City of Dunwoody Georgia

4800 Ashford Dunwoody Road
Dunwoody, Georgia 30338
dunwoodyga.gov | 678.382.6700

MEMORANDUM

To: Mayor and City Council

From: Michael Smith, Public Works Director

Date: April 13, 2026

Subject: **Agreement with the Georgia Department of Transportation I- 285 East Express Lanes Enhancements**

ACTION
Authorize the City Manager or his designee to execute all documents necessary and proper for an Intergovernmental Agreement (IGA) with the Georgia Department of Transportation (GDOT) for additional enhancements as part of the I-285 East Express Lanes Project.

SUMMARY
GDOT is currently in the procurement phase to select a developer for the I-285 East Express Lanes Project. The developer will design, build, finance, operate and maintain the project. The City and Perimeter Community Improvement District (PCID) have coordinated with GDOT to incorporate enhancements into the project. GDOT has proposed an intergovernmental agreement with the city to outline the enhancement scope and establish the City/PCID funding commitments so that the enhancements can be incorporated into the developer's contract documents.

The contemplated improvements include:

- Aesthetic bridge enhancements on new bridges at Chamblee Dunwoody Road and Ashford Dunwoody Road and on the existing Perimeter Center Parkway bridge
- Operational improvements for the Ashford Dunwoody Road interchange
- Shared-use paths across the bridges at Chamblee Dunwoody Road and Ashford Dunwoody Road and at the North Shallowford Road and North Peachtree Road underpasses
- Shared-use path along Cotillion Drive between Chamblee Dunwoody Road and North Peachtree Road
- Top End Trail segment from Georgetown Court to Wisconsin Drive

The cost for the Chamblee Dunwoody bridge enhancements has been set at $1,167,000 to be paid by the city. The cost for bridge enhancements at Perimeter Center Parkway and Ashford Dunwoody Road is $3,432,000 to be paid by the city and reimbursed by PCID. The remaining improvements are proposed to be included in the project at no cost to the city or PCID. The City is proposing to delay payment for the enhancements until GDOT completes the financial closing with the developer.

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For the Top End Trail segment, GDOT plans to work with the developer as construction plans are developed to locate the trail entirely within the existing GDOT right-of-way. If this is not feasible then the City will be responsible for acquiring any additional right of way needed for the trail construction.

RECOMMENDED ACTION

Authorize the City Manager or his designee to execute all documents necessary and proper for an Intergovernmental Agreement (IGA) with the Georgia Department of Transportation (GDOT) for additional enhancements as part of the I-285 East Express Lanes Project.

INTERGOVERNMENTAL AGREEMENT

BY AND BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

CITY OF DUNWOODY

Relating To

Project Description: Access to local roads and Additional Enhancement Features as part of the I-285 East Express Lanes Project

P.I. Numbers 0001758, 0013914, 0017135, 0019965, 0019966, and 0019967

This Intergovernmental Agreement (hereinafter this "**Agreement**") is made and entered into this _____ day of _____, 20____, (the "**Effective Date**") by and between:

(a) the Georgia Department of Transportation, a public agency of the State of Georgia (the "**State**"), hereinafter called ("**GDOT**" or the "**Department**"), whose address is 600 W. Peachtree Street, NW, Atlanta, Georgia 30308; and

(b) the City of Dunwoody, acting by and through its Mayor, (the "**Local Government**"), whose address is 4800 Ashford Dunwoody Road, Dunwoody, GA 30338,

hereinafter individually referred to as a "**Party**" or collectively as the "**Parties**".

WHEREAS, GDOT and the State and Road Tollway Authority ("**SRTA**" or the "**Authority**") have determined there exists a need to develop, plan, engineer, design, acquire, construct, operate, toll and maintain new express lanes along I-285 from the vicinity of Northside Drive to I-20/I-285 East Interchange and along portions of SR 400 and I-85 (the "**I-285 East EL Project**" or the "**Project**"); and

WHEREAS, pursuant to O.C.G.A § 32-2-2, GDOT has certain powers and duties, including, but not limited to (i) the power and duty to plan, designate, improve, manage, control, construct and maintain a state highway system and have control of and responsibility for all construction, maintenance or any other work upon the state highway system; and (ii) the authority to negotiate, let and enter into contracts with SRTA for the construction and maintenance of any public road; and

WHEREAS, pursuant to O.C.G.A § 32-2-2 and O.C.G.A § 32-2-80, GDOT is authorized to undertake the procurement for the Project as a public private partnership; and

WHEREAS, pursuant to O.C.G.A § 32-2-80 and O.C.G.A § 32-2-82, GDOT is authorized to undertake the Project through a multi-phased approach (each a "**Phase**" and collectively the "**Phases**"), and to procure, develop, implement and administer the first Phase of the Project through a public private partnership delivery method pursuant to O.C.G.A §§ 32-3-78 *et seq.,* and any applicable future Phases of the Project initially pursuant to a comprehensive development agreement ("**CDA**"), and subsequently pursuant to applicable provisions of law, including through a public private partnership or alternative contracting methods under O.C.G.A §32-3-82; and

WHEREAS, it is contemplated that GDOT will enter into the CDA with a developer ("**CDA Developer**") for the Project, to perform design and development work for the future Phases of the Project; and

WHEREAS, it is contemplated that SRTA will provide for the design, construction, financing, operations, tolling and maintenance of the Project by executing and delivering an agreement for the first Phase, and agreements for any applicable future Phase (each, a "**Phase Agreement**"), with a private-sector developer for such Phase (each, a "**Phase Developer**"); and

WHEREAS, GDOT is undertaking certain pre-let activities, including the entry into necessary arrangements with the Local Government in respect of the Project, and the preparation of applicable contractual terms and conditions for the CDA and for each Phase Agreement; and

WHEREAS, the State Transportation Board (the "**Board**"), for GDOT, on May 16, 2024 and SRTA on June 6, 2024 adopted a joint resolution (the "**Joint Resolution**") in respect of the foregoing; and

WHEREAS, GDOT issued a request for proposals for the Project (the "**RFP**") on March 25, 2025 to four shortlisted proposers (the **"Shortlisted Proposers"**); and

WHEREAS, the Project will include, in one or more of the Phases, access to the Local Government's roadway(s) (including modifications to such roadways as may be required) for the purpose of the work required for the relevant Phase, as depicted in Exhibit A (*Phase O&M Limits*) (as may be updated from time to time) (the "**Project Access**"); and

WHEREAS, the Local Government and GDOT intend to incorporate into the Project, in one or more of the Phases, certain additional features and enhancements as described in Exhibit B (*Additional Enhancement Features*) (as may be updated from time to time), (the "**Additional Enhancement Features**"; and

WHEREAS, each Phase Developer will be responsible for the final design and construction of its respective Phase of the Project, including the Additional Enhancement Features, pursuant to the relevant Phase Agreement; and

WHEREAS, the Parties are permitted to enter into intergovernmental contracts pursuant to Article IX, Section III, Paragraph I(a) of the Constitution of the State which provides, in pertinent part, as follows:

"[t]he state, or any institution, department, or other agency thereof, and any ... or other political subdivision of the state may contract for any period not exceeding 50 years with each other or with any other public agency, public corporation, or public authority for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services, or facilities which the contracting parties-are authorized by law to undertake or provide..."; and

WHEREAS, it is contemplated that GDOT will act as SRTA's project manager and agent, pursuant to one or more intergovernmental agreements between GDOT and SRTA, with regard to the management and oversight of each Phase of the Project during the design & construction period, and with regard to oversight of each Phase Developer's performance of their non-tolling and maintenance obligations; and

WHEREAS, the Local Government has represented to GDOT a desire to cooperate with GDOT in respect of the Project Access and the delivery, and funding for, of the Additional Enhancement Features as set out herein and GDOT has relied upon such representations; and

WHEREAS, GDOT and the Local Government, by and through their respective governing bodies, desire to enter into this Agreement for the purpose of establishing the duties of each Party

with respect to the Project Access and funding of and development, design, construction and maintenance of the Additional Enhancement Features.

NOW THEREFORE, in consideration of the foregoing, the mutual promises made and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties do hereby agree as follows:

1. **GENERAL PROVISIONS**

1.1 **Recitals and Premises a Part of Agreement**

GDOT and the Local Government hereby agree that the foregoing recitals and premises shall constitute a part of this Agreement.

1.2 **Representation of the Parties**

GDOT and the Local Government have the power to enter into this Agreement and to perform all obligations contained herein, and have, by proper action, duly authorized the execution, delivery and performance of this Agreement.

