums shall be used as the required channelizing device to delineate the full length of a lane closure, shift, or encroachment, except as modified by this Subsection.

3. Longitudinal Channelization

Drums shall be spaced as listed below for various roadside work conditions except as modified by Subsection 150.3.11. Spacing shall be used for situations meeting any of the conditions listed as follows:

a. FORTY FOOT (40’) SPACING MAXIMUM
• For difference in elevation exceeding two inches (> 2”).
• For healed sections no steeper than 4:1 as shown in Subsection 150.3.11, Detail 150-H.

b. **EIGHTY FOOT (80’) SPACING MAXIMUM**
• For difference in elevation of two inches (≤ 2”) or less.
• Flush areas where equipment or workers are within ten feet (≤ 10’) of the travel lane.

c. **200 FOOT SPACING MAXIMUM**: Where equipment or workers are more than ten feet (> 10’) from travel lane. Lateral offset clearance to be four feet (4’) from the travel lane.
• For paved areas, eight feet (> 8’) or greater in width that are paved flush with a standard width travel lane.
• For disturbed shoulder areas not completed to typical section that are flush to the travel lane and considered a usable shoulder.

4. **Removal of Drums**

Drums may be removed after shoulders are completed to typical section and grassed. Guardrail and other safety devices shall be installed and appropriate signs advising of conditions such as soft or low shoulder shall be posted before the drums are removed.

C. **Vertical Panels**

1. **Design**

All vertical panels shall meet the minimum requirements of the MUTCD (6F.66). All vertical panels shall have a minimum of 270 square inches of retroreflective area facing the traffic and be a minimum thirty-six inches (≥ 36") high. For all projects let June 2018 and afterward, the vertical panel shall be in addition a minimum eight inches (≥ 8") wide with a stripe width of six inches (6") – white/fluorescent orange.

2. **Application**

Vertical panels with retroreflectivity less than type VI can only be used when traffic drums reduce the travel lane to less than ten feet (≤ 10’); vertical panels shall be used to restore the travel lane to ten feet (≥ 10’) or greater. No other application of vertical panels with retroreflectivity less than type VI will be permitted.

Vertical panels with a minimum type VI retroreflectivity and six inch (6") stripe may be used for longitudinal channelization in the activity zone where work takes place for short-term stationary lane closures and intermediate-term stationary lane closures. They can be used for lane closures lasting three (3) days and with Engineer approval up to seven (7) days. They shall not be used in the transition zone including the tapers and the tangent lengths between tapers.

D. **Cones**

1. **Design**

All cones shall be a minimum of twenty-eight inches (≥ 28”) in height regardless of application and shall meet the requirements of the MUTCD (6F.64).

Retroreflectivity may be be deleted from all cones.

2. **Application**

On interstate cones shall be prohibited. On all other routes cones may only be used for longitudinal channelization in the activity zone where work takes place for short-term stationary lane closures. They shall not be used in the
transition zone including the tapers and the tangent lengths between tapers. The use of cones for nighttime work will not be permitted. Cones shall not be stored or allowed to be visible on the worksite during nighttime.

Cones may be used for daytime flagging operations including tapers at flagging stations.

**E. Barricades**

1. **Design**

   Type 3 barricades shall meet the minimum requirements of the MUTCD (6F.68). The Contractor has the option of choosing Type 3 barricades from the QPL-34 or the Contractor may utilize generic barricades that are approved by the Federal Highway Administration (FHWA). When barricades have been specifically crash tested with signs attached, the contractor has the responsibility to attach the signs as per the manufacturer’s recommendations to ensure crashworthiness. If the barricades were not tested with the signs, crashworthy compliance may require that rigid signs be mounted separate from the Type 3 barricade.

   The use of Type 1 and Type 2 barricades will not be permitted.

2. **Application**

   Type 3 barricades shall be placed as required by the plans, the Standards, and as directed by the Engineer.

   When a barricade is placed so that it is subject to side impact from a vehicle, a drum shall be placed at the side of the barricade to add target value to the barricade.

**F. Warning Lights**

1. **Design**

   All warning lights shall meet the requirements of the MUTCD (6F.83).

2. **Application:**

   a. Type A low-intensity flashing lights shall be used as shown in the Plans, the Standards, and as directed by the Engineer.

   b. Type C Steady-Burn lights shall be used as shown in the Plans, the Standards, and as directed by the Engineer.

**150.2.05 Flashing Beacon**

The flashing beacon assembly, when specified, shall be used in conjunction with construction warning signs, regulatory, or guide signs to inform traffic of special road conditions which require additional driver attention. The flashing beacon assembly shall be installed in accordance with the requirements of Section 647.

**150.2.06 Guardrail**

Guardrail shall comply with Section 641, Guardrail and the guardrail standards.

When the removal and installation of guardrail is required, as a part of the work, the following time restrictions shall apply unless modified by the special conditions:

From the time that the existing guardrail or temporary positive barrier protection is removed, the Contractor has fourteen (14) days to install the new guardrail and anchors. During the interim, the location without guardrail shall be protected with drums spaced at a maximum spacing of twenty feet (20’). The guardrail blunt end is to be treated as a fix object and shall be projected. The maximum length of rail that can be removed at any time without being replaced with positive barrier protection is a total of 2000 linear feet of existing rail or the total length of one run of existing rail, whichever is less. Based on existing field conditions, the Engineer may review the work and require that the guardrail be installed earlier than the maximum time allowed.
The contractor shall install new guardrail, such that traffic exposure to fixed objects is minimized. Within the same workday, temporary attenuators, as defined in Subsection 150.2.10, should be installed on the approach to fixed objects that can’t be protected with guardrail. Truck mounted attenuators may be used to shield exposed fixed objects for periods not to exceed fourteen (14) days. No separate payment will be made for truck mounted attenuators, attenuators, or other methods unless provided for in the contract.

When the roadway is open to traffic, guardrail panels shall be lapped to comply with the directional flow of traffic. Should the staging of the work require that the lap of the guardrail be changed, this work shall be completed before the roadway is opened to traffic. The work to change the lap of any guardrail shall be included in Traffic Control-Lump Sum.

The laps on anchors shall be in accordance with the manufacture’s recommendations and installation instructions. As a result, a trailing anchor may be lapped opposing the flow of traffic.

Failure to comply with the above time and quantity restrictions shall be considered as non-compliance under Subsection 150.5.01.

150.2.07 Interim Signs

A. Posts

Permanent mounting height to the bottom of sign shall be seven (7) feet – eight (8) feet measured vertically from the bottom of the sign to the elevation of the near edge of the pavement or from the walkway. Posts for all interim signs should be square tubular post meeting the requirements of Section 911, QPL-35, and Construction Detail T-3A (Type 7, 8, and 9 Square Tube Post Installation Detail). Ground mounted sign(s) greater than 48” wide shall be mounted on two posts. For barrier mounted sign, single post mount is allowed. The post(s) shall not extend beyond the top of the sign(s). The sign(s) shall be substantially plumbed and leveled.

Galvanized U-Channel post can be used in lieu of square tubular posts until December 31, 2019. The U-Channel post shall meet the requirements of Section 911. Ground mounted sign(s) greater than nine (9) square feet shall be mounted on two posts. All posts replaced or installed on or after January 01, 2020 shall be square tubular posts.

Unprotected interim posts shall be spliced as shown in Detail 150-A, unless full length unspliced posts are used. Unprotected post splices will not be permitted any higher than four inches above the ground line to lessen the possibility of affecting the undercarriage of a vehicle. Installation of posts may require establishment of openings in existing pavements, islands, shoulders etc.
B. Sign Blanks and Panels

All TTC sign blanks and panels should conform to Section 912 of the Specifications. Alternative sign blank materials (composites, polycarbonates, fiberglass reinforced plastics, recycled plastics, etc.) shall have a letter of approval from the Office of Materials and Testing for use as interim construction signs before these materials are allowed to be incorporated into the work, unless these rigid sign blanks are currently approved as a crashworthy sign blank material under QPL 34. Unless specified elsewhere in the contract, specifications, plans, and/or directed by the Engineer, sign sizes are according to the following:

1. All construction signs sizes should follow the dimensions provide in MUTCD Table 6F-1 “Temporary traffic Control Zone Sign and Plaque Sizes” under the column for “Freeway or Expressway”.

2. For all other signs used just for staging, the sign sizes should follow the dimensions provide in MUTCD Table 2B-1 “Regulatory Sign and Plaque Sizes” for the largest size.

3. Permanent signs used for staging shall be according to plans.

Plywood blanks or panels will not be permitted.

The use of flexible signs will not be permitted.

For utility work not included in the contract, the utility contractor may use flexible signs within the project limits.

150.2.08 Pavement Markings

All temporary traffic striping shall conform to the requirements of Section 652, Section 653, Section 657, Section 658, Section 659, and QPL-46.
A. **All Traffic Striping for 45 Days or Less (≤45 Days)**

   All traffic striping that will be in place for 45 days or less shall be 4 inches or greater in width.

B. **All Temporary Striping Beyond 45 days (>45 Days)**

   All traffic striping applied on intermediate surfaces shall be a minimum 5 inches in width or as shown on plans. On final surfaces when temporary striping will be overlaid or eradicated, the temporary striping shall be a minimum 5 inches in width.

C. **All Temporary Traffic Striping on Final Surface**

   All temporary traffic striping applied to final surfaces which will not be overlay or grinded may be 4 inches in width or as shown on the plans.

150.2.09 **Portable Changeable Message Signs**

   Unless specified as a paid item in the contract, the use of a portable changeable message sign will not be required. When specified, a portable changeable message sign (PCMS) shall meet the minimum requirements of Section 632, MUTCD (6F.60) and be on QPL-82. The maximum amount of messages allowed to be flashed on one PCMS is two phases (flashes). The language and the timing of the messages shall comply with the MUTCD and Section 632. When used as an advanced device, the PCMS should typically be placed ahead of the construction activities. If the PCMS is used as a substitute for another device, then the requirements for the other device apply.

   Any PCMS in use, which is not protected by positive barrier protection, shall be delineated by a minimum of three drums that meet the requirement of Subsection 150.2.04.B. The drum spacing shall not exceed a maximum of ten (10’) feet as shown in Detail 150-B. When the PCMS is within twenty (20’) feet of the opposing traffic flow, the trailing end of the PCMS shall be delineated with a minimum of three drums spaced in the same manner as the approach side of the PCMS.
When not in use, the PCMS shall be removed from the roadway, unless protected by positive barrier protection. If the PCMS is protected by positive barrier protection, the sign panel shall be turned away from traffic when not in use.

150.2.10 Portable Impact Attenuators

This work consists of the furnishing (including spare parts), installation, maintenance, relocation, reuse as required, and removal of Portable Impact Attenuator Units/Arrays.

Portable Impact Attenuator Unit/Arrays installation shall conform to the requirements of Section 648, Manufacturer’s recommendations and Georgia Standard 4960 “Temporary Barrier (End Treatment Options)” and shall be installed at locations designated by the Engineer, and/or as shown on the plans. When gating attenuators are used, the contractor shall maintain the appropriate recovery area in accordance with the manufacturers’ recommendations.

Generic sand/water loaded modules are prohibited. Manufacturers’ sand/water loaded modules with specific arrays that have been NCHRP 350/MASH approved can be used in appropriate locations.

The test level of protection provided shall equal or exceed the speed limit. Test level 3 shall be used for forty-five (45) mph or above.

150.2.11 Portable Temporary Traffic Control Signals

The use of Portable Temporary Traffic Control Signals shall meet the following minimum requirements:

Only two-lane, two-way roadways will be allowed to utilize Portable Temporary Traffic Control Signals.

All portable traffic control signals shall meet the physical display and operational requirements of conventional traffic signals described in the MUTCD.
Each signal face shall have at least three lenses. The lenses shall be red, yellow, or green in color and shall give a circular type of indication. All lenses shall be twelve (12") inches nominal in diameter.

A minimum of two signal faces shall face each direction of traffic. A minimum of one signal head shall be suspended over the roadway travel lane in a manner that will allow the bottom of the signal head housing to be not less than seventeen (17') feet above and not more than nineteen (19') feet above the pavement grade at the center of the travel lane. The second signal head may be located over the travel lane with the same height requirements or the second signal head may be located on the shoulder. When the signal head is located on the shoulder, the bottom of the signal head housing shall be at least eight (8’) feet but not more than (15’) feet above the pavement grade at the center of highway.

Advance warning signage and appropriate pavement markings shall be installed as part of the temporary signal operation.