1.3 **Scope of the Agreement**

(a) This Agreement sets out:

(i) the rights, roles, responsibilities and understanding of GDOT and the Local Government relating to the Project Access and planning, design, construction and maintenance of the Additional Enhancement Features as part of a Phase or Phases of the Project;

(ii) the terms that GDOT shall ensure are included in the relevant Phase Agreement(s) to facilitate the Project Access and development, design, construction and maintenance by the relevant Phase Developer(s) of the Additional Enhancement Features; and

(iii) the allocation of certain costs in respect of the Additional Enhancement Features and matters related thereto.

(b) GDOT and the Local Government each covenant and agree to cooperate in good faith with the other Party hereto with respect to the Project Access and the achievement of the development, design, construction and ongoing maintenance of the Additional Enhancement Features as contemplated in this Agreement.

1.4 **Role of GDOT in the Project**

(a) It is acknowledged by and between GDOT and the Local Government that:

(i) GDOT is the procuring authority for the Project, the public sector counterparty to the CDA, and SRTA's agent and project manager in respect of each Phase;

(ii) in this capacity, GDOT will have certain rights to inspect, review, approve, make determinations and otherwise manage and oversee the development, design, construction and maintenance of each Phase of the Project, pursuant to the terms of the RFP, the CDA, each Phase Agreement and the separate intergovernmental agreement between GDOT and SRTA for each Phase; and

(iii) GDOT's exercise of these rights and obligations is for the sole purpose of representing the public's interests and the interests of GDOT and SRTA.

(b) The foregoing acknowledgements in no way relieve the Local Government of its responsibilities under the terms of this Agreement.

1.5 **Updates to Exhibits**

(a) The Local Government acknowledges that the content of the following Exhibits may be updated as part of the procurement process and/or the work under the CDA and relevant Phase Agreement(s):

(i) Exhibit A (Phase O&M Limits); and

(ii) Exhibit D (Performance and Measurement Tables).

(b) Where such updates are relevant to the scope of this Agreement, the Local Government acknowledges that GDOT, itself or through the CDA Developer or relevant Phase Developer, may update the applicable Exhibit by giving notice to the Local Government containing the updated Exhibit.

2. **TERM OF AGREEMENT**

The term of this Agreement (the "**Term**") shall commence on the Effective Date and expire fifty (50) years after the Effective Date.

3. **MATERIALS TO BE PROVIDED; PROCUREMENT**

3.1 **Provided Materials**

(a) The Local Government has provided certain plans, drawings, standards, specifications and/or associated information relating to the Additional Enhancement Features, which are attached as Exhibit B (*Additional Enhancement Features*) to this Agreement.

(b) The Local Government shall be responsible for the professional quality, technical accuracy, and coordination of all materials furnished by or on behalf of the Local Government to GDOT.

(c) If requested by GDOT the Local Government shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the materials. The Parties shall update Exhibit B (*Additional Enhancement Features*) to reflect the correction or revision of such materials.

(d) If there is any conflict, ambiguity or inconsistency between any of the materials furnished by or on behalf of the Local Government to GDOT (as attached as Exhibit B (*Additional Enhancement Features*)), and the technical provisions for the relevant Phase, the Local Government shall be given the opportunity to resolve such conflict, ambiguity or inconsistency. If a conflict cannot be resolved, then the technical provisions shall prevail.

3.2 **Roadway Information and Records**

(a) Upon request, the Local Government will provide GDOT with the following information and records for any existing roadway(s) affected by the Project Access and Additional Enhancement Features, to the extent that they are available, at no cost or expense to GDOT:

(i) utility, drainage, access driveway, sign advertising and limited use permits;

(ii) as-built construction plans and records;

(iii) bridge inspection reports and ratings;

(iv) photo and video logs, aerial photos, right-of-way maps and parcel files;

(v) road inventory data;

(vi) pavement condition ratings;

(vii) signal files including timing sequence and repair history;

(viii) accident reports and statistics;

(ix) traffic data; and

(x) any other available data or documentation which may be requested by GDOT.

(b) GDOT may provide any or all of this information to its contractors and consultants, SRTA, the Shortlisted Proposer teams (during the procurement of the Project), the CDA Developer, any Phase Developer, and the affiliates, employees, contractors and consultants of any of the foregoing in connection with the Project.

(c) The Local Government makes no representation or guarantee as to the accuracy, completeness, or fitness of the information provided under this Section 3.2.

3.3 **Notice of Relevant Phase Developer(s)**

(a) Project Access will be required for, and the Additional Enhancement Features will be included in one or more of the Phases for the Project.

(b) Upon the execution of:

(i) any Phase Agreement for a Phase that requires Project Access and includes all or part of the Additional Enhancement Features; or

(ii) an amendment to an existing Phase Agreement that results in Project Access being required for a Phase and all or part of the Additional Enhancement Features coming within a Phase,

GDOT will inform the Local Government of the contact details for the relevant Phase Developer, to facilitate performance of this Agreement by the Local Government and of the Phase Developer with the relevant Phase Agreement.

4. **DESIGN AND CONSTRUCTION**

4.1 **Description of Work**

In exercising its rights and responsibilities with respect to the Project as set out in Section 1.4 (*Role of GDOT in the Project*), GDOT shall use its best efforts to provide Project Access and cause the design and construction of the Additional Enhancement Features in accordance with the terms of this Agreement. In the event the Additional Enhancement Features are unable to be provided, any funds contributed by the Local Government regarding these Additional Enhancement Features will be refunded to the Local Government.

4.2 **Design**

(a) The Local Government acknowledges that the CDA Developer and/or the relevant Phase Developer(s) shall be responsible for the design, engineering, and preparation of all plans and specifications for construction of the Project, including the final design.

(b) GDOT, as counterparty to the CDA and SRTA's project manager and agent for each Phase, shall have the right to review and accept the design submittals and plans relating to each Phase, including relating to the Additional Enhancement Features, in accordance with the CDA or relevant Phase Agreement, as applicable. The Local Government shall have the opportunity to review the design for features included in Exhibit B to confirm that the design is consistent with this Agreement. In the event the Local Government determines the design or features are not in conformity, then the Parties shall attempt to resolve the matter and if no mutual resolution is reached, the Local Government shall be entitled to a refund of any monies paid by the Local Government.

(c) Upon the request of the Local Government, GDOT shall make available to the Local Government copies of "As Built" plans related to the modifications to Local Roadways if required for the work for the relevant Phase, as well as the Additional Enhancement Features, after final acceptance of the relevant Phase.

4.3 **Construction Completion**

(a) GDOT shall provide to the Local Government testing, quality control documentation and photos during construction of the project elements that are to be turned over to the Local Government for maintenance.

(b) GDOT shall inform the Local Government of the anticipated date for the substantial completion of construction and achievement of services commencement of a Phase (**"Services Commencement"**), not less than three (3) months prior to the expected date for Services Commencement.

~~(a)~~(c) Prior to Service Commencement, GDOT shall provide an opportunity for the Local Government to observe the Additional Enhancement Features and provide a punch list for correction of any incomplete or deficient work,

~~(b)~~(d) GDOT shall inform the Local Government of the actual achievement of Services Commencement for each Phase, promptly following achievement.

5. **MAINTENANCE; TRANSFER**

5.1 **Local Government obligations**

Subject to Sections 5.2 (*Maintenance During Construction*) and 5.3 *(Transfer and Maintenance following Services Commencement*), the Local Government shall retain full ownership and responsibility, including maintenance and operations, of the roadway(s), sidewalks, surfaces, shoulders, roadsides, sidewalks, environmental features, landscaping, hardscaping, structures, erosion control measures and traffic control devices, that are subject to the Project Access and Additional Enhancement Features.

5.2 **Maintenance during Construction**

To the extent portions of the Local Government roadway fall within the Phase Developer's operations and maintenance limits for a Phase ("**Phase O&M Limits**") as shown in Exhibit A (*Phase O&M Limits*) (as may be updated), GDOT shall require the relevant Phase Developer to perform the maintenance of such portions of the roadway in order to meet the performance objectives and performance criteria set out in Exhibit D (*Performance and Measurement Tables*), from the date the relevant Phase Developer commences construction of the Phase (as notified by GDOT to the Local Government), until Services Commencement of such Phase.

5.3 **Transfer and Maintenance following Services Commencement**

Upon the occurrence of Services Commencement of each Phase, GDOT shall cause the relevant Phase Developer to:

(a) update the Phase O&M Limits to identify any elements of the Project in the Local Government right of way for which the Phase Developer shall retain maintenance responsibility following Services Commencement of such Phase (and Exhibit A (*Phase O&M Limits*) shall be updated accordingly as contemplated in Section 1.5 (*Updates to Exhibits*)); and

(b) transfer all elements of the Project in the Local Government right of way that will not be maintained by the Phase Developer to the Local Government, and the Local Government shall have full ownership and responsibility, including maintenance and operations, for such elements from Services Commencement.

(c) turn over the Georgetown Trail to the Local Government for maintenance and operations through an encroachment permit.