The signals shall be operated in a manner consistent with traffic requirements. The signals may be operated in timed-mode or in a vehicle-actuated mode. The signals shall be interconnected in a manner to ensure that conflicting movements cannot occur. To ensure that the appropriate operating pattern, including timing is displayed to the traveling public, regular inspections, including the use of accurate timing devices shall be made by the Worksite Traffic Control Supervisor. If, at any time, any part of the system fails to operate within these requirements then the use of the signal shall be suspended and the appropriate flagging operation shall begin immediately.

The Worksite Traffic Control Supervisor (WTCS) shall continuously monitor the portable traffic control signal to insure compliance with the requirements for maintenance under the MUTCD. The signal shall be maintained in a manner consistent with the intention of the MUTCD, with emphasis on cleaning of the optical system. Timing changes shall be made only by the WTCS. The WTCS shall keep a written record of all timing changes.

The portable temporary signal shall have two power sources and shall be capable of running for seven calendar days continuously.

The Contractor shall have an alternate temporary traffic control plan in the event of failure of the signal.

150.2.12 Raised Pavement Markers

Raised pavement markers (RPMs) shall meet the requirements of Section 654 and QPL-76.

150.2.13 Rumble Strips

Rumble strips incorporated into the work shall meet the requirements of Section 429 and the MUTCD. Existing rumble strips that are positioned in the traveled way to warn traffic of a stop condition shall be reinstalled prior to opening to traffic. Based on the following requirements:

Intermediate surfaces that will be in use for more than forty-five (45) calendar days shall have rumble strips reinstalled on the traveled way in the area of a stop condition. Non-refundable deductions in accordance with Subsection 150.5.01 will be assessed for any intermediate surface in place for greater than 45 days without rumble strips.

Rumble strips shall be installed on the final surface within fourteen (14) calendar days of the placement of the final surface in the area of the stop condition. Failure to install within fourteen (14) calendar days will result in assessment of non-refundable deductions in accordance with Subsection 150.5.01.

Prior to the removal of any rumble strips located in the travel lane, stop ahead (W3-1) warning signs shall be double indicated ahead of the stop condition. These warning signs shall be a minimum of 48 inches by 48 inches. These warning signs shall remain in place until the rumble strips have been reinstalled on the traveled way. Any existing warning signs for the stop ahead condition shall be removed or covered while the 48” X 48” (W3-1) signs are in place. When the rumble strips have been reinstalled, these warning signs should be promptly removed and any existing signage placed back in service.

150.2.14 Temporary Barriers

A. Design:

Temporary barriers shall meet the requirements of Sections 620. The lengths of advancement should be in accordance with Georgia Standard 4000W “Lengths of Advancement, Clear Zone Distances, and Fill Height Embankment”. The
approach end of the taper should have 10:1 or flatter ground slope. Temporary barriers shall not be used as a channelization
device. Their use is in accordance with MUTCD (6F.85).

B. Application:

Temporary barriers shall be placed as required by the plans, standards, and as directed by the Engineer. When Temporary
barrier is located twenty feet (≤ 20’) or less from a travel lane, yellow reflectors shall be fixed to the top of the barrier at
intervals not greater than forty feet (≤ 40’) in the longitudinal section and twenty feet (20’) in the taper section and shall
be mounted approximately two inches (2”) above the barrier. If both lanes of a two-lane two-way roadway are within
twenty feet (≤ 20’) or less of the barrier then the reflectors shall be installed for both directions of traffic.

The reflectors shall be hundred (100) square inches (ASTM Type VII or VIII/ Type XI) reflective sheeting mounted on
flat-sheet blanks. The reflectors shall be mounted approximately two inches above the top of the barrier. The reflectors
shall be attached to the barrier with adhesive or by a drilled-in anchor type device. The reflectors shall not be attached to
a post or board that is placed between the gaps in the barrier sections.

Approach end of Temporary barrier shall be protected according to Georgia Standard 4960 “Temporary Barrier (End
Treatment Options)” or by a portable impact attenuator.

On interstates or other controlled access highways where lane shifts or crossovers cause opposing traffic to be separated
by less than forty feet (<40’), portable barrier should be used as a separator.

150.2.15 Temporary Guardrail Anchorage- Type 12

This work consists of the furnishing, installation, maintenance and removal of Temporary Guardrail Anchorage- Type 12 used
for Portable Barrier or temporary guardrail end treatment. Materials used in the Temporary Guardrail Anchorage- Type 12
shall meet the requirements of Section 641 of the Specifications and current Georgia Standards and may be new or used.
Materials salvaged from the Project, which meet the requirements of Standards, may be utilized if available. The use of any
salvaged materials will require prior approval of the Engineer.

Installation of the Temporary Guardrail Anchorage- Type 12 shall conform to the requirements of the Plans, current Georgia
Standards and Section 641 of the Specifications. Installation shall also include sufficient additional guardrail and appurtenances
to effect the transition and connection to Temporary Concrete Barrier as required by the details in Georgia Standard 4960
“Temporary Barrier (End Treatment Options)”.

150.2.16 Temporary Traffic Signals

Temporary traffic signals shall meet the requirements of Section 647 and the MUTCD.

150.3 Construction Requirements

150.3.01 General

A. Implementation Requirements

No work shall be started on any project phase until the appropriate traffic control devices have been placed in accordance
with the Project requirements. Changes to traffic flow shall not commence unless all labor, materials, and equipment
necessary to make the changes are available on the Project.

When any shift or change is made to the location of traffic or to the flow patterns of traffic, including pedestrian traffic,
the permanent safety features shall be installed and fully operational before making the change. If staging or site conditions
prevent the installation of permanent features then the equivalent interim devices shall be utilized. This work shall also
include any necessary removal and reinstallation of guardrail panels to achieve the required panel lap to accommodate the
appropriate shift and traffic flow including the final traffic flow configuration. The cost of performing this work shall be
included in Traffic Control-Lump Sum.
Any section of the work that is on a new location shall have all permanent safety features installed and fully operational before the work is opened to traffic. Safety features shall include, but are not limited to the following items:

1) Guardrails including anchors and delineation with properly lapped panels
2) Impact attenuators
3) Traffic signals
4) Warning devices
5) Pavement markings including words, symbols, stop bars, and crosswalks
6) Roadway signs including regulatory, warning, and guide

Outdoor lighting shall be considered as a safety feature for welcome centers, rest areas, and weigh station projects. For typical roadway type projects, new street lighting is not considered a safety feature, unless specifically noted in the plans or in the special conditions.

B. Maintenance of Traffic Control Devices

Traffic control devices shall be in acceptable condition when first erected on the project and shall be maintained in accordance with Section 104, throughout the construction period. All unacceptable traffic control devices shall be replaced within twenty-four (24) hours. When not in use, all traffic control devices shall be removed, placed or covered so as not to be visible to traffic. All construction warning signs shall be removed within seven (7) calendar days after time charges are stopped or pay items are complete. If traffic control devices are left in place for more than ten (10) calendar days after completion of the Work, the Department shall have the right to remove such devices, claim possession thereof, and deduct the cost of such removal from any monies due, or which may become due, the Contractor.

C. Traffic Interruption Restrictions

The Department reserves the right to restrict construction operations when, in the opinion of the Engineer, the continuance of the Work would seriously hinder traffic flow, be needlessly disruptive or unnecessarily inconvenience the traveling public. The Contractor shall suspend and/or reschedule any work when the Engineer deems that conditions are unfavorable for continuing the Work.

Advanced notification requirements to the Contractor to suspend work will be according to the events and the time restrictions outlined below:

Incident management - No advanced notice required

Threatening/Inclement weather – twenty-four (24) hours

Holiday, sporting events, unfavorable conditions - Three (3) calendar days

If the work is suspended, the Contractor may submit a request for additional contract time as allowed under Section 108. The Department will review the request and may grant additional contract time as justified by the impact to the Contractor’s schedule. Compensation for loss of productivity, rescheduling of crews, rental of equipment or delays to the Contractor’s schedule will not be considered for payment. Additional contract time will be the only consideration granted to the Contractor.

D. Work Zone Restrictions

1. Interstate

The Contractor should not simultaneously perform work on both the inside shoulder and outside shoulder on either direction of traffic flow when the Work is within 12 feet of the travel-way. Shoulders can be alternated if areas are separated by at least one-half mile of distance.

2. Non-Interstate Divided Highways
The Contractor should not simultaneously perform work on both the inside shoulder and outside shoulder on either direction of traffic flow when the Work is within 12 feet of the travel-way. Shoulders can be alternated if areas are separated by at least one-half mile distance in rural areas or at least 500 feet of distance in urban areas.

3. Non-Divided Highways

a. The Contractor should not simultaneously perform work on opposite sides of the roadway when the work is within 12 feet of the travel-way. Shoulders can be alternated if areas are separated by at least one-half mile of distance in rural areas or at least 500 feet of distance in urban areas.

b. On two-lane projects where full width sections of the existing subgrade, base or surfacing are to be removed, and new base, subgrade, or surfacing are to be constructed, the Contractor should maintain one-lane traffic through the construction area by removing and replacing the undesirable material for half the width of the existing roadway at a time. Replacement should be made such that paving is completed to the level of the existing pavement in the adjacent lane by the end of the workday or before opening all the roadway to traffic.

E. Work Zone Geometric Restrictions

There should be no reduction in the total number of available traffic lanes including turning lanes that existed prior to construction, except as specifically allowed by the Contract and as approved by the Engineer.

Travel lane Clearances: All portions of the work should maintain the following minimum requirements:

Horizontal: The combined dimensions of the paved shoulder and the roadway surface remaining outside the Work Zone should be no less than sixteen feet (≥ 16’) in width at any location.

Vertical: The overhead clearance should not be reduced to less than fifteen feet (≥ 15’) at any location.

The restrictions above apply to all shifts, lane closures, on-site detours and off-site detours whether shown in the contract or proposed by the Contractor. It shall be the responsibility of the Contractor to verify that these minimum requirements have been met before proceeding with any phase of the Work. Two-lane, two-way roadways may have temporary horizontal restrictions of less than sixteen feet (≥ 16’) during flagging operations. The minimum horizontal clearance should be restored before the flagging operation is removed.

F. Clear Zone

At the end of the workday, all equipment, materials, and TTC devices not in use should be moved out of the clear zone or behind positive protection. The clear zone is defined by Georgia Standard 4000W “Lengths of Advancement, Clear Zone Distances, Fill Height Embankment”. For urban roadway with curb, the minimum set back is six (6’) feet from the curb face. If stored behind positive protection, proper lengths of advancement should be maintained. If stored behind guardrail the items shall be a minimum five feet (≥ 5’) from the face of the guardrail and not in the recovery zone of the anchor.

The Worksite Traffic Control Supervisor (WTCS) shall monitor the work to ensure that all the rocks, boulders, construction debris, stockpiled materials, equipment, tools and other potential hazards are kept clear of the travel lane.

G. Milled Surface Restrictions

Unless modified by the special conditions, a milled surface on any asphaltic concrete surface shall not be allowed to remain open to traffic for a period of time that exceeds thirty (> 30) calendar days.

H. Construction Vehicles

The Contractor’s vehicles shall travel in the direction of normal roadway traffic and shall not reverse direction except at intersections, interchanges, or approved temporary crossings. The Contractor may submit a plan requesting that construction traffic be allowed to travel in the opposite direction of normal traffic when it would be desirable to modify traffic patterns to accommodate specific construction activities.
Prior approval of the Engineer shall be obtained before any construction traffic is allowed to travel in a reverse direction. If the Contractor’s submittal is approved, the construction traffic shall be separated from normal traffic by appropriate traffic control devices.

The parking of Contractor’s and/or workers’ personal vehicles within the work area or adjacent to traffic is prohibited. It shall be the responsibility of the Worksite Traffic Control Supervisor to ensure that any vehicle present at the worksite is necessary for the completion of the work.

I. Environmental Impacts

The Contractor shall ensure that dust, mud, and other debris from construction activities do not interfere with normal traffic operations or adjacent properties.

J. Existing Street Lights

Existing street lighting shall remain lighted as long as practical and until removal is approved by the Engineer.

K. Nighttime Work Lighting

Adequate temporary lighting shall be provided at all nighttime work sites where workers will be immediately adjacent to traffic.

L. Removal/Reinstallation of Miscellaneous Items

In the prosecution of the Work, if it becomes necessary to remove any existing signs, markers, guardrail, etc. not covered by specific pay item, they shall be removed, stored and reinstalled, when directed by the Engineer, to line and grade, and in the same condition as when removed.

150.3.02 Personnel – Worker Safety Apparel

In accordance with MUTCD (6D.03) all workers, within the right-of-way who are exposed either to traffic or to work vehicles and construction equipment within the TTC zone, shall wear high-visibility safety apparel that meets the Performance Class 2 or better.