~~(b)~~(d) Every effort will be made to delineate the O&M Limits in a practical manner so that the Limits do not split maintenance responsibility for infrastructure that are impractical to maintain or repair in part (e.g. stormwater water structure, sidewalk curb ramp).

6. RIGHT OF WAY

6.1 If necessary for the design, construction, and maintenance of the Project (including the Additional Enhancement Features) as contemplated by this Agreement, the Local Government shall provide to GDOT, or cause to be provided, access rights to the Local Government's right of way.

6.2 Such rights shall include access as necessary for:

(a) the design and construction of the Project (including the Additional Enhancement Features), including access after Services Commencement for repair of defects subject to a warranty and performing final acceptance activities; and

(b) the maintenance of any element of the Project in the Local Government right of way (including the Additional Enhancement Features) that will continue to be maintained by the Phase Developer after Services Commencement.

6.3 Upon the transfer of the elements of the Project in the Local Government right of way (including Additional Enhancement Features) upon Services Commencement in accordance with Section 5.3(b) (*Transfer and Maintenance following Services Commencement*) and to the extent necessary for the purposes of the Local Government's obligations in respect of the maintenance of such elements under Section 5.3(b) (*Transfer and Maintenance following Services Commencement*), GDOT shall transfer the necessary right of way to the Local Government.

7. TRAFFIC MANAGEMENT

7.1 Local Closure Requests

(a) The Local Government agrees and acknowledges that a Phase Developer's work may, from time to time, necessitate temporary closures of local roads, streets, parks, trails, pedestrian and/or recreation facilities (each a "**Local Closure**") during construction and maintenance of the Project.

(b) GDOT shall ensure that terms are included in the relevant Phase 1 Agreement(s) requiring the relevant Phase Developer to:

(i) co-ordinate with the Local Government regarding any Local Closures;

(ii) give at least 7 days prior notice of any Local Closure to GDOT and the Local Government;

(iii) comply with the traffic control and management provisions of the relevant Phase Agreement; and

(iv) mitigate any Local Closures or interference, to the extent possible, with the traffic on the roads, streets, parks, trails, pedestrian and/or recreation facilities of the Local Government.

(c) Provided the relevant Phase Developer complies with the requirements referenced in Section 7.1(b)(i) to (iv), the Local Government shall grant each Local Closure to the relevant Phase Developer.

7.2 Traffic management information

GDOT will provide timely information, including when necessary media alerts and press releases, regarding local lane/road closure activities in respect of the Project in order for the Local Government to provide adequate notice to the public regarding local impacts to traffic.

8. COOPERATION AND COORDINATION

8.1 The Local Government acknowledges and agrees that the CDA Developer and each relevant Phase Developer may consult the Local Government regarding work which might affect the Local Government in general, including work necessary to tie-in any part of a Phase to and from Local Government roadways.

8.2 In respect of the Project, the Local Government shall:

(a) comply with the terms of this Agreement;

(b) reasonably cooperate with the CDA Developer and each relevant Phase Developer;

(c) not unreasonably interfere with the CDA Developer or any Phase Developer's performance of their work in respect of the Project;

(d) not interfere with traffic on the express lanes or entry and exit to the express lanes on the general purpose lanes, except in coordination with, and agreement by, GDOT as agent and project manager for each Phase of the Project; and

(e) not cause damage to the Project.

8.3 The Local Government and GDOT shall work together in good faith to identify, avoid, and resolve any conflicts between the Local Government's plans and regional projects and the Project.

9. **PERMITTING**

9.1 The Local Government will remain the permitting agency responsible for all:

(a) utility permitting; and

(b) other access control permitting,

in respect of the Local Government right of way affected by the Project Access and the Additional Enhancement Features, without cost or expense to GDOT.

9.2 The Local Government will coordinate with GDOT and the relevant Phase Developer before issuing any new permits during the Term, to the extent such permits could:

(a) affect utilities and/or facilities identified within the Phase O&M Limits (as may be updated from time to time); or

(b) affect traffic on the express lanes or the entries and exits to the express lanes on the general purpose lanes.

10. **PAYMENT OBLIGATIONS**

(a) GDOT or the relevant Phase Developer will fund the costs associated with the design and construction of the Additional Enhancement Features not funded pursuant to Section 10(b)(b) below.

(b) The Local Government will fund the costs associated with the Additional Enhancement Features in the amount as specified in Exhibit C (*Payment Obligations*) and will provide payment to GDOT at the time of financial closing with the Developer.

11. MISCELLANEOUS

11.1 Notices

Any and all notices or other communications (including any certificates, requests, demands, consent or approval) which may be required hereunder shall be in writing and shall be deemed given when sent by e-mail, via hand delivery, overnight delivery using a nationally recognized overnight delivery service, or mailed or transmitted by United States certified mail, return receipt requested; in each case addressed as follows:

(a) If GDOT, to:

Georgia Department of Transportation
600 W. Peachtree Street, NW
Atlanta, Georgia 30308
ATTN: Chief Engineer

with a copy to:

Georgia Department of Transportation
600 W. Peachtree Street, NW
Atlanta, Georgia 30308
ATTN: P3 Division Director

(b) if City of Dunwoody, to:

City of Dunwoody
4800 Ashford Dunwoody Road
Dunwoody, Georgia 30338
ATTN: City Administrator

The date on which such notice is delivered will be deemed the date thereof.

Either Party may from time to time, by five (5) days' prior notice to the other Party in writing, specify a different address to which notices will be sent. Rejection or refusal to accept a notice or inability to deliver a notice because of a changed address of which no notice was given will be deemed a delivery of the notice on the date when postmarked.

11.2 No Third-Party Beneficiaries

Nothing contained herein shall be construed as conferring upon or giving to any person, other than the Parties hereto, any rights or benefits whatever under or by reason of this Agreement.

11.3 No Assignments

Neither Party may assign any interest in this Agreement by assignment, transfer, or novation, without prior written consent of the other Party.

11.4 **Entire Agreement/Modifications**

(a) This Agreement (including, without limitation, any and all Exhibits attached hereto and any and all documents incorporated by reference herein) and any and all instruments and other documents delivered pursuant to this Agreement constitutes the entire agreement between the Parties with respect to the subject matter hereof.

(b) No representations were made or relied upon by either Party, other than those that are expressly set forth herein.

(c) Any modification or amendment of this Agreement shall be valid only when it has been reduced to writing and executed by both Parties.

11.5 **Termination**

GDOT and the Local Government reserves the right to terminate this Agreement at any time for just cause, or in the event that the Project does not advance to construction.~~for any cause upon thirty (30) days written notice to the Local Government~~.

11.6 **Binding Effect**

This Agreement and any and all provisions hereto, shall inure to the benefit of and shall be binding upon GDOT and the Local Government and their respective successors and assigns, subject, however, to the limitations contained in this Agreement.

11.7 **Governing Law**

This Agreement is made and entered into in Fulton County, Georgia, pursuant to and shall be governed by and construed under the laws of the State of Georgia. The sole and exclusive venue for the enforcement of this Agreement, or any right or obligation hereunder, by either Party shall be the Superior Court of Fulton County, Georgia.

11.8 **Severability**

In the event any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision of this Agreement nor limit or impair the operation of any other provision of this Agreement.

11.9 **Execution Counterparts**

This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

11.10 **Compliance with Law**

(a) The Local Government certifies that:

(i) The provisions of Sections 45-10-20 through 45-10-28 of the Official Code of Georgia Annotated relating to Conflict of Interest and State employees and officials trading with the State have been complied with in full.

(ii) The Local Government shall comply and shall require its consultants, subconsultants, and subcontractors to comply with all applicable requirements of the American with Disabilities Act of 1990 (ADA), 42 U.S.C. 12101, *et seq*. and 49 U.S.C. 322; Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 791; and regulations and amendments thereto.

(b) The Local Government acknowledges and agrees that failure to complete appropriate certifications or the submission of a false certification shall result in the termination of this Agreement.