150.3.03 Signage - General

A. Signing Requirements of the Temporary Traffic Control (TTC) Plan

When existing regulatory, warning or guide signs are required for proper traffic and pedestrian control, the Contractor shall maintain these signs in accordance with the temporary traffic control (TTC) plan. The Contractor shall review the status of all existing signs, interim signs added to the work, and permanent sign installations that are part of the work to eliminate any conflicting or non-applicable signage in the TTC Plan. The Contractor’s review of all signs in the TTC Plan shall establish compliance with the requirements of the MUTCD and Section 150. Any conflicts shall be reported to the Engineer immediately and the WTCS shall take the necessary measures to eliminate the conflict.

The Contractor shall make every effort to eliminate the use of interim signs as soon as the Work allows for the installation of permanent signs.

All existing illuminated signs shall remain lighted and be maintained by the Contractor.

Existing street name signs shall be maintained at street intersections.

B. Conflicting or Non-Applicable Signs

Any sign(s) or portions of a sign(s) that are not applicable to the TTC plan shall be covered so as not to be visible to traffic or shall be removed from the roadway when not in use. The WTCS shall review all traffic shifts and changes in the traffic patterns to ensure that all conflicting signs have been removed. The review shall confirm that the highest priority signs have been installed and that signs of lesser significance are not interfering with the visibility of the high priority signs.
High priority signs include signs for road closures, shifts, detours, lane closures and curves. Any signs, such as speed zones and speed limits, passing zones, littering fines and litter pick up, that reference activities that are not applicable due to the presence of the Work shall be removed, stored and reinstalled when the Work is completed.

Failure to promptly eliminate conflicting or non-applicable signs shall be considered as non-performance under Subsection 150.5.01.

C. Removal of Existing Signs and Supports

The Contractor shall not remove any existing signs and supports without prior approval from the Engineer. All existing signs and supports which are to be removed shall be stored and protected if this material will be required later in the work as part of the TTC plan. If the signs are not to be utilized in the work then the signs will become the property of the Contractor unless otherwise specified in the contract documents.

D. Interim Guide, Warning and Regulatory Signs

Interim guide, warning, or regulatory signs required to direct traffic and pedestrians shall be furnished, installed, reused, and maintained by the Contractor in accordance with the MUTCD, the Plans, Special Provisions, Special Conditions, or as directed by the Engineer. These signs shall remain the property of the Contractor. When the signs are used for long-term stationary operations as defined MUTCD (6G.02), the bottom of all interim signs shall be mounted seven feet (7’) to eight feet (8’) above the level of the pavement edge or sidewalk. The signs offset should be six feet (6’) to twelve feet (12’) from the pavement edge or two feet (≥ 2’) minimum for sidewalks according to MUTCD (6F-1). Special Conditions under Subsection 150.6 may modify this requirement.

Portable signs may be used when the duration of the work is less than three (3) days or as allowed by the special conditions in Subsection 150.6. Portable signs shall be used for all punch list work. Portable interim signs shall be mounted a minimum of one foot (≤ 1’) above the level of the pavement edge for directional traffic of two (2) lanes or less and at seven feet (7’) for directional traffic of three (3) or more lanes according to MUTCD (6F-2). Signs shall be mounted at the height recommended by the manufacturer’s crashworthy testing requirements.

All sign blanks shall be rigid whether the sign is mounted as a portable sign, on a Type III barricade or as a permanent mount height sign. Utilities and their subcontractors working in the project limits, and not included in the project contract, may use non-rigid signs.

E. Existing Special Guide Signs

Existing special guide signs on the Project shall be maintained until conditions require a change in location or legend content. When change is required, existing signs shall be modified and continued in use if the required modification can be made within existing sign borders using design requirements (legend, letter size, spacing, border, etc.) equal to that of the existing signs, or of Subsection 150.3.E.2. Differing legend designs shall not be mixed in the same sign.

1. Special Guide Signs

Special guide signs are those expressway or freeway guide signs that are designed with message content (legend) that applies to a particular roadway location. When an existing special guide sign is in conflict with work to be performed, the Contractor shall remove the conflicting sign and reset it in a new, non-conflicting location which has been approved by the Engineer.

2. Interim Special Guide Signs

When it is not possible to utilize existing signs, either in place or relocated, the Contractor shall furnish, erect, maintain, modify, relocate, and remove new interim special guide signs in accordance with the Plans or as directed by the Engineer. Interim special guide signs that may be required in addition to, or a replacement for, existing expressway and freeway (interstate) signs shall be designed and fabricated in compliance with the minimum requirements for guide signing contained in Part 2E “Guide Signs – Freeway and Expressway” of the MUTCD. All interstate shields on these signs shall be 48 inches and 60 inches for two-numeral and three-numeral routes, respectively.

The road name of the exit or route shield shall be placed on the exit gore sign.
3. Interim Overhead Guide Sign Structures

Interim overhead special guide sign structures are not required to be lighted unless specifically required by the Plans. If lighting is required, the sign shall be lighted as soon as erected and shall remain lighted, during the hours of darkness, until the interim sign is no longer required. The Contractor shall notify the Power Company at least thirty (30) days prior to desire connection to the power source.

4. Permanent Special Guide Signs

The installation of new permanent special guide signs and the permanent modification or resetting of existing special guide signs, when included in the contract, shall be accomplished as soon as practical to minimize the use of interim special guide signs. If lighting is required by the Plans, all new permanent overhead special guide signs shall be lighted as soon as erected.

F. Stop Sign Regulated Intersections

For intersections that utilize stop sign(s) to control the flow of traffic and to restrict the movement of vehicles, the stop sign(s) shall be maintained for the duration of the work or until such time that the stop condition is eliminated or until an interim or permanent traffic signal can be installed to provide proper traffic control. The traffic signal shall be installed and properly functioning before the removal of the existing stop sign(s) is permitted. If the existing intersection is enhanced traffic control features, such as stop lines, double indicated stop signs, oversized signs, advanced warning stop ahead signs, rumble strips on the approaches or flashing beacons located overhead or on the shoulders then these features shall be maintained for the duration of the project or until the permanent traffic control plan has been implemented.

Whenever the staging of the work requires that the traveled way be relocated or realigned the Contractor shall reinstall all enhanced traffic control features noted above on the newly constructed sections of the work. The cost of relocating the stop lines, stop signs, advanced warning signs, the rumble strips and the flashing beacons shall be included in the price bid for Traffic Control - Lump Sum unless individual pay items are included in the contract for rumble strips and/or flashing beacons. When pay items are included in the contract for rumble strips or flashing beacons then these items will be paid per each.

When staging requires the relocation or realignment of an existing stop condition, it may be necessary to consider the addition of enhanced traffic control features even though none existed at the original location. Horizontal and vertical alignment changes at a new location may have decreased or restricted sight distance or the stop condition may occur sooner than in the previous alignment. If these conditions occur, then the Engineer and/or the WTPCS should consider additional measures to enhance the motorist’s awareness of the changes even though the staging plans may not address enhanced features. Stop signs should be a minimum of 36 inches for interim situations. The use of 48 inch stop signs may be warranted under project specific conditions. Flags may be used on interim/permanent stop signs that are mounted at seven (7’) feet in height for a short duration in order to direct additional attention to a new or relocated stop sign(s). Flags should not be used for durations exceeding two weeks unless unusual or site specific conditions warrant a longer period of time. The use of Type “A” flashing red light(s) attached to the stop sign(s) may be appropriate during the same period that the flags are in use to increase attention.

The use of rumble strips and/or portable changeable message signs may be considered. The use of new rumble strips, where none previously existed, shall have the prior approval of District Traffic Operations before being included as part of the temporary traffic control plan. The message(s) displayed on any PCMS shall have the prior approval of the Engineer and the message(s) shall be included as part of the TTC plan for the interim staging.

The placement of any additional interim ground mounted signs and posts or stop lines shall be considered as incidental to the price bid for Traffic Control - Lump Sum. The installation of rumble strips, flashing beacons or the use of Portable Changeable Message Signs (PCMS) shall be considered as Extra Work unless pay items are included in the contract.

G. Low Shoulder Signage

1. Low Shoulder for Construction/Reconstruction/Resurfacing Projects
“Low Shoulder” (W8-9) signs shall be erected when a difference in elevation less than four (<4’) feet from the traveled way, exceeds one inch (>1”) but does not exceed three inches (≤3”) between the travel lane and any type of shoulder.

The spacing of the signs shall not exceed one (1) mile and the signs shall be placed immediately past each crossroad intersection. The “Low” signs shall remain in place until the difference in elevation is eliminated and the shoulder has been dressed and permanently grassed for a minimum of thirty (30) calendar days. These signs shall be furnished, installed, maintained and removed by the Contractor as part of Traffic Control-Lump Sum. These signs shall be fluorescent orange with black borders.

2. Shoulder Drop-Off for Construction/Reconstruction/Resurfacing Project

“Shoulder Drop-Off” (W8-17) signs shall be used when a difference in elevation, less than four feet (<4’) from the traveled way, exceeds three inches (>3”) and is not protected by positive barrier protection. These warning signs shall be placed in advance of the drop-off.

The spacing of the signs shall not exceed one (1) mile and the signs shall be placed immediately past each crossroad intersection. The “Shoulder Drop-Off” signs shall remain in place until the difference in elevation is eliminated and the shoulder has been dressed and permanently grassed for a minimum of thirty (30) calendar days. These signs shall be furnished, installed, maintained, and removed by the Contractor as part of Traffic Control-Lump Sum. These signs shall be black borders on fluorescent orange background.

H. Bump Signage

A bump sign (W8-1) shall be utilized when a transverse joint in the pavement structure has a vertical difference in elevation of three quarters (≥3/4”) of an inch or greater in depth with no horizontal taper to ramp the traffic from one elevation to the other. This condition typically occurs at approach slabs during pavement milling operations and at transverse joints in asphaltic pavement lifts. Other conditions include utility and storm drainage repairs that require concrete placement for patching and/or steel plating.

The W8-1 sign shall be placed sufficiently in advance to warn the motorist of the condition.

I. Sign Visibility

All existing, interim and new permanent signs shall be installed so as to be completely visible and legible for an advance distance in compliance with the MUTCD. Any clearing required for maintaining the line of sight to existing, interim or permanent signs shall be done as part of the requirements of the TTC plan. The clearing shall include any advance warning signs, both interim and permanent, that are installed as a part of the work including advance warning signs that are installed outside the limits of the project. Limbs, brush, construction equipment and materials shall be kept clear of the driver’s line of sight to all signs that are part of the TTC plan.

150.3.04 Advance Warning Signs

A. Project Signs - All Type of Highways

Advance warning signs shall be placed ahead of the work area in accordance with Part 6 of the MUTCD and shall include a series of at least three advance road work (W20-1) signs placed at the termini of the project. The series shall have the legend ROAD WORK (1500 FEET, 1000 FEET, AND 500 FEET).

At grade intersecting roadways and on-ramps shall be signed with a minimum of one ROAD WORK AHEAD sign.

When work terminates at a “T” intersection, a minimum of one “ROAD WORK AHEAD” sign shall be placed in advance of the intersection and one “END ROAD WORK” sign shall be placed at the termination end of the intersection. Field conditions may require the use of additional warning signage.

1. State Routes

Advanced Warning Signs on State Routes shall be a minimum dimension of forty-eight inches by forty-eight inches (48” x 48”;). When a State Route intersects a project which consists of adding travel lanes, reconstructing an existing roadway or new location work, the State Route approaches shall have a minimum of three (W20-1) advanced warning
signs (1500 ft., 1000 ft., 500 ft.). The termination end of an intersecting State Route shall have END ROAD WORK signage.

The W20-1 signs shall be placed at the termini of the project or sufficiently in advance of the termini to allow for lane shifts, lane closures and other activities which may also require advanced warning signs. The advanced warning signs for the project should not overlap with the advanced warning signs for lane shifts, lane closures, etc.

The length of a work zone should be held to the minimum length required to accomplish the work. If a project has multiple individual worksites within the overall limits of the project, each site should be signed individually if the advance warning signs for each site can be installed without overlapping an adjacent worksite. As soon as the work is completed at any individual site, the warning signs shall be removed from that site. Clean-up work and punch list work shall be performed with portable signage.

Project mileage indicated on the G20-1 sign shall be the actual project mileage rounded up to the nearest whole mile. Projects less than two (< 2) miles in length or individual worksites that are part of a multiple worksite project may delete this sign. The G20-1 sign shall be forty-eight inches by twenty-four inches (48” x 24”) and the G20-2 sign shall be forty-eight inches by twenty-four inches (48” x 24”).