11.11 **Exhibits and Attachments**

The Parties acknowledge that the following exhibits to this Agreement are hereby incorporated into and made a part of this Agreement:

Exhibit A – Phase O&M Limits

Exhibit B – Additional Enhancement Features

Exhibit C – Payment Obligations

Exhibit D – Performance and Measurement Tables

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

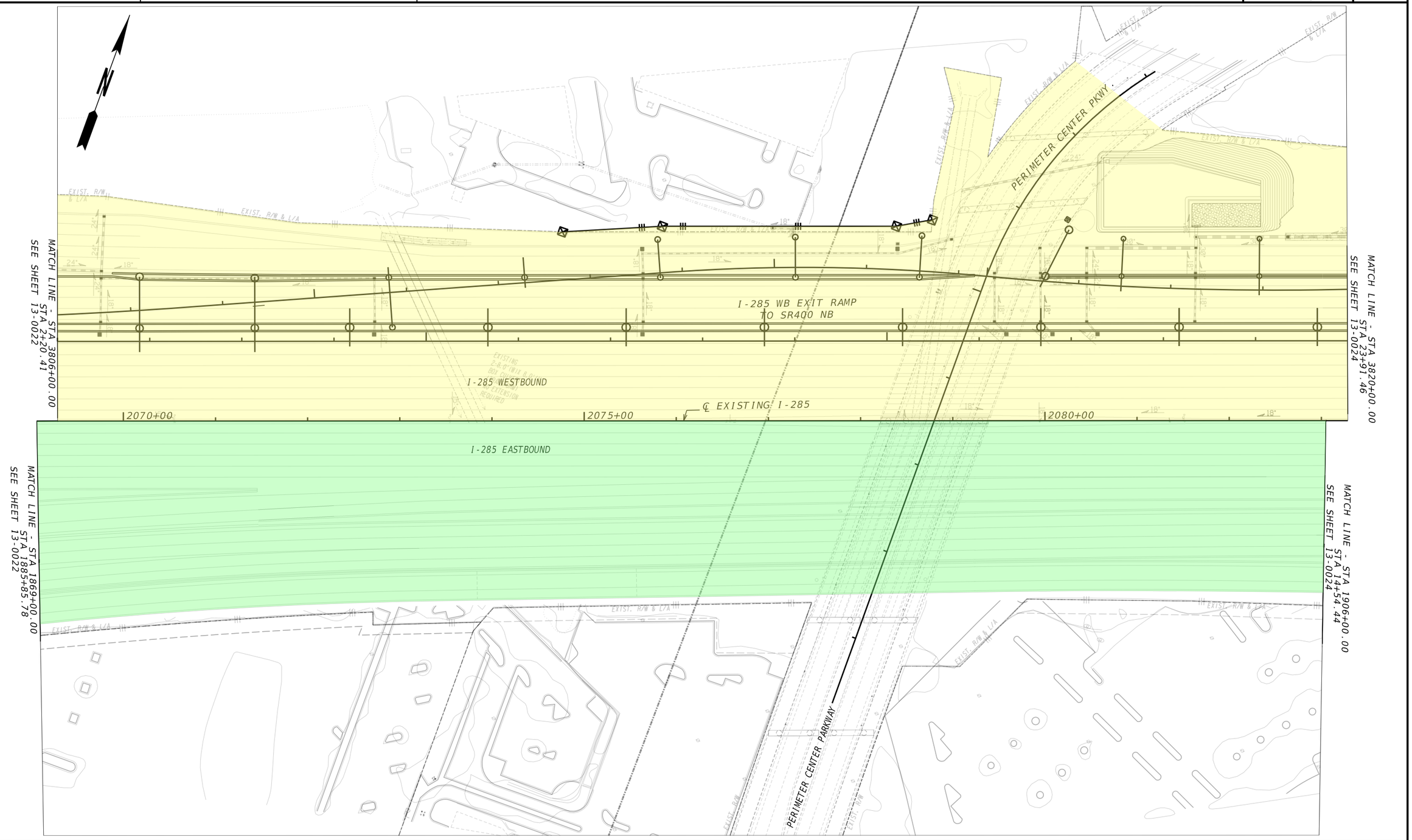
IN WITNESS WHEREOF, GDOT and the Local Government have caused these presents to be executed under seal by their duly authorized representatives.

GEORGIA DEPARTMENT OF TRANSPORTATION:	**LOCAL GOVERNMENT:**
By: _____ Commissioner	By: _____ This Agreement, approved by the LOCAL GOVERNMENT, the day of _____, 20_____
ATTEST:	**ATTEST:**
By: _____ Treasurer	By: _____ _____ Federal Employee Identification Number

EXHIBIT A – PHASE O&M LIMITS

The Parties agree that the maps below may be updated from time to time to reflect revisions to the scope of a Phase of the Project in accordance with Section 1.5 (*Updates to Exhibits*).

23



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

0 50 100 200

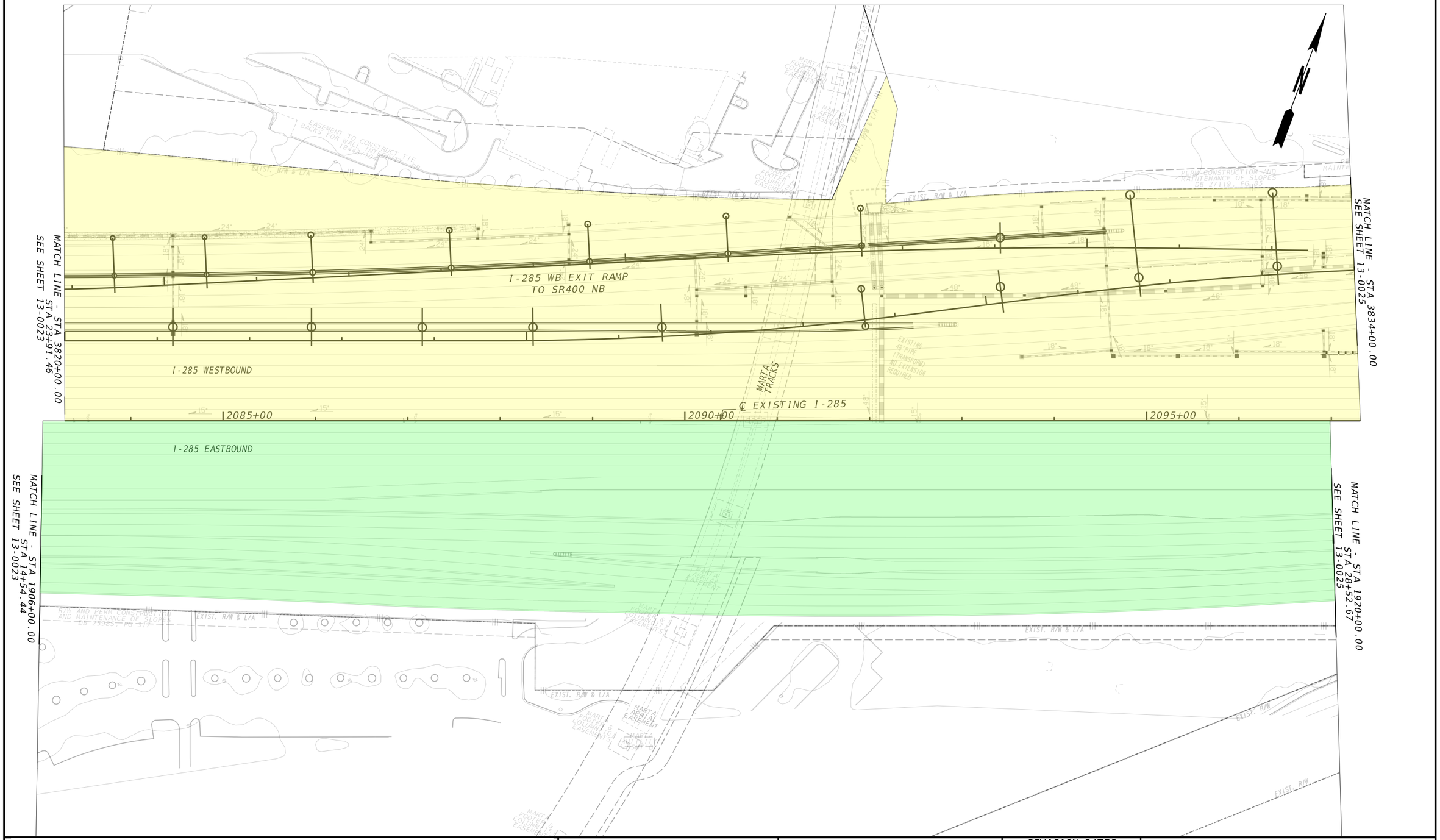
GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		13-0023
VERIFIED:		DATE:		

24



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

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GDOT
Georgia Department of Transportation

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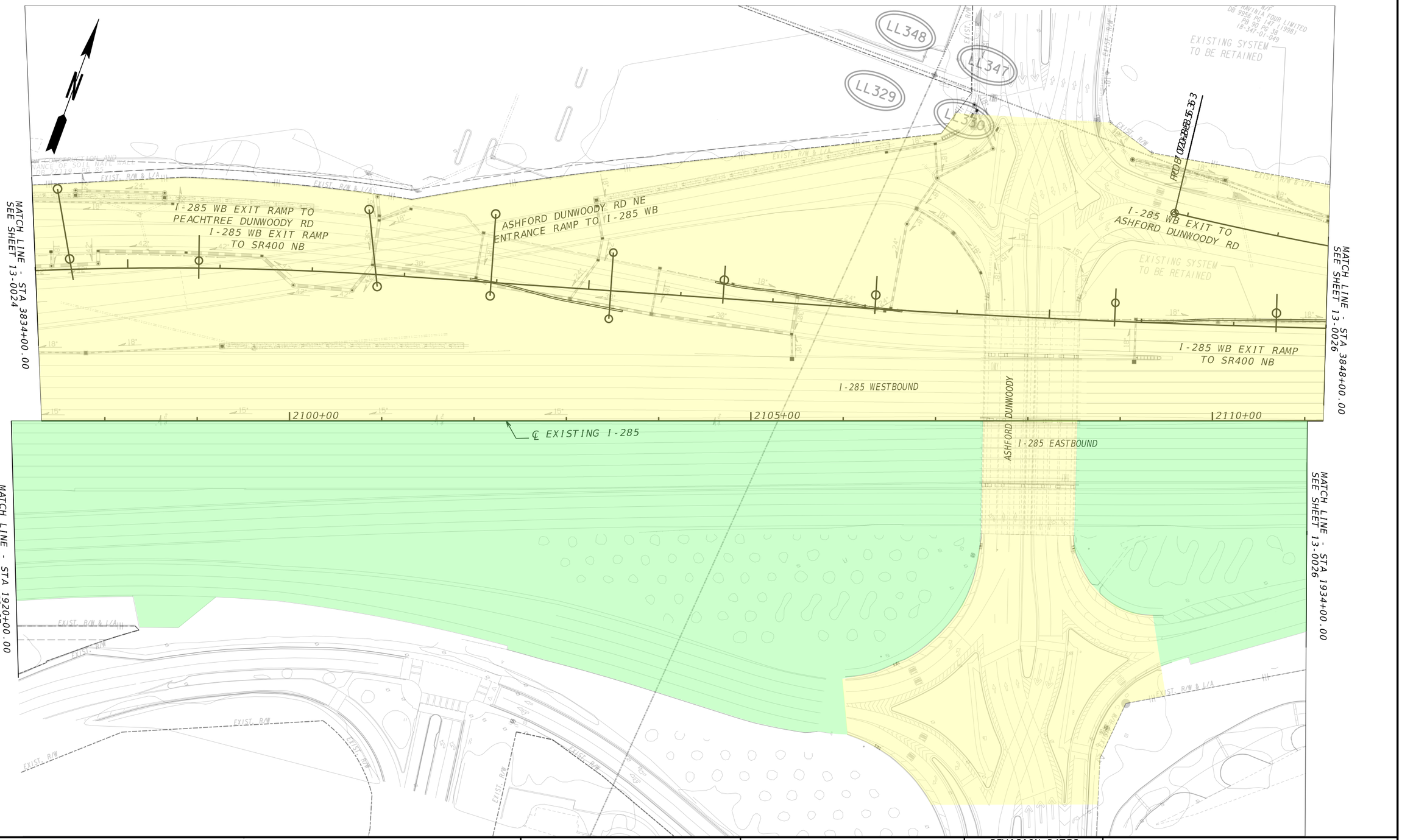
VERIFIED:		DATE:	

10/23/2015 GPLN

25



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

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GDOT
Georgia Department of Transportation

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I-285 EAST EXPRESS LANES PROJECT
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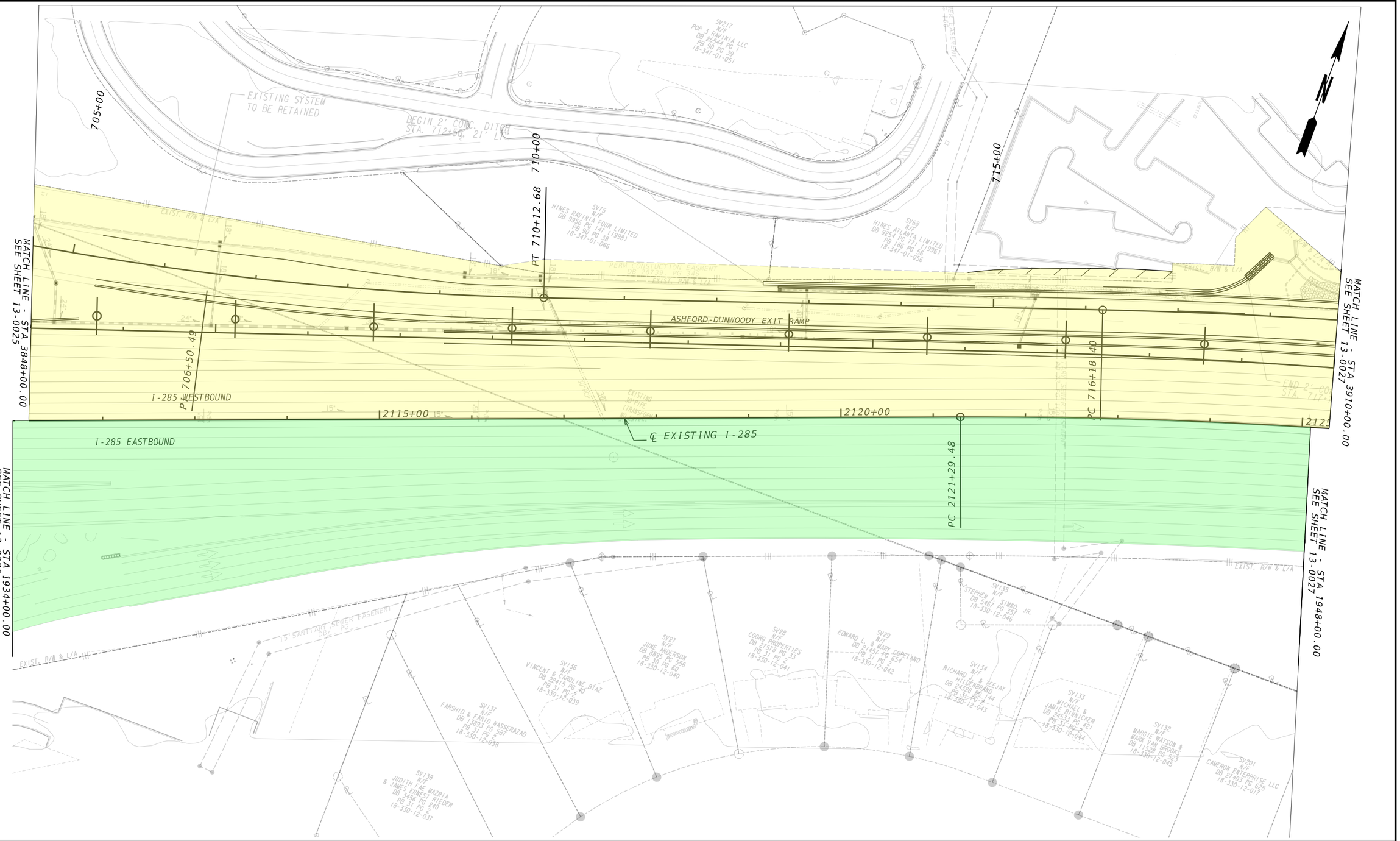
BACKCHECKED:		DATE:		13-0025
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