2. Interstate, Limited Access and Multilane Divided Highways

In addition to the W20-1 signs required at 500 ft., 1000 ft. and 1500 ft., multi-lane divided highways shall also have additional advanced warning signs installed with the legend “ROAD WORK (2 MILES, 1 MILE and 1/2 MILE).” All construction warning signs on divided highways shall be double indicated (i.e., on the left and right sides of the roadway.) If the use of the half (½) mile, one (1) mile and two (2) mile advanced warning signs cause an overlap with other work or do not benefit field conditions then the Engineer may review the use of these signs and eliminate their installation. When the posted speed limit is fifty (≤ 50) mph or less, the one-half (½) mile, one (1) mile and two (2) mile signs should be eliminated especially in urban areas.

The W20-1 advance warning signs for ROAD WORK 500 FEET; 1000 FEET; and 1500 FEET shall be temporarily covered when work involving the advanced warning signs for lane shifts and lane closures overlap these signs. The ROAD WORK ½ MILE, ROAD WORK 1 MILE, and ROAD WORK 2 MILES shall be in place when the 500, 1000 and 1500 feet signs are temporarily covered.

When the temporary traffic control zone already has advanced warning (W20-1) signs installed the W20-1 signs required for lane closures under Standard 9106 should be eliminated.

3. Ramp Work on Limited Access Highways

The work zone shall not be signed for the entire length of the mainline of a limited access highway when only short individual worksites, interchange or ramp work is being performed.

When work is restricted to ramp reconstruction or widening activities, the advance warning signs on the mainline section of the limited access highway shall be limited to the use of portable advance warning signs. These portable advance warning signs shall only be utilized when work activity is within the gore point of the ramp and the mainline traveled way or work is active in the acceleration/deceleration lane adjacent to the mainline traveled way. Portable advance warning signs (W20-1: 1500 ft. /1000 ft. /500 ft.) shall be installed on the traveled way of the limited access highway when the above conditions are present. The advance warning signs shall be installed only in one direction where work is active. All portable signs shall be double indicated. When work is not active, the ramp work shall be advanced warned by the use of a single forty-eight inches by forty-eight inches (48” x 48”) “ROAD WORK AHEAD” (W20-1) with an “ON RAMP” plaque (W13-4p) sign along the right shoulder of the mainline traveled way prior to the beginning of the taper for the deceleration lane. Differences in elevation shall be in compliance with the requirements of Subsection 150.3.11 prior to the removal of the portable (W20-1) advanced warning signs from the mainline.

B. Highway Work Zone

In accordance with Georgia Code, O.C.G.A. § 40-6-188, all sections or segments of the roadway under construction or reconstruction shall be signed as a Highway Work Zone except non-state highway two-lane two-way resurfacing projects.
Two conditions can be applied to a Highway Work Zone. Condition 1 is when no reduction in the existing speed limit is required. Condition 2 is when worksite conditions require a reduction of the speed limit through the designated Work Zone. Properly marking a Highway Work Zone shall include the following minimum requirements:

1. No Reduction in the Existing Posted Speed Limit in Highway Work Zone
   
a. Signage shall be posted at the beginning point of the Highway Work Zone warning the traveling public that increased penalties for speeding violations are in effect. The beginning point of Highway Work Zone is at the project limits, start of work zone, or at the start of the first taper. The HWZ-2 sign shall be placed a minimum of 600 feet in advance of the Highway Work Zone and shall not be placed more than 1000 feet in advance of the Work Zone. If no speed reduction is required, it is recommended that the HWZ-2 be placed at 750 feet from the work area between the ROAD WORK 500 FT. and the ROAD WORK 1000 FT. signs.

   HWZ-2 signs shall be placed at intervals not to exceed one mile for the length of the project. HWZ-2 signs should be placed on the mainline after all major intersections except State Routes. State Routes shall be signed as per the requirements for intersecting roadways below.

   b. The existing speed limit shall be posted at the beginning of the Work Zone. Existing Speed Limit signs (R2-1) shall be maintained.

   c. Intersecting state routes shall be signed in advance of each intersection with the Work Zone with a HWZ-2 sign to warn motorists that increased fines are in effect. All other intersecting roadways that enter into a designated Highway Work Zone may be signed in advance of each intersection with the Work Zone. When construction equipment and personnel are present in the intersection on the mainline of a multi-lane roadway, the intersecting side roads shall be signed in advance with HWZ-2 signs. As soon as the work operation clears the intersection, the signage may be removed.

   d. Sign HWZ-3 shall be posted at the end of the Highway Work Zone indicating the end of the zone and indicating that increased penalties for speeding violations are no longer in effect.

   e. When a designated Highway Work Zone is no longer necessary, all signs shall be removed immediately.

2. Reducing the Speed Limit in a Highway Work Zone

   Highway Work Zone signs shall be posted as required in Condition 1 above in accordance with Detail 150-C.

   A “Reduce Speed Limit Ahead” (W3-5) sign shall be posted 600 feet prior to the reduced speed limit.

   Then a “Speed Limit” signage (R2-1) for the reduced speed limit shall be erected at the beginning of the work zone. Additional signs shall be placed at whichever is least:

   a. on non-interstate roads after every junction with a numbered (state or U.S.) route.

   b. on interstates entrance ramp 1,500 feet from the end of the entrance taper. Detail 150-D

   c. on non-interstate and interstate a maximum spacing of no greater than one (1) mile apart.

   On multi-lane divided highways, the speed limit signs shall be double indicated when the reduced speed is in use.

   Additional signs may be necessary to adjust for actual field conditions.

   For limited access (interstate) highways and controlled access multi-lane divided highways, the posted speed limit shall be reduced as required below.

   When any one or more of the following conditions exist and the existing speed limit is sixty-five (65) mph or seventy (70) mph, the speed limit shall be reduced by ten (10) mph. If the existing speed limit is sixty (60) mph, the speed limit should be reduced by five (5) mph. If the existing speed limit is fifty-five (≤ 55) mph or less, the Contractor can
only reduce the speed limit with the prior approval of the Engineer. The reduction in the speed limit shall be no greater than ten (10) mph:

a) Lane closure(s) of any type and any duration.
b) The difference in elevation exceeds two inches (> 2”) adjacent to a travel lane as shown in Subsection 150.3.11, Detail 150-E, Detail 150-F.
c) Any areas where equipment or workers are within ten feet (10’) of a travel lane.
d) Temporary portable concrete barriers located less than two feet (2’) from the traveled way.
e) As directed by the Engineer for conditions distinctive to this project.

When the above conditions are not present, the speed limit shall be immediately returned to the existing posted speed limit. A speed reduction shall not be put in place for the entire length of the project unless conditions warranting the speed reduction are present for the entire project length. All existing speed limit signs within the temporary speed reduction zone shall be covered or removed while the temporary reduction in the speed limit is in effect. All signs shall be erected to comply with the minimum requirements of the MUTCD.

At a minimum, the following records shall be kept by the WTCS:

a) Identify the need for the reduction.
b) Record the time of the installation and removal of the temporary reduction.
c) Fully describe the location and limits of the reduced speed zone.
d) Document any accident that occurs during the time of the reduction.

A copy of the weekly records for reduced speed zones shall be submitted to the Engineer.

When a pilot vehicle is used on a two-lane two-way roadway, the speed limit should not be reduced. For special conditions specific to the work, on two-lane two-way roadways or multi-lane highways, the contractor may reduce the posted speed limit with the prior approval of the Engineer.

3. Variable Speed Limit Zones

Projects that are within or extends into variable speed limit zones shall be posted according to condition 1 with HWZ-1, HWZ-2, and HWZ-3 signs. No additional “speed limit” signs, (R2-1), shall be posted. Any reduction or increase in speed limits will be controlled by the normal operation of the variable speed limit system.

Upon request, a maximum speed limit of fifty-five (55) mph may be set for the project limits.
COLORS
TOP PANEL
LEGEND & BORDER - BLACK (NON-REFL)
BACKGROUND - FLUORESCENT ORANGE

MIDDLE & BOTTOM PANELS
LEGEND & BORDER - BLACK
BACKGROUND - WHITE

NOTES:
1. ALL HWZ-2 SIGN PANELS SHALL BE RIGID.
2. THE SIZE OF THE HWZ-2 SIGN SHALL NOT BE REDUCED FOR USE ON TWO-LANE ROADWAYS.
WORK ZONE

END

INCREASED

SPEEDING

FINES

COLORS

TOP PANEL
LEGEND & BORDER - BLACK (NON-REFL)
BACKGROUND - FLUORESCENT ORANGE

BOTTOM PANEL
LEGEND & BORDER - BLACK (NON-REFL)
BACKGROUND - WHITE

NOTES:
1. ALL HWZ-3 SIGN PANELS SHALL BE RIGID.
2. THE SIZE OF THE HWZ-3 SIGN SHALL NOT BE REDUCED FOR USE ON TWO-LANE ROADWAYS.
Speed Limit Reduction for Highway Work Zone

Interstate and Multi Lane Divided Highway Signing Shall Be Double Indicated (Right Shoulder and Median Shoulder)

<table>
<thead>
<tr>
<th>Traffic</th>
<th>Work Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

HWZ – 2 Sign

SPEED LIMIT

W3.5
48” X 48”

Required for speed reduction

Reduce speed limit shall be posted at the project limit, or at the start of work zone, or at the start of the first taper.

G20-2   HWZ-3   R2-1

Original Speed Limit

Detail 150 - C

Speed Limit Reduction for Highway Work Zone

At Entrance Ramp for Interstates

Signing Shall Be Double Indicated

SPEED LIMIT

R2 - 1

1,500 FT
48” X 48”

Traffic

Detail 150 - D
C. Installation/Removal of Work Area Signage

No payment will be made for Traffic Control-Lump Sum until the Work has actually started on the project. The installation of traffic control signage does not qualify as the start of work. Advanced warning signs shall not be installed until the actual beginning of work activities. Any permanent mount height signs installed as the work is preparing to start shall be covered until all signs are installed unless all signs are installed within seven (≤ 7) calendar days after beginning installation.

All temporary traffic control devices shall be removed as soon as practical when these devices are no longer needed. When work is suspended for short periods of time, temporary traffic control devices that are no longer appropriate, shall be removed or covered.

All construction warning signs shall be removed within seven (≤ 7) calendar days after time charges are stopped or pay items are complete. If traffic control devices are left in place for more than ten (> 10) calendar days after completion of the Work, the Department shall have the right to remove such devices, claim possession thereof, and deduct the cost of such removal from any monies due, or which may become due, the Contractor.

PUNCH LIST WORK: Portable signs shall be utilized to accomplish the completion of all punch list items. The portable signs shall be removed daily. All permanent mount height signs shall be removed prior to the beginning of the punch list work except “Low/Soft Shoulder” signs and any signs that have the prior written approval of the Engineer to remain in place while the punch list work is in progress.

Failure to promptly remove the construction warning signs within the seven (7) calendar days after the completion of the Work or failure to remove or cover signs when work is suspended for short periods of time shall be considered as non-performance under Subsection 150.5.01.

150.3.05 Shoulder/Lane Closures

A. Approval/Restrictions

All shoulder closures and lane closures of any type or duration shall have the prior approval of the Engineer.

1. Closure Length

The length of a shoulder closure and a lane closure shall not exceed two (2) miles in length excluding the length of the tapers unless the prior approval of the Engineer has been obtained. The Engineer may extend the length of the closure based upon field conditions; however, the length of a work zone should be held to the minimum length required to accomplish the Work. Shoulder closure and Lane Closures shall not be spaced closer than one mile. The advanced warning signs for the project should not overlap with the advanced warning signs for lane shifts, lane closures, etc.

2. Duration

The first (7) calendar days in an Urban area and the first three (3) calendar days in a Rural area of any lane closure shall be signed and marked as per Georgia Standard 9106 “Traffic Control Detail for Lane Closure on Multi-Lane Divided Highway” or Georgia Standard 9107 “Traffic Control Detail for Lane Closure on Multi-Lane Undivided Highway”. However, lane closures that exist for a duration longer than three (> 3) calendar days may be signed and marked as per the details in Georgia Standard 9121 “Tapers, Signs, and Markings for Passing Lanes”, provided the prior approval of the Engineer is obtained. The approved lane drop shall utilize a Portable Message Board (PCMS) and only the signs and markings shown for the termination end of the lane drop in Georgia Standard 9121. All warning signs in the lane drop sequence shall be used. Drums may be substituted for the Type I Crystal Delineators at the same spacing.

B. Shoulder Closures

In accordance with MUTCD 6G.07, when paved shoulders, having a width of eight feet (≥ 8’) or more are closed, at least one (1) advance warning sign shall be used. The sign(s) should read SHOULDER CLOSED (W21-5a). The signs are only posted on the side with the shoulder closure. Where the downstream end of the shoulder closure extends beyond the distance...
that can be perceived by road users, a supplementary plaque bearing the message NEXT XX FEET (W16-4P) or MILES (W7-3aP) should be placed below the SHOULDER CLOSED (W21-5a) sign. These signs shall be placed 500 feet prior to the shoulder closure. For multi-shoulder closures, the Shoulder Closed sign shall be repeated after two (2) miles at 500 feet prior to the next shoulder closure.

A shoulder closure will require a shoulder taper of (1/3) L (L=merging taper length). Traffic drums shall be used for the taper. Arrow boards are not required.

If positive barriers are used to closed the shoulder, the taper and drums shall be in accordance with Standard 4960, Temporary Barrier (End Treatment Options). The approach end of the barrier taper should be 10:1 or flatter slope.

C. Lane Closure

1. Advance Warning Signs

   The advance Warning signs shall be in accordance with MUTCD and Georgia Standard 9106 “Traffic Control Detail for Lane Closure on Multi-Lane Divided Highway” and Georgia Standard 9107 “Traffic Control Detail for Lane Closure on Multi-Lane Undivided Highway”.

   When the temporary traffic control zone already has advanced warning (W20-1) signs installed the W20-1 signs required for lane closures under Standard 9106 and 9107 should be eliminated.

   For Interstate, Limited Access and Multi-lane Divided Highways, an additional Portable Changeable Message Sign (PCMS) shall be placed one (1) mile in advance of a lane closure with a message denoting the appropriate lane closure one (1) mile ahead. No other message shall be displayed on this PCMS. The PCMS shall be placed on the outside shoulder in accordance with Detail 150-B [PCMS]. This is in addition to the other traffic control devices required by Standard 9106.

   At the discretion of the Engineer, the Contractor may start placing advance warning signs a half-hour (1/2 hr.) prior to the lane closure.

2. Transition Area – Taper

   Drums shall be used on all transition tapers. If traffic drums with retroreflectivity of less than type VI are used for a merge taper that exists into the night, all drums located in the taper shall have, for the length of the taper only, a six inch (6”) fluorescent orange (ASTM Type VI, VII, VIII, IX or X) reflectorized top stripe on each drum. The top six inch (6”) stripe may be temporarily attached to the drum while in use in a taper. The Engineer may allow the fluorescent orange reflectorized six inch (6”) top stripe on each drum in a merging taper to remain in place during daylight hours provided there is a lane closure(s) with a continuous operation that begins during one nighttime period and ends during another nighttime period. All drums that have the six inch (6”) top stripe permanently attached shall not be used for any other conditions.

   In accordance with MUTCD (6C.08), the minimum length for a merging taper for a lane closure on the travel way shall be as shown in Table 150-1:
### TABLE 150-1

<table>
<thead>
<tr>
<th>Posted Speed Limit, MPH</th>
<th>Lane Width 9 Feet</th>
<th>Lane Width 10 Feet</th>
<th>Lane Width 11 Feet</th>
<th>Lane Width 12 Feet</th>
<th>Maximum Drum Spacing in Tapers, (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>60</td>
<td>70</td>
<td>75</td>
<td>80</td>
<td>20</td>
</tr>
<tr>
<td>25</td>
<td>95</td>
<td>105</td>
<td>115</td>
<td>125</td>
<td>25</td>
</tr>
<tr>
<td>30</td>
<td>135</td>
<td>150</td>
<td>165</td>
<td>180</td>
<td>30</td>
</tr>
<tr>
<td>35</td>
<td>185</td>
<td>205</td>
<td>225</td>
<td>245</td>
<td>35</td>
</tr>
<tr>
<td>40</td>
<td>240</td>
<td>270</td>
<td>295</td>
<td>320</td>
<td>40</td>
</tr>
<tr>
<td>45</td>
<td>405</td>
<td>450</td>
<td>495</td>
<td>540</td>
<td>45</td>
</tr>
<tr>
<td>50</td>
<td>450</td>
<td>500</td>
<td>550</td>
<td>600</td>
<td>50</td>
</tr>
<tr>
<td>55</td>
<td>495</td>
<td>550</td>
<td>605</td>
<td>660</td>
<td>55</td>
</tr>
<tr>
<td>60</td>
<td>540</td>
<td>600</td>
<td>660</td>
<td>720</td>
<td>60</td>
</tr>
<tr>
<td>65</td>
<td>585</td>
<td>650</td>
<td>715</td>
<td>780</td>
<td>65</td>
</tr>
<tr>
<td>70</td>
<td>630</td>
<td>700</td>
<td>770</td>
<td>840</td>
<td>70</td>
</tr>
<tr>
<td>75</td>
<td>675</td>
<td>750</td>
<td>825</td>
<td>900</td>
<td>75</td>
</tr>
</tbody>
</table>

If site conditions require a longer taper, then the taper shall be lengthened to fit particular individual situations.

The length of shifting tapers should be at least one-half (1/2) L.

**Multiple Lane Closures:**

a. A maximum of one (1) lane at a time shall be closed with each merge taper.

b. A minimum tangent length of two (≥ 2) L shall be installed between each individual lane closure taper. The tangent length is part of the transition area. Therefore, only traffic drums can be used in the tangent.

3. **Activity Area**

   The activity area consists of a buffer and the work space. Georgia Standard 9106 “Traffic Control Detail for Lane Closure on Multi-Lane Divided Highway” states “Buffer zones of 300’ minimum, 500’ desirable are required for tangent sections and shall be increased for horizontal or vertical curves due to sight distance considerations.”

   Georgia Standard 9107 “Traffic Control Detail for Lane Closure on Multi-Lane Undivided Highway” requires a fifty feet (50’) buffer. The buffer shall be increased for horizontal or vertical curves due to sight distance considerations.”

   The channelization devices are spaced at a maximum of eighty feet (80’).

4. **Termination Area**

   Georgia Standard 9106 “Traffic Control Detail for Lane Closure on Multi-Lane Divided Highway” requires a 150 feet buffer and a minimum 200 feet downstream taper.

   Georgia Standard 9107 “Traffic Control Detail for Lane Closure on Multi-Lane Undivided Highway” requires 150 feet downstream taper.

**D. Removal of Lane Closures**

To provide the greatest possible convenience to the public in accordance with Section 107, the Contractor shall remove all signs, lane closure markings, and devices immediately when lane closure work is completed or temporarily suspended for any length of time or as directed by the Engineer. All portable signs and portable sign mounting devices shall be removed from the roadway to an area which will not allow the sign to be visible and will not allow the sign or sign mounting device to be impacted by traffic. All devices shall be stored beyond the clear zone or behind positive protection.
E. Exit and Entrance Ramps

On multi-lane highways, where traffic has been shifted to the inside lanes, the exit and entrance ramps shall have drums placed on both sides of the ramp. This requirement will apply to any situation where traffic is shifted to contra flows or inside staging lanes to facilitate reconstruction work in the vicinity of exit and entrance ramps. The temporary ramp taper length should be greater than, or equal to, the existing taper length. Interim EXIT gore signs shall be placed at the ramp divergence. The “EXIT OPEN” sign shown in Figure TA-42 of the MUTCD shall be utilized. For exit ramps, drums spacing shall be decreased to ten feet (10’) for 200 feet in advance of the temporary gore, and be decreased to ten feet (10’) for the first 100 feet of the temporary gore, and throughout the exit ramp. For on-ramps, drums should be used 200 feet prior to the ramp and end 100 feet past the merge taper. The drum spacing for the on ramp may be decreased but should not obstruct the view of the drivers i.e. for the ramp vehicles.

150.3.06 Traffic Pacing Method

A. Pacing Of Traffic

With prior approval from the Engineer, traffic may be paced allowing the Contractor up to twenty (20) minutes maximum to work in or above all lanes of traffic for the following purposes:

1. Placing bridge members or other bridge work.
2. Placing overhead sign structures.
3. Other work items requiring interruption of traffic.

The Contractor shall provide a uniformed law enforcement officer with patrol vehicle and blue flashing light for each direction of pacing. The law enforcement officer, Engineer, and flaggers at ramps shall be provided with a radio which will provide continuous contact with the Contractor.

When ready to start the work activity, the law enforcement vehicle will act as a pilot vehicle slowing the traffic, thereby providing a gap in traffic allowing the Contractor to perform the Work. Any on-ramps between the pace and the work area shall be blocked during pacing of traffic, with a flagger properly dressed and equipped with a Stop/Slow paddle. Each ramp should be opened after the law enforcement vehicle has passed.

Pilot vehicles shall travel at a safe pace speed. The Contractor shall provide a vehicle to proceed in front of the law enforcement vehicle and behind the other traffic in order to inform the Contractor’s work force when all vehicles have cleared the area.

Traffic should not be permitted to stop during pacing unless approved by the Engineer.

B. Methods of Signing For Traffic Pacing

At a point not less than 1,000 feet in advance of the beginning point of the pace, the Contractor shall place a portable changeable message sign with the message “TRAFFIC SLOWED AHEAD EXPECT SHORT DELAY”.

150.3.07 Flagging Operations

A. Flaggers

Flaggers shall be provided as required to handle traffic, as specified in the Plans or Special Provisions, and as required by the Engineer.

B. Flagger Certification

All flaggers shall meet the requirements of the MUTCD and shall have received training and a certificate upon completion of the training from one of the following organizations:

National Safety Council
American Traffic Safety Services Association (ATSSA)
On-line classes are not accepted.

Failure to provide certified flaggers as required above shall be reason for the Engineer suspending work involving the flagger(s) until the Contractor provides the certified flagger(s). Flaggers shall have proof of certification and valid identification (photo I.D.) available any time they are performing flagger duties.

C. Flagger Appearance and Equipment

Flaggers shall wear Performance Class 3 or better high-visibility clothing. Flagger stations shall be illuminated at night according to MUTCD (6F.82). They shall use a Stop/Slow paddle meeting the requirements of the MUTCD (6E.03) for controlling traffic. The Stop/Slow paddles shall have a shaft length of seven feet (≥ 7’) minimum. The Stop/Slow paddle shall be retroreflectorized for both day and night usage. In addition to the Stop/Slow paddle, a flagger may use a flag as an additional device to attract attention. This flag shall meet the minimum requirements of the MUTCD (6E.03). The flag shall, as a minimum, be twenty-four inches (≥ 24”) square and red or red/orange in color.

D. Flagger Warning Signs

Signs for flagger traffic control shall be placed in advance of the flagging operation, in accordance with the MUTCD and Georgia Standard 9102 “Traffic Control Detail for Lane Closure on Two-Lane Highway”. In addition, signs at regular intervals, warning of the presence of the flagger shall be placed beyond the point where traffic can reasonably be expected to stop under the most severe conditions for that day’s work.

E. Pilot Vehicle Requirements

Pilot vehicles should be required during placement of bituminous surface treatment or asphaltic concrete on two-lane roadways unless otherwise specified. Pilot vehicles shall meet the requirements of the MUTCD (6C.13).

F. Automated Flagger Assistance Devices

The Contractor may request, in writing, the use of Automated Flagger Assistance Devices (AFAD). The equipment shall meet the requirements of MUTCD (6E.04). As a part of this request, the Contractor shall also submit an alternate temporary traffic control plan in the event of a failure of the AFAD. Any alternate plan that requires the use of flaggers shall include the use of certified flaggers. The Contractor shall obtain the approval of the Engineer before the use of any AFAD will be permitted.

G. Portable Temporary Traffic Control Signals

The Contractor may request, in writing, the substitution of portable temporary traffic control signals for flaggers on two-lane two-way roadways provided the temporary signals meets the requirements of the MUTCD, Section 647, and subsection 150.2.11. As a part of this request, the Contractor shall also submit an alternate temporary traffic control plan in the event of a failure of the signals. Any alternate plan that requires the use of flaggers shall include the use of certified flaggers. The Contractor shall obtain the approval of the Engineer before the use of any portable temporary traffic control signals will be permitted.

150.3.08 Traffic Signals

A. Responsibility/Cost

If the sequence of operations, staging, or the temporary traffic control plan requires the relocation or shifting of any components of an existing traffic signal system then any work on these traffic signals will be considered as part of Traffic Control – Lump Sum.

B. Law Enforcement Officer Requirement

In accordance with Georgia law § 40-6-20, law enforcement officers shall be used to regulate and maintain traffic control at functioning signalized intersections when lane closures or traffic shifts block or restrict movements causing interference with road user flows and will not allow the activated traffic signal to guide the traffic through the signal site.
150.3.09 Mobile Operations

A mobile operation is defined by a minimum speed of three (3) mph. When pavement markings (centerlines, lane lines, and edge lines) are applied in a continuous operation by moving vehicles and equipment, the following minimum equipment and warning devices shall be required. These devices and equipment are in addition to the minimum requirements of the MUTCD.