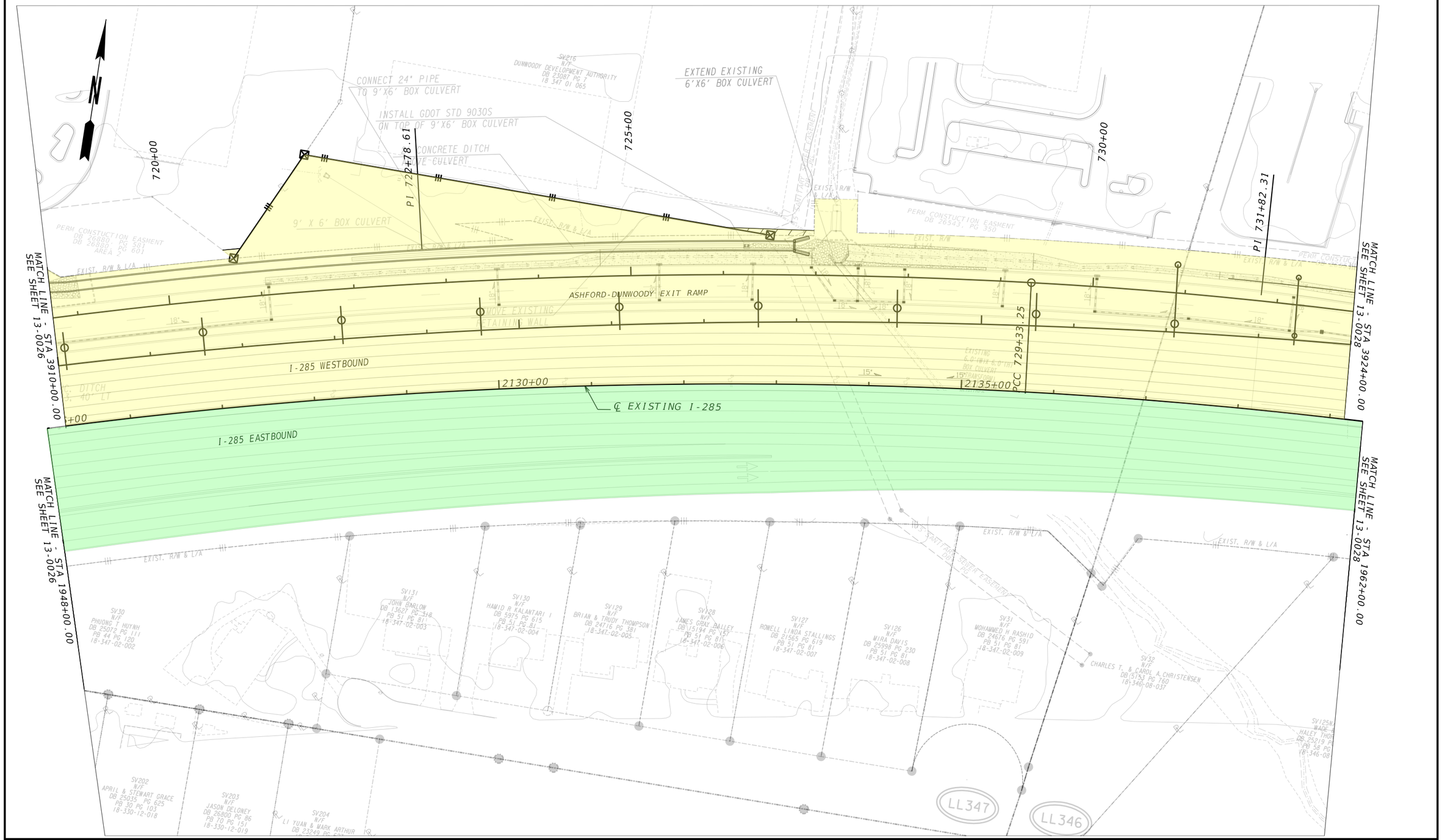
SCALE IN FEET
0 50 100 200

GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0026
CORRECTED:		DATE:		
VERIFIED:		DATE:		



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET
0 50 100 200

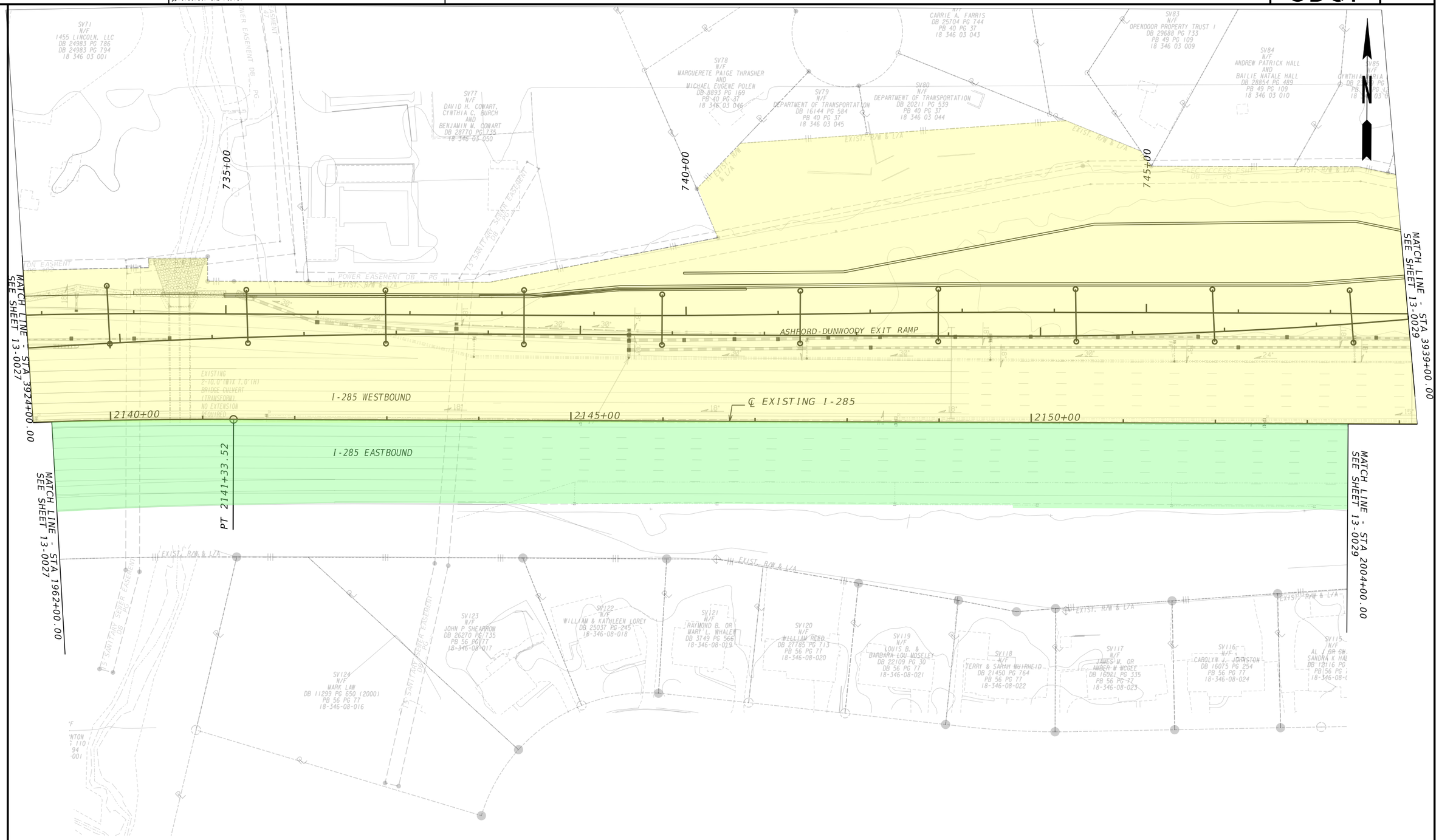
GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		13-0027
VERIFIED:		DATE:		

10/23/2015 GPLN



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET
0 50 100 200

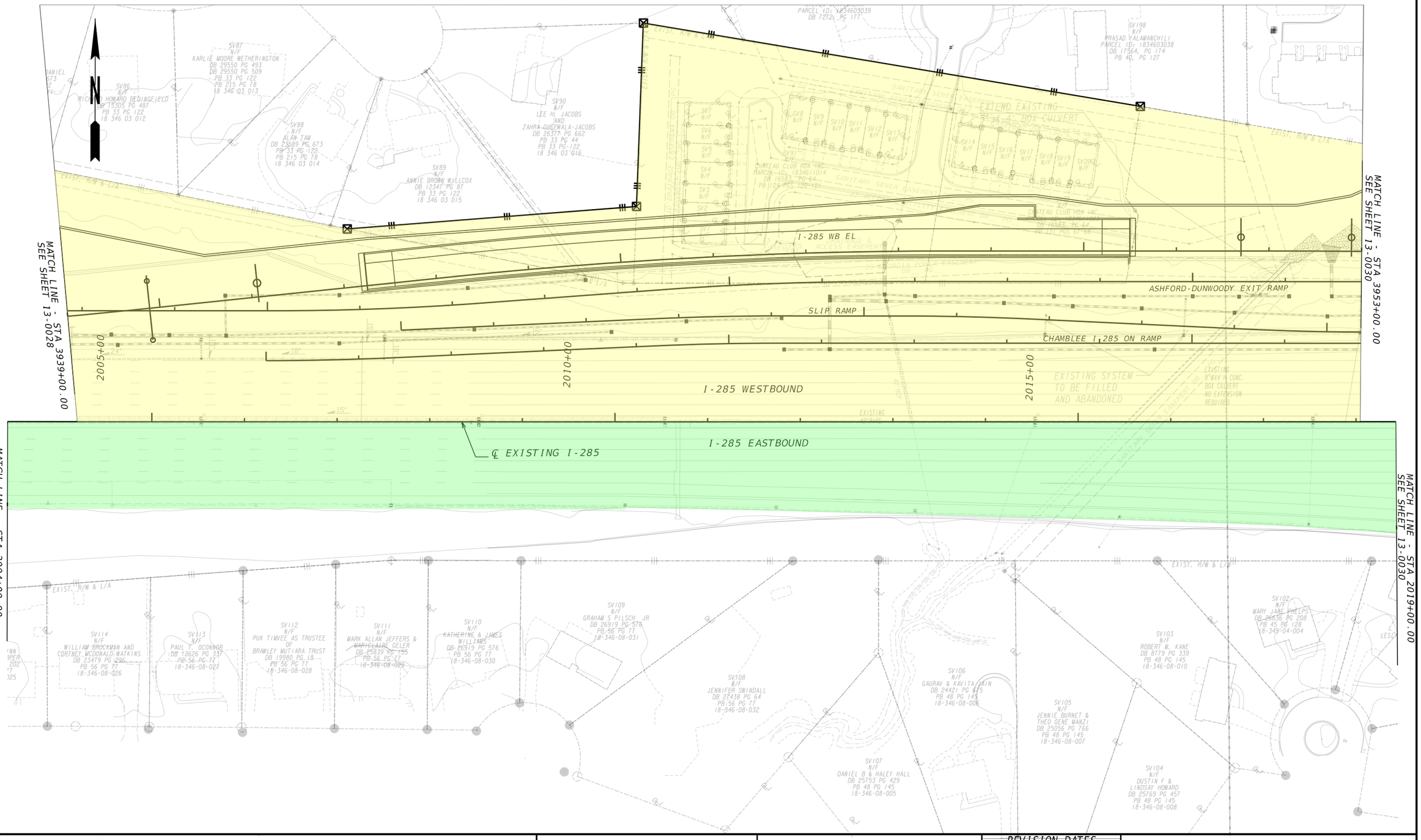
GDOT
Georgia Department of Transportation