All vehicles shall be equipped with the official slow moving vehicle symbol sign. All vehicles shall have a minimum of two (2) flashing or rotating beacons visible in all directions. All protection vehicles shall have an arrow panel mounted on the rear. All vehicles requiring an arrow panel shall have, as a minimum, a Type B panel. All vehicle mounted signs shall be mounted with the bottom of the sign a minimum height of forty-eight inches (48”) above the pavement. All sign legends shall be covered or removed from view when work is not in progress.

The lead vehicle may be a separate vehicle or the work vehicle applying the pavement markings may be used as the lead vehicle. The lead vehicle shall have an arrow panel mounted so that the panel is easily visible to oncoming (approaching) traffic. The arrow panel should operate in the caution mode.

The work vehicle(s) applying markings shall have an arrow panel mounted on the rear. The arrow panel should typically operate in the caution mode. The work vehicle placing cones shall follow directly behind the work vehicle applying the markings.

A protection vehicle shall follow the last work vehicle at all times and shall be equipped with a truck mounted attenuator that shall be certified for impacts not less than sixty-two (62) mph in accordance with MASH/NCHRP350 Test Level Three (3).

150.3.10 Pavement Markings

A. General

Full pattern pavement markings in conformance with Section 3A and 3B, except 3B.02, of the MUTCD are required on all courses before the roadway is opened to traffic, unless noted in this section. No passing zones shall be marked to conform to Subsection 150.3.10.D.1.b. During construction and maintenance activities on all highways open to traffic, both existing markings and markings applied under this Section shall be fully maintained until Final Acceptance. If the pavement markings are, or become, unsatisfactory in the judgment of the Engineer due to wear, weathering, or construction activities, they shall be restored immediately.

Markings on the final surface course, which must be removed, shall be a removable type. The Contractor will be permitted to use paint, thermoplastic, or tape on pavement which is to be overlaid as part of the project, unless otherwise directed by the Engineer. Partial (skip) reflectorization (i.e. reflectorizing only a portion of a stripe) will not be allowed.

1. Resurfacing Projects

Pavement markings shall be provided on all surfaces that are placed over existing markings. Interim and final markings shall conform in type and location to the markings that existed prior to resurfacing unless changes or additions are noted in the Contract. The replacement of parking spaces will not be required unless a specific item or note has been included in the Contract. Any work to make additions to the markings that existed prior to resurfacing is to be considered as extra work.

2. Widening And Reconstruction Projects

If the lane configuration is altered from the preconstruction layout then pavement markings will be as required by the plans or the Engineer.

3. New Location Construction Projects

Pavement marking plans will be provided.
B. Installation and Removal of Pavement Markings

1. Installation

All pavement markings, both interim and permanent, shall be applied to a clean surface. The Contractor shall furnish the layout and preline the roadway surface for the placement of pavement markings applied as part of the temporary traffic control plan. All interim marking tape and RPM’s on the final surface shall be removed prior to the placement of the final markings.

The Contractor shall sequence the work in such a manner as to allow the installation of markings in the final lane configuration at the earliest possible stage of the work.

2. Removal

Markings no longer applicable shall be removed in accordance with Section 656. The elimination of conflicting pavement markings by overpainting with unapproved paint or any type of liquid asphalt is not acceptable.

3. Intermediate Surface

Interim markings shall be removed by methods that will cause minimal damage to the pavement surface, while also ensuring that traveling public will not be confused or misdirected by any residual markings remaining on the intermediate surface. The use of approved black-out tape and black-out paint (manufactured for the sole purpose of covering existing pavement markings) may be permitted on some interim surfaces, provided the results are satisfactory to the Engineer.

4. Final Surface

No interim paint or thermoplastic markings will be permitted on any final surface unless the interim markings are in alignment with the location of the permanent markings and the interim marking will not interfere or adversely affect placement of the permanent markings. The proposed method of removal for layout errors that require markings to be removed from the final surface shall have the prior approval of the Engineer. Any damage to the final pavement surface caused by the pavement marking removal process shall be repaired at the Contractor’s expense by methods acceptable and approved by the Engineer. Section 400 shall apply when corrective measures are required. The use of black-out tape or black-out paint will not be permitted under any circumstance to correct layout errors on any final surface.

Traffic shifts that are done on the final surface shall be accomplished using interim traffic marking tape that can be removed without any blemishing of the final surface. Interim traffic marking tape shall be used on any of the following final surfaces; asphaltic concrete, Portland cement concrete, and bridge deck surfaces. The contractor may propose alternate traffic markings and removal methods on the final surface. Submitted proposals shall include the type of material, method of removal and a cost comparison to the traffic marking tape method. Prior to any approval, the contractor shall field demonstrate to the satisfaction of the Engineer that the proposed traffic markings can be removed without any blemishing of the final surface. If the proposal is determined to be acceptable, a supplemental agreement will be executed prior to the installation of the proposed alternate traffic markings. The supplemental agreement shall denote the type of traffic marking materials, method of removal and any cost and/or time savings to the Department. The Department will not consider or participate in any cost increase that may result from implementing the proposed alternate method.

5. Pay Factor Reduction for Asphaltic Concrete Final Surfaces

When the correction of an error in the layout of the final pavement markings requires the final surface to be grounded, blemished, scarred, or polished the pay factor shall be reduced to 0.95 for the entire surface area of the final topping that has a blemish, polished or a scarred surface. The reduced pay factor shall not be confined to only the width and length of the stripe or the dimensions of the blemished areas, the whole roadway surface shall have the reduced pay factor applied. The area of the reduced pay factor shall be determined by the total length and the total width of the roadway affected. If the affected area is not corrected, the reduction in pay shall be deducted from the final payment.
for the topping layer of asphaltic concrete. The Engineer shall make the final determination whether correction or a reduced pay factor is acceptable.

The eradication of pavement markings on intermediate and final concrete surfaces shall be accomplished by a method that does not grind, polish, or blemish the surface of the concrete. The method used for the removal of the interim markings shall not spall chip the joints in the concrete and shall not damage the sealant in the joints. Any joint or sealant repairs shall be included in the bid price for Traffic Control-Lump Sum. The proposed method of removal shall have the prior approval of the Engineer.

Failure to promptly remove conflicting or non-applicable pavement markings shall be considered as non-performance under Subsection 150.5.01.

6. Preparation and Planning For Traffic Shifts

When shifting of traffic necessitates removal of centerline, lane lines, or edge lines, all such lines shall be removed prior to, during, or immediately after any change so as to present the least interference with traffic. Interim traffic marking tape shall be used as a temporary substitute for the traffic markings being removed.

Before any change in traffic lane(s) alignment, marking removal equipment shall be present on the project for immediate use. If marking removal equipment failures occur, the equipment shall be repaired or replaced (including leasing equipment if necessary), so that the removal can be accomplished without delay.

Except for the final surface, markings on asphaltic concrete may be obliterated by an overlay course, when approved by the Engineer. When an asphaltic concrete overlay is placed for the sole purpose of eliminating conflicting markings and the in place asphaltic concrete section will allow, said overlay will be eligible for payment only if designated in the Plans. Overlays to obliterate lines will be paid for only once and further traffic shifts in the same area shall be accomplished with removable markings. Only the minimum asphaltic concrete thickness required to cover lines will be allowed. Excessive build-up will not be permitted. When an overlay for the sole purpose of eliminating conflicting markings is not allowed, the markings no longer applicable shall be removed in accordance with Section 656.

C. Raised Pavement Markers

Retroreflective raised pavement markers (RPMs) should be placed as listed below for all asphaltic concrete pavements before the roadway is open to traffic, unless noted this section. On the final surface, RPM’s shall be placed according to the timeframes specified in Subsection 150.3.10.D for full pattern pavement markings. When Portland Cement Concrete is an intermediate or final surface and is open to traffic, one (1) calendar day is allowed for cleaning and drying before the installation of RPMs is required.

Raised pavement markers are not allowed on the right edge lines under any situation.

Retroreflective raised pavement markers (RPMs) should be placed and/or maintained on intermediate pavements surfaces on all highways that the final ride surface is not completed within 45 calendar days which is open to traffic. This includes all resurfacing projects along with widening and reconstruction projects. The RPMs shall be placed as follows:

1. Supplementing Lane Lines:
   a. Eighty foot (80’) center on skip lines with curvature less than three degrees. (Includes tangents)
   b. Forty foot (40’) centers on solid lines and all lines with curvature between three degrees and six degrees.
   c. Twenty foot (20’) centers on curves over six degrees.
   d. Twenty foot (20’) centers on lane transitions or shifts.

2. Supplementing Ramp Gore Lines:
   a. Twenty foot (20’) centers, two each, placed side by side.
3. Other Lines:
   a. As shown on the plans or directed by the Engineer.

D. Exceptions for Interim Markings

Some exceptions to the time of placement and pattern of markings are permitted as noted below; however, full pattern pavement markings are required for the completed project.

1. Two-Lane, Two-Way Roadways
   a. Skip Lines

   If used, interim temporary tape or paint skip (broken) stripe may only be used for a maximum of three (3) calendar days. The stripes shall be at least two feet (> 2’) long with a maximum gap of thirty-eight feet (≤ 38’). On curves greater than six degrees (>6⁰), a one-foot (1’) stripe with a maximum gap of nineteen feet (≤ 19’) shall be used. In lane shift areas, solid lines will be required.

   Interim raised pavement markers may be substituted for the interim skip (broken) stripes. If raised pavement markers are substituted for the two foot (2’) interim skip stripe, three (3) markers spaced at equal intervals over a two feet (2’) distance will be required. No separate payment will be made if the interim raised pavement markers are substituted for interim skip lines.

   Interim raised pavement markers shall be retro-reflective, shall be the same color as the pavement markers for which they are substituted, and shall be visible during daytime.

   The type of interim marker and method of attachment to the pavement shall be approved by the Office of Materials and Testing but in no case will the markers be attached by the use of nails. Flexible reflective markers, Type 14 or Type 15, may be used for a maximum of three (3) calendar days as an interim marker. Any flexible reflective markers in use shall be from the QPL-76.

   The interim raised pavement markers shall be maintained until the full pattern pavement markings are applied. At the time full pattern markings are applied the interim raised markers shall be removed in a manner that will not interfere with application of the full pattern pavement markings.

   b. No Passing Zones Two-Lane, Two-Way Roadways

   Passing zones shall be re-established in the locations existing prior to resurfacing. No changes to the location of passing zones shall be done without the written approval of the Engineer. For periods not to exceed three (3) calendar days where interim skip centerlines are in place, no-passing zones shall be identified by using post or portable mounted DO NOT PASS regulatory signs (R4-1) twenty-four inches by thirty inches (24” x 30”) at the beginning and at intervals not to exceed one-half (≤½) mile within each no-passing zone. A post or portable mounted PASS WITH CARE regulatory sign (R4-2) twenty-four inches by thirty inches (24” x 30”) shall be placed at the end of each no-passing zone. Post mounted signs shall be placed in accordance with the MUTCD. Portable signs shall be secured in such a manner to prevent misalignment and minimize the possibility of being blown over by weather conditions or traffic.

   On new location projects and on projects where either horizontal or vertical alignments has been modified, the location of No-Passing Zones will be identified by the Engineer.

   c. Edge lines

   • Bituminous Surface Treatment Paving

   Edge lines will not be required on intermediate surfaces (including asphaltic concrete leveling for bituminous surface treatment paving) that are in use for a period of less than sixty (<60) calendar days except at bridge
approaches, on lane transitions, lane shifts, and in such other areas as determined by the Engineer. On the final surface, edge lines shall be placed within thirty (≤30) calendar days of the time that the final surface was placed.

- All Other Types of Pavement

Edge lines will not be required on intermediate surfaces that are in use for a period of less than thirty (<30) calendar days except at bridge approaches, on lane transitions, lane shifts, and in such other areas as determined by the Engineer. On the final surface, edge lines shall be placed within fourteen (≤ 14) calendar days of the time that the surface was placed.

2. Multi-Lane Highways – With No Paved Shoulder(s) or Paved Shoulder(s) Four Feet or Less (≤ 4’)

   a. Undivided Highways (Includes Paved Center Turn Lane)
      - Centerlines and No-Passing Barrier-Full Pattern centerlines and no-passing barriers shall be restored before opening to traffic.
      - Lane lines- Interim skip (broken) stripe as described in Subsection 150.3.10.D.1.a. may be used for periods not to exceed three (≤ 3) calendar days. Skip lines are not permitted in lane shift areas. Solid lines shall be used.
      - Edge lines- Edge lines shall be placed on intermediate and final surfaces within three (3) calendar days of obliteration.

   b. Divided Highways (Grass or Raised Median)
      - Lane lines- Full pattern skip stripe shall be restored before opening to traffic. Skip lines are not permitted in lane shift areas. Solid lines shall be required.
      - Centerline/Edge line- Solid lines shall be placed on intermediate and final surfaces within three calendar days of obliteration.

3. Limited Access Roadways and Roadways with Paved Shoulders Greater Than Four Feet (> 4’)

   a. Same as Subsection 150.3.10.D.2 except as noted in (b) below.

   b. Edge lines-
      - Asphaltic Concrete Pavement- Edge lines shall be placed on intermediate and final surfaces prior to opening to traffic.
      - Portland Cement Concrete Pavement- Edge lines shall be placed on any surface open to traffic no later than one calendar day after work is completed on a section of roadway. All water and residue shall be removed prior to daily striping.

4. Ramps for Multi-Lane Divided Highways

   A minimum of one solid line edge stripe shall be placed on any intermediate surface of a ramp prior to opening the ramp to traffic. The other edge stripe may be omitted for a maximum period of three (3) calendar days on an intermediate surface. Appropriate channelization devices shall be spaced at a maximum of twenty-five feet (25’) intervals until the other stripe has been installed.

   The final surface shall have both stripes placed prior to opening the ramp to traffic.

5. Miscellaneous Pavement Markings
a. Final Surface

School zones, railroads, symbols, words and other similar markings shall be placed on final surfaces conforming to Section 652 within fourteen (14) calendar days of completion of the final surface. Final markings shall conform to the type of pay item in the plans. When no pay item exists in the plans the final markings shall conform to Section 652 for painted markings.

b. Intermediate Surface

Intermediate surfaces that will be in use for more than forty-five (45) calendar days shall have the miscellaneous pavement markings installed to conform to the requirement of Section 652. Under Subsection 150.6, Special Conditions, or as directed by the Engineer these markings may be eliminated.

c. Stop Line

All stop signs and traffic signals shall have temporary twelve inch (12”) stop lines placed in accordance with MUTCD (3B.16) on all surfaces prior to opening to traffic. Temporary tape may be used.

150.3.11 Differences In Elevations Between Travel Lanes And Shoulders

All time frames and requirements may be changed with the Engineer’s approval.

A. Differences in Elevations

Difference in elevations due to construction between travel lanes and/or shoulders within the clear zone should be limited to the following:

1. Difference of two inches (≤ 2”) or less between adjacent travel lanes should remain for a maximum period of fourteen (14) calendar days.

2. Difference of two inches (≤ 2”) or less between adjacent travel lane and paved shoulder should remain for a maximum of thirty (30) calendar days. Traffic control devices shall be in accordance with Detail 150-G.

3. Difference of greater than two inches (> 2”) is permitted for continuous operations. Traffic control devices shall be in accordance with Detail 150-E.

4. Difference of greater than two inches (> 2”) between travel lanes and/or shoulders for non-continuous operations will not be allowed for more than a twenty-four (24) hour period. For the first twenty-four (24) hours, traffic control shall be in accordance with Detail 150-E. After twenty-four (24) hours the section should be healed according to Detail 150-H. This condition can exist for a maximum sixty (60) calendar days.

   a. A single length of area that does not exceed 1000 feet total length may be left open as a startup area for periods not to exceed forty-eight (48) hours provided the Contractor can demonstrate the ability to complete the Work in a proficient manner. Prior approval of the Engineer shall be obtained before any startup area may be allowed.

   b. For cement stabilized base, work adjacent to the travel lane and/or shoulders shall be healed as per Detail 150-H within forty-eight (48) hours after the seven (7) calendar day curing period is complete for each section placed. During the placement and curing period, traffic control shall be in accordance with Detail 150-E.

Failure to meet these requirements shall be considered as non-performance of Work under Subsection 150.5.01.

B. Healed Section

Healed section and traffic control devices should be placed in accordance with Detail 150-H. If crushed stone materials are used to provide a healed section no separate payment will be made for the material used to heal any section. The
Contractor may submit a plan to utilize existing pay items for crushed stone provided the plan clearly demonstrates that the materials used to heal an area will be incorporated into the work with minimal waste. Handling and hauling of any crushed stone used to heal shall be kept to a minimum. The Engineer shall determine if the crushed stone used to heal meets the specifications for gradation and quality when the material is placed in the final location.

C. Emergency Situations

Inclement weather, traffic accidents, and other events beyond the control of the Contractor may prevent the work from being completed as required above. The Contractor shall notify the Engineer in writing stating the conditions and reasons that have prevented the Contractor from complying with the time limitations. The Contractor shall also outline a plan detailing immediate steps to complete the work. Failure to correct these conditions on the first calendar day that conditions will allow corrective work shall be considered as non-performance of Work under Subsection 150.5.01.

D. Plating

Plating for drainage structures, utility facilities, etc. is prohibited on the interstates. Plating on State Routes and secondary roads will require the prior approval of the project engineer. Steel plates shall not be used on highways with a posted speed greater than forty-five (45) mph. The plate shall completely cover the pavement cut or excavation. The plate shall be adequately secured and shall provide a safe and reasonable transition to the adjoining roadway surface. An asphalt wedge can be used to provide a smooth transition over the plate(s). Temporary traffic control warning signs W8-24 shall be posted in advance warning motorist about plates in roadway in accordance with the MUTCD. Plating should not remain in place for more than four (4) calendar days.

E. Asphaltic Concrete Resurfacing Projects

1. Shoulder Construction Included as a Part of the Contract

When the placement of asphaltic concrete materials creates a difference in elevation greater than two inches (> 2") between the earth shoulder (grassed or un-grassed) and the edge of travel lane or between the earth shoulder and a paved shoulder that is less than four feet (< 4') in width, the Contractor shall place and maintain drums in accordance with the requirements of Subsection 150.2.04.B.3. When the edge of the paved surface is tapered with a safety edge, drums may be spaced at two (2) times the speed limit in MPH. Drums shall remain in place and be maintained until the difference in elevation has been eliminated by the placement of the appropriate shoulder materials.

2. Shoulder Construction Not Included as a Part of the Contract

When the placement of asphaltic concrete materials creates a difference in elevation greater than two inches (> 2") between the earth shoulder (grassed or un-grassed) and the edge of travel lane or between the earth shoulder and a paved shoulder that is less than four feet (< 4') in width, the Contractor shall notify the Engineer, in writing, when the resurfacing work including all punch list items has been completed.
Drums spaced at twenty foot (20') intervals. **Note:** If the travel way width is reduced to less than ten feet (< 10') by the use of drums, vertical panels shall be used in lieu of drums.

Location of drums when Elevation Difference exceeds four inches (> 4’)

---

**New Construction**  
**Travel Lane**  

ELEVATION DIFFERENCE GREATER THAN FOUR INCHES (> 4’)

DETAIL 150-E

---

Drums spaced at forty foot (40’) intervals.

Location of drums when Elevation Difference is greater than two inches (> 2”) to four inches (4”)

---

**New Construction**  
**Travel Lane**  

ELEVATION DIFFERENCE GREATER THAN TWO INCHES (> 2”) TO FOUR INCHES (4”)

DETAIL 150-F
Drums spaced at eighty foot (80’) intervals.

Location of drums when Elevation Difference is two inches (≤ 2”) or less.

ELEVATION DIFFERENCE OF TWO INCHES (≤ 2”) OR LESS

DETAIL 150-G

Location of drums immediately after completion of healed sections spaced at 40 foot (40’) intervals

Healed Section

Compacted graded aggregate, subbase material or dirt.

NO STEEPER THAN 4:1

TOP OF DRUM TO BE LEVEL

2 feet ±

HEALED SECTION

DETAIL 150-H
150.3.12 Work Zone Law Enforcement

Work zone law enforcement consists of utilizing a uniformed law enforcement officer equipped with patrol vehicle and blue flashing lights to enforce traffic laws in construction work zones and the administration of this service. Payment for work zone law enforcement will be made only for the utilization in work zones during lane closures, traffic pacing, or other activities that occur within travel lanes. The Contractor will be responsible for negotiating a rate of reimbursement and making reimbursement to that law enforcement agency.

The Contractor will be responsible for coordinating and scheduling the utilization of the work zone law enforcement. The Engineer may require the use of work zone law enforcement at specific times and locations.

150.4 Measurement

150.4.01 Traffic Control Items

A. Traffic Control

When listed as a pay item in the Proposal, payment will be made at the lump sum price bid, which will include all traffic control not paid for separately, and will be paid as follows:

When the first Construction Report is submitted, a payment of twenty-five percent (25%) of the lump sum price will be made. For each progress payment thereafter, the total of the Project percent complete shown on the last pay statement plus twenty-five percent (25%) will be paid (less previous payments), not to exceed one hundred percent (100%).

When no payment item for Traffic Control-Lump Sum is shown in the Proposal, all of the requirements of Section 150 and the Temporary Traffic Control Plan shall be in full force and effect. The cost of complying with these requirements will not be paid for separately, but shall be included in the overall bid submittal.

B. Changeable Message Sign, Portable

Portable changeable message sign will be measured as specified in Section 632.

C. Flashing Beacon Assembly

Flashing beacon assemblies will be measured as specified in Section 647.

D. Pavement Markings

Pavement markings will be measured as specified in Section 150.

E. Portable Impact Attenuators

Each portable impact attenuator will be measured by the unit/array which shall include all material components, hardware, incidentals, labor, site preparation, and maintenance, including spare parts recommended by the manufacturer for repairing accident damage. Each unit will be measured only once regardless of the number of locations installed, moves required, or number of repairs necessary because of traffic damage. Upon completion of the project, the units shall be removed and retained by the Contractor.

F. Signs

When shown as a pay item in the contract, interim special guide signs will be paid for as listed below. All other regulatory, warning, and guide signs, as required by the Contract, will be paid for under Traffic Control Lump Sum or included in the overall bid submitted.

1. Interim ground mounted or interim overhead special guide signs will be measured for payment by the square foot. This payment shall be full compensation for furnishing the signs, including supports as required, erecting, illuminating
overhead signs, maintaining, removing, re-erecting, and final removal from the Project. Payment will be made only one time regardless of the number of moves required.

2. Remove and reset existing special guide signs, ground mount or overhead, complete, in place, will be measured for payment per each. Payment will be made only one time regardless of the number of moves required.

3. Modify special guide signs, ground mount or overhead, will be measured for payment by the square foot. The area measured shall include only that portion of the sign modified. Payment shall include materials, removal from posts or supports when necessary, and remounting as required.

G. Temporary Audible Information Device

Temporary audible information devices are measured as the actual number furnished and installed in accordance with the manufacturer’s recommendations, which shall include all necessary materials, equipment, labor, site preparation, maintenance and removal. Each temporary audible information device will be paid for only one time regardless of the number of times it’s reused during the duration of The Work. These devices shall remain the property of the Contractor.

H. Temporary Barrier

Temporary barrier shall be measured as specified in Sections 620.

I. Temporary Curb Cut Wheelchair Ramps

Temporary curb cut wheelchair ramps are measured as the actual number formed and poured, complete and accepted, which shall include all necessary materials, equipment, labor, site preparation, maintenance and removal. No additional payment will be made for sawing existing sidewalk and removal and disposal of removed material for temporary wheelchair ramp construction. No additional payment will be made for constructing the detectable warning surface.

J. Temporary Guardrail Anchorage, Type 12

Temporary guardrail anchorage- type 12 will be measured by each assembly, complete in place and accepted according to the details shown in the plans, which shall also include the additional guardrail and appurtenances necessary for transition and connection to temporary concrete barrier. Payment shall include all necessary materials, equipment, labor, site preparation, maintenance and removal.

K. Temporary Walkways with Detectable Edging

Temporary walkways with detectable edging will be measured in linear feet (meters), complete in place and accepted, which shall include all necessary materials, equipment, labor, site preparation, temporary pipes, passing spaces, maintenance and removal. Excavation and backfill are not measured separately for payment. No payment will be made for temporary walkways where existing pavements or existing edging (that meets the requirements of MUTCD) are utilized for the temporary walkway. Payment for temporary detectable edging, including approved barriers and channelizing devices, installed on existing pavement shall be included in Traffic Control-Lump Sum.

L. Traffic Signal Installation- Temporary

Temporary traffic signal installation will be measured as specified in Section 647.

M. Work Zone Law Enforcement

When work zone law enforcement is shown as a pay item, work zone law enforcement will be measured for payment by the hour. The Contractor shall provide a daily work record containing the actual number of hours charged by the law enforcement officer. The daily work record shall be compiled on a form provided by the Department, signed by the law enforcement officer, signed by the Contractor's Worksite Traffic Control Supervisor attesting that the law enforcement was utilized during the time recorded, and then submitted to the Engineer.
Work zone law enforcement will be measured for payment by the hour up to the maximum number of hours included in the contract. The Engineer may at his discretion increase the maximum number of hours.