REVISION DATES		

I-285 EAST EXPRESS LANES PROJECT O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0028
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

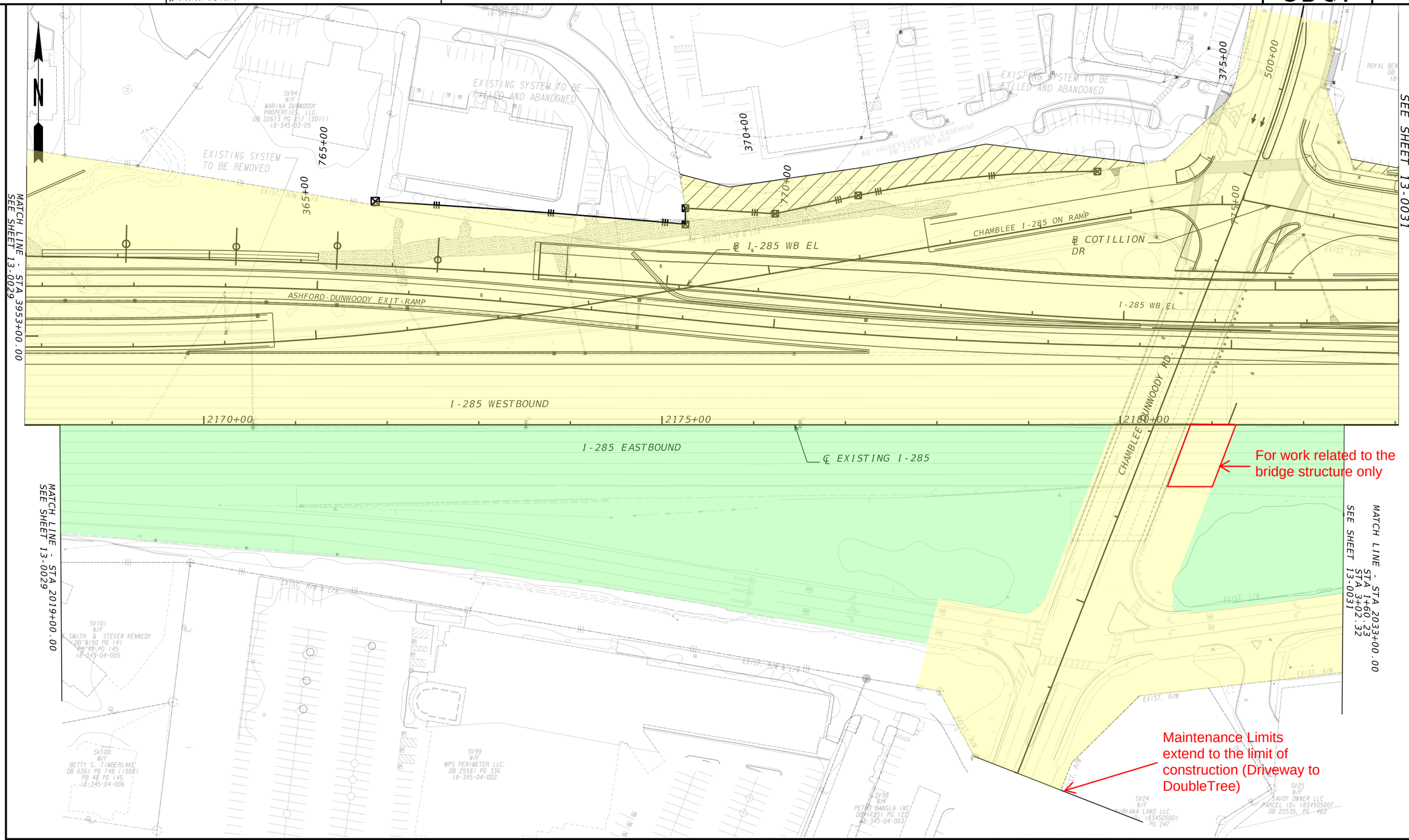
SCALE IN FEET
0 50 100 200

GDOT
Georgia Department of Transportation

REVISION DATES		

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0029
CORRECTED:		DATE:		
VERIFIED:		DATE:		



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET
0 50 100 200

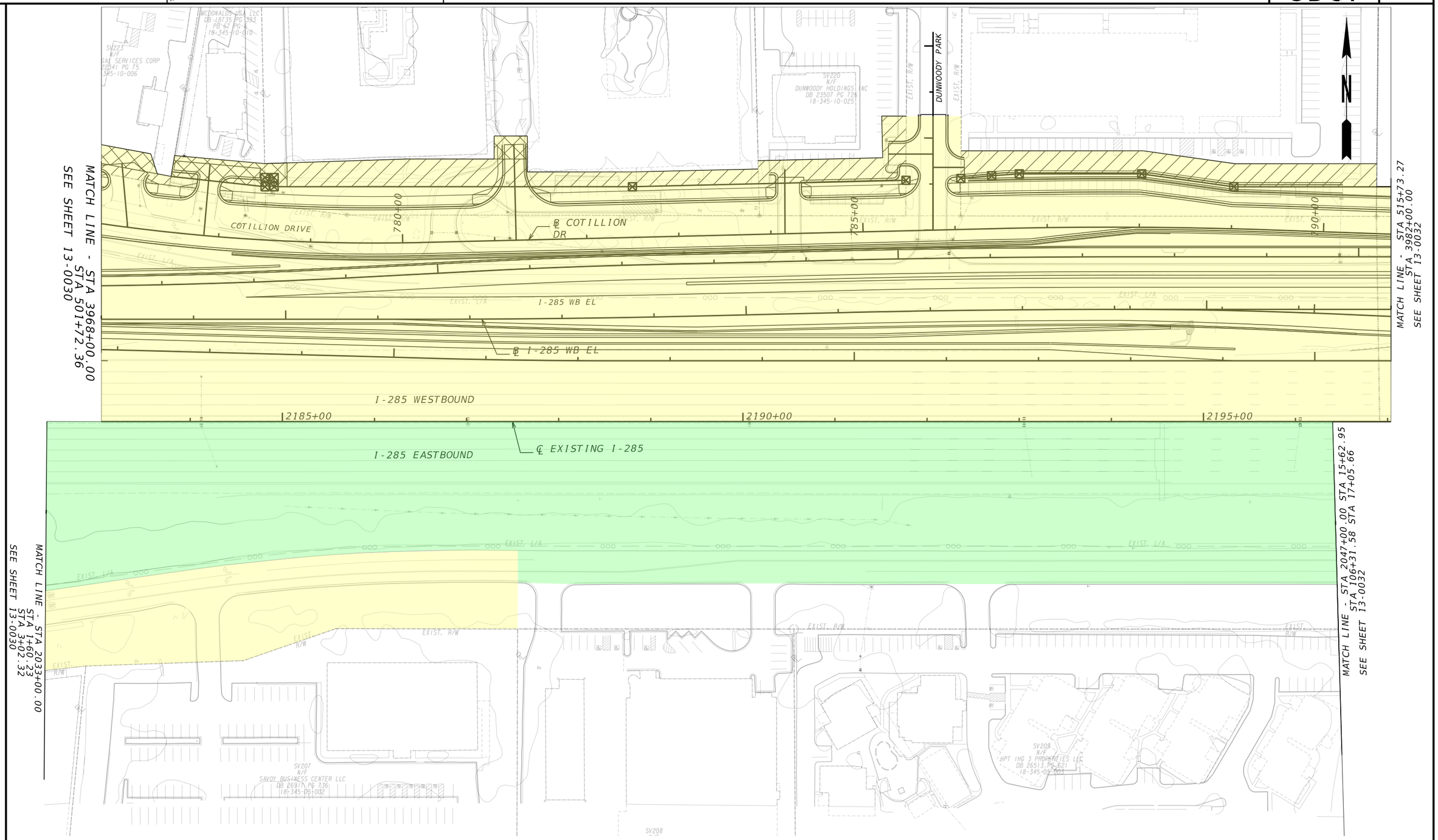
GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0030
CORRECTED:		DATE:		
VERIFIED:		DATE:		