Payment shall be full compensation for reimbursing the law enforcement agency, and for all cost incurred by the Contractor in coordinating, scheduling, and administering the item work zone law enforcement.

If no work zone law enforcement pay item is included in the contract, then all work zone law enforcement cost shall be included in Traffic Control – Lump Sum.

**150.5 Payment**

When shown in the Schedule of Items in the Proposal, the following items will be paid for separately. Payment will be made under:

<table>
<thead>
<tr>
<th>Item No. 150</th>
<th>Traffic control - Lump sum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item No. 150</td>
<td>Traffic control, solid traffic stripe ___ inch, (color) Per linear mile</td>
</tr>
<tr>
<td>Item No. 150</td>
<td>Traffic control, skip traffic stripe ___ inch, (color) Per linear mile</td>
</tr>
<tr>
<td>Item No. 150</td>
<td>Traffic control, solid traffic stripe, thermoplastic 24 inch, color Per linear mile</td>
</tr>
<tr>
<td>Item No. 150</td>
<td>Traffic control, raised pavement markers –all types Per each</td>
</tr>
<tr>
<td>Item No. 150</td>
<td>Remove and reset, existing special guide signs, overhead, complete-in-place Per each</td>
</tr>
<tr>
<td>Item No. 150</td>
<td>Temporary walkways with detectable edging Per linear foot</td>
</tr>
<tr>
<td>Item No. 150</td>
<td>Temporary curb cut wheelchair ramps Per each</td>
</tr>
<tr>
<td>Item No. 150</td>
<td>Temporary audible information device Per each</td>
</tr>
<tr>
<td>Item No. 150</td>
<td>Single lane closure Per each</td>
</tr>
<tr>
<td>Item No. 150</td>
<td>Multilane closure Per each</td>
</tr>
<tr>
<td>Item No. 150</td>
<td>Work Zone Law Enforcement Per hour</td>
</tr>
</tbody>
</table>

**150.5.01 Enforcement and Adjustments**

The safe passage of pedestrians and traffic through and around the temporary traffic control zone, while minimizing confusion and disruption to traffic flow, shall have priority over all other Contractor activities. Continued failure of the Contractor to comply with the requirements of Section 150 - Traffic Control will result in non-refundable deductions of monies from the Contract as shown in this Subsection for non-performance of Work.

Failure of the Contractor to comply with this Specification shall be reason for the Engineer suspending all other work on the Project, except erosion control and traffic control, taking corrective action as specified in Section 105, and/or withholding payment of monies due to the Contractor for any work on the Project until traffic control deficiencies are corrected. These other actions shall be in addition to the deductions for non-performance of traffic control.

<table>
<thead>
<tr>
<th>SCHEDULE OF DEDUCTIONS FOR EACH CALENDAR DAY OF DEFICIENCIES OF TRAFFIC CONTROL INSTALLATION AND/OR MAINTENANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORIGINAL TOTAL CONTRACT AMOUNT</td>
</tr>
<tr>
<td>From More Than</td>
</tr>
<tr>
<td>$0</td>
</tr>
<tr>
<td>$100,000</td>
</tr>
<tr>
<td>$1,000,000</td>
</tr>
<tr>
<td>$5,000,000</td>
</tr>
<tr>
<td>$20,000,000</td>
</tr>
<tr>
<td>$40,000,000</td>
</tr>
</tbody>
</table>
KNOW ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Idaho (herein collectively called the "Companies"). Pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Aiza Anderson, Samuel E. Bogdan, Bryan M. Canevischi, Saykham Chanthasone, Lorraine Monique Garcia, Danielle D. Johnson, Michelle Anne McMahon, Tanya Nguyen, Aimée R. Perimond, Mercedes Photirat, Jenny Ross Bevin Photirat, Noah William Pierce, Kristyfer Pianko, Donna M. Plantec, Joshua Sanford, Bethany Stevenson, Rebecca M. Stevenson, Eric Stroh, Javonnie Whitehead, all of the city of __________ state of __________ each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this __________ day of __________ , 2019.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: ____________________________
   [Signature]
   David M. Carey, Assistant Secretary

State of PENNSYLVANIA as County of MONTGOMERY

On this __________ day of __________ , 2019 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purpose therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have heretounto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.

COMMONWEALTH OF PENNSYLVANIA

Notary Seal: Teresa Pastella, Notary Public

Upper Merion Twp., Montgomery County

My Commission Expires March 26, 2021

Member, Pennsylvania Association of Notaries

By: ____________________________
   [Signature]
   Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following by-laws and authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect as follows:

ARTICLE IV - OFFICERS: Section 12, Power of Attorney.

Any officer or any official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.


Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation - The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this __________ day of __________ , 2020.

By: ____________________________
   [Signature]
   Renee C. Llewellyn, Assistant Secretary

LMS-12673 LMC OCIC WAC Multi Co_062019
## Certificate Of Completion

**Envelope Id:** F1636F2198F9487F840DE2421BE19585  
**Status:** Completed  
**Source Envelope:**  
**Subject:** B1IPD2002139-0/REEVES CONSTRUCTION COMPANY INC  
**Document Pages:** 799  
**Certificate Pages:** 5  
**AutoNav:** Enabled  
**Enveloped Stamping:** Enabled  
**Time Zone:** (UTC-05:00) Eastern Time (US & Canada)

**Envelope Originator:**  
**Certificate Pages:** 5  
**Signatures:** 5  
**Initials:** 0  
**GDOT DocuSign Admin**  
**600 W Peachtree St, NW**  
**Atlanta, GA 30308**  
**gdot_contracts@dot.ga.gov**  
**IP Address:** 143.100.53.12

### Record Tracking

**Status:** Original  
7/30/2020 12:49:07 PM  
**Holder:** GDOT DocuSign Admin  
**gdot_contracts@dot.ga.gov**  
**Location:** DocuSign

**Security Appliance Status:** Connected  
**Pool:** StateLocal  
**Storage Appliance Status:** Connected  
**Pool:** Georgia Department of Transportation

### Signer Events

#### Lee Rushbrooke
- **Signature:**  
- **Signature Adoption:** Uploaded Signature Image  
- **Using IP Address:** 161.69.123.10  
- **Timestamp:**  
  - Sent: 7/30/2020 1:11:49 PM  
  - Viewed: 7/30/2020 1:46:36 PM  
  - Signed: 7/30/2020 2:00:42 PM

#### Joshua Sanford
- **Signature:**  
- **Signature Adoption:** Uploaded Signature Image  
- **Using IP Address:** 65.217.244.3  
- **Timestamp:**  
  - Sent: 7/30/2020 2:01:22 PM  
  - Viewed: 7/30/2020 2:21:20 PM  
  - Signed: 8/3/2020 10:18:38 AM

#### Russell R McMurry
- **Signature:**  
- **Signature Adoption:** Pre-selected Style  
- **Using IP Address:** 143.100.53.12  
- **Timestamp:**  
  - Sent: 8/3/2020 10:19:16 AM  
  - Resent: 8/18/2020 11:53:39 AM  
  - Viewed: 8/20/2020 1:11:07 PM  
  - Signed: 8/20/2020 1:11:20 PM

#### Connie J. Steele
- **Signature:**  
- **Signature Adoption:** Uploaded Signature Image  
- **Using IP Address:** 143.100.53.12  
- **Timestamp:**  
  - Sent: 8/20/2020 1:11:49 PM  
  - Resent: 8/20/2020 4:00:53 PM  
  - Viewed: 8/20/2020 5:13:54 PM  
  - Signed: 8/20/2020 5:14:35 PM

### Electronic Record and Signature Disclosure:

- **Accepted:** 8/29/2019 2:06:21 PM  
  - ID: 925db84e-5910-4842-8bb8-38b7d9db038

- **Accepted:** 9/4/2018 2:50:29 PM  
  - ID: ce198c8-c0cd-4397-9210-14510c81163e

- **Accepted:** 2/26/2016 9:35:33 AM  
  - ID: cd5459ce-99ae-409c-b25c-b6922ca5a283
<table>
<thead>
<tr>
<th>Event Category</th>
<th>Action</th>
<th>Status</th>
<th>Timestamp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Envelope Summary Events</td>
<td>Envelope Sent</td>
<td>Hashed/Encrypted</td>
<td>8/20/2020 4:00:53 PM</td>
</tr>
<tr>
<td></td>
<td>Certified Delivered</td>
<td>Security Checked</td>
<td>8/20/2020 5:13:54 PM</td>
</tr>
<tr>
<td></td>
<td>Signing Complete</td>
<td>Security Checked</td>
<td>8/20/2020 5:14:35 PM</td>
</tr>
<tr>
<td></td>
<td>Completed</td>
<td>Security Checked</td>
<td>8/20/2020 5:14:35 PM</td>
</tr>
<tr>
<td>Payment Events</td>
<td>Status</td>
<td>Timestamp</td>
<td></td>
</tr>
<tr>
<td>Electronic Record and Signature Disclosure</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, Georgia Department of Transportation (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through your DocuSign, Inc. (DocuSign) Express user account. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to these terms and conditions, please confirm your agreement by clicking the 'I agree' button at the bottom of this document.

Getting paper copies

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. For such copies, as long as you are an authorized user of the DocuSign system you will have the ability to download and print any documents we send to you through your DocuSign user account for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a $0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. To indicate to us that you are changing your mind, you must withdraw your consent using the DocuSign 'Withdraw Consent' form on the signing page of your DocuSign account. This will indicate to us that you have withdrawn your consent to receive required notices and disclosures electronically from us and you will no longer be able to use your DocuSign Express user account to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through your DocuSign user account all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.
How to contact Georgia Department of Transportation:
You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:
To contact us by email send messages to: gdot_contracts@dot.ga.gov

To advise Georgia Department of Transportation of your new e-mail address
To let us know of a change in your e-mail address where we should send notices and disclosures electronically to you, you must send an email message to us at gdot_contracts@dot.ga.gov and in the body of such request you must state: your previous e-mail address, your new e-mail address. We do not require any other information from you to change your email address.
In addition, you must notify DocuSign, Inc to arrange for your new email address to be reflected in your DocuSign account by following the process for changing e-mail in DocuSign.

To request paper copies from Georgia Department of Transportation
To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an e-mail to gdot_contracts@dot.ga.gov and in the body of such request you must state your e-mail address, full name, US Postal address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with Georgia Department of Transportation
To inform us that you no longer want to receive future notices and disclosures in electronic format you may:
   i. decline to sign a document from within your DocuSign account, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
   ii. send us an e-mail to gdot_contracts@dot.ga.gov and in the body of such request you must state your e-mail, full name, IS Postal Address, telephone number, and account number. We do not need any other information from you to withdraw consent.
   The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process.

Required hardware and software

<table>
<thead>
<tr>
<th>Operating Systems:</th>
<th>Windows2000? or WindowsXP?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browsers (for SENDERS):</td>
<td>Internet Explorer 6.0? or above</td>
</tr>
<tr>
<td>Browsers (for SIGNERS):</td>
<td>Internet Explorer 6.0?, Mozilla FireFox 1.0, NetScape 7.2 (or above)</td>
</tr>
<tr>
<td>Email:</td>
<td>Access to a valid email account</td>
</tr>
<tr>
<td>Screen Resolution:</td>
<td>800 x 600 minimum</td>
</tr>
<tr>
<td>Enabled Security Settings:</td>
<td>• Allow per session cookies</td>
</tr>
<tr>
<td></td>
<td>• Users accessing the internet behind a Proxy Server must enable HTTP 1.1 settings via proxy connection</td>
</tr>
</tbody>
</table>

** These minimum requirements are subject to change. If these requirements change, we will provide you with an email message at the email address we have on file for you at that time providing you with the revised hardware and software requirements, at which time you will have the right to withdraw your consent.
Acknowledging your access and consent to receive materials electronically
To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please verify that you were able to read this electronic disclosure and that you also were able to print on paper or electronically save this page for your future reference and access or that you were able to e-mail this disclosure and consent to an address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format on the terms and conditions described above, please let us know by clicking the 'I agree' button below.
By checking the 'I Agree' box, I confirm that:

- I can access and read this Electronic CONSENT TO ELECTRONIC RECEIPT OF ELECTRONIC RECORD AND SIGNATURE DISCLOSURES document; and

- I can print on paper the disclosure or save or send the disclosure to a place where I can print it, for future reference and access; and

- Until or unless I notify Georgia Department of Transportation as described above, I consent to receive from exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to me by Georgia Department of Transportation during the course of my relationship with you.