31



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

0 50 100 200

GDOT

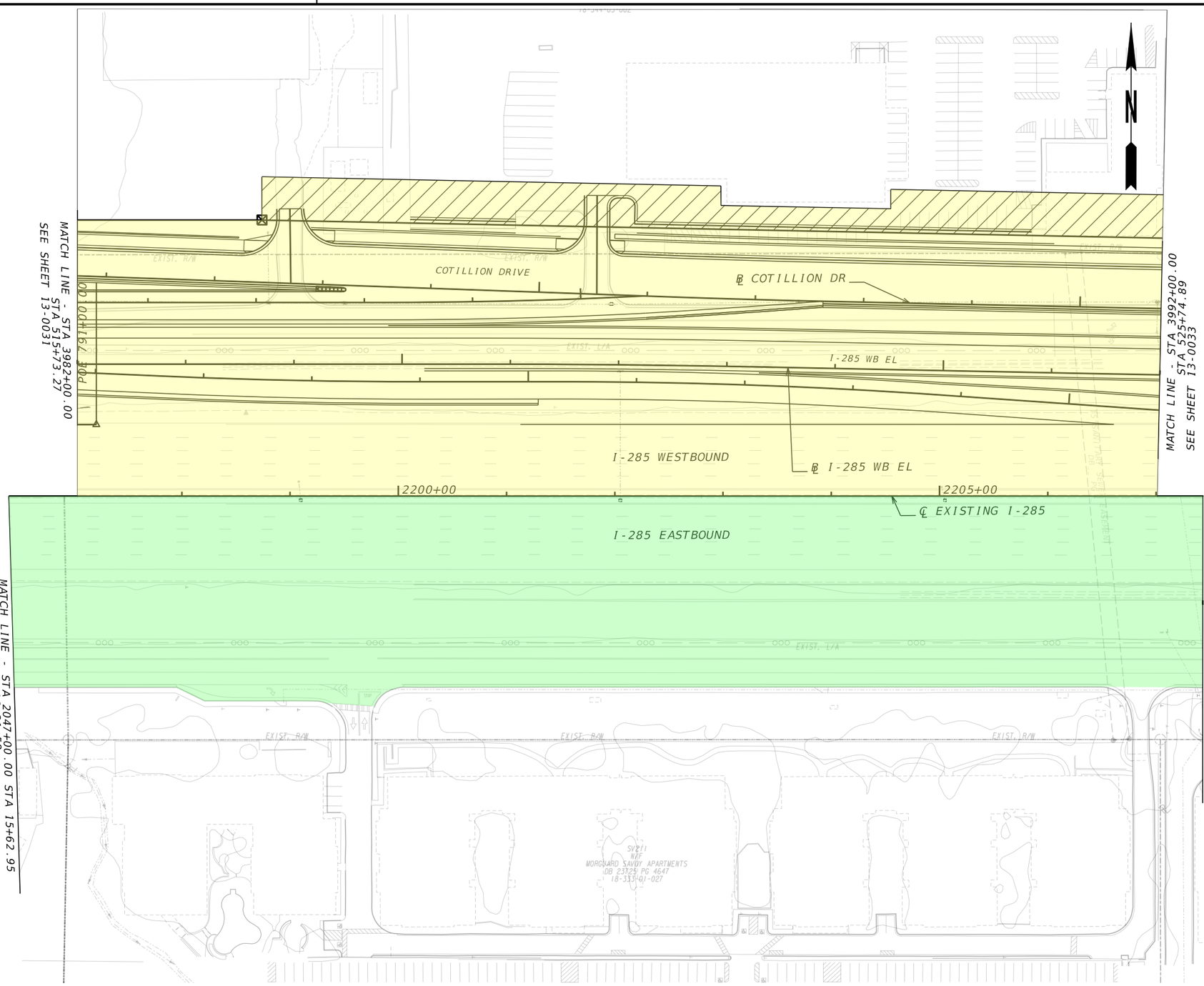
Georgia Department of Transportation

REVISION DATES		

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		13-0031
VERIFIED:		DATE:		

32



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

0 50 100 200

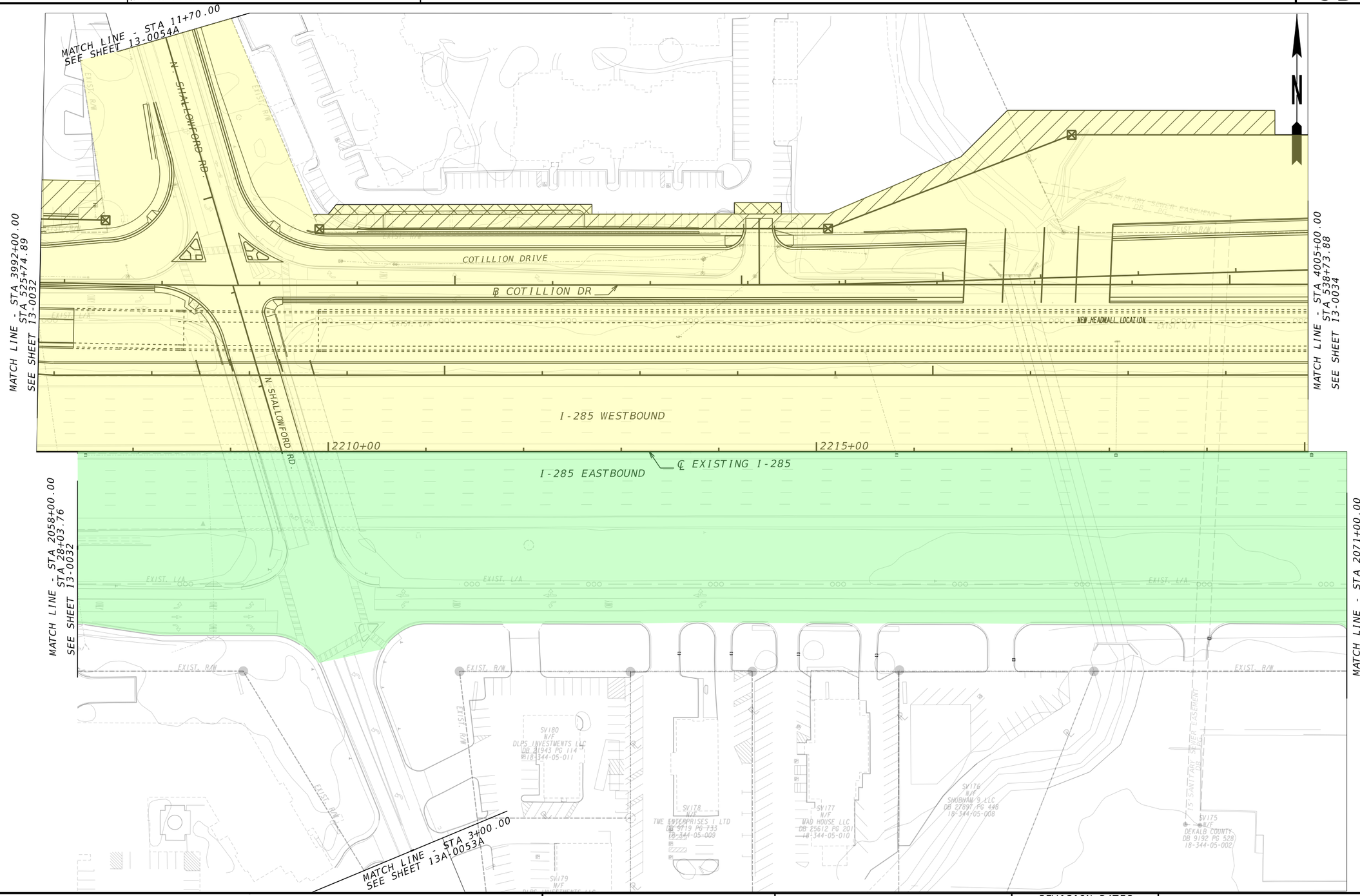
GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0032
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

0 50 100 200

GDOT
Georgia Department of Transportation

REVISION DATES		

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0033
CORRECTED:		DATE:		
VERIFIED:		DATE:		

34

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET
0 50 100 200

GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

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BACKCHECKED:		DATE:		13-0034
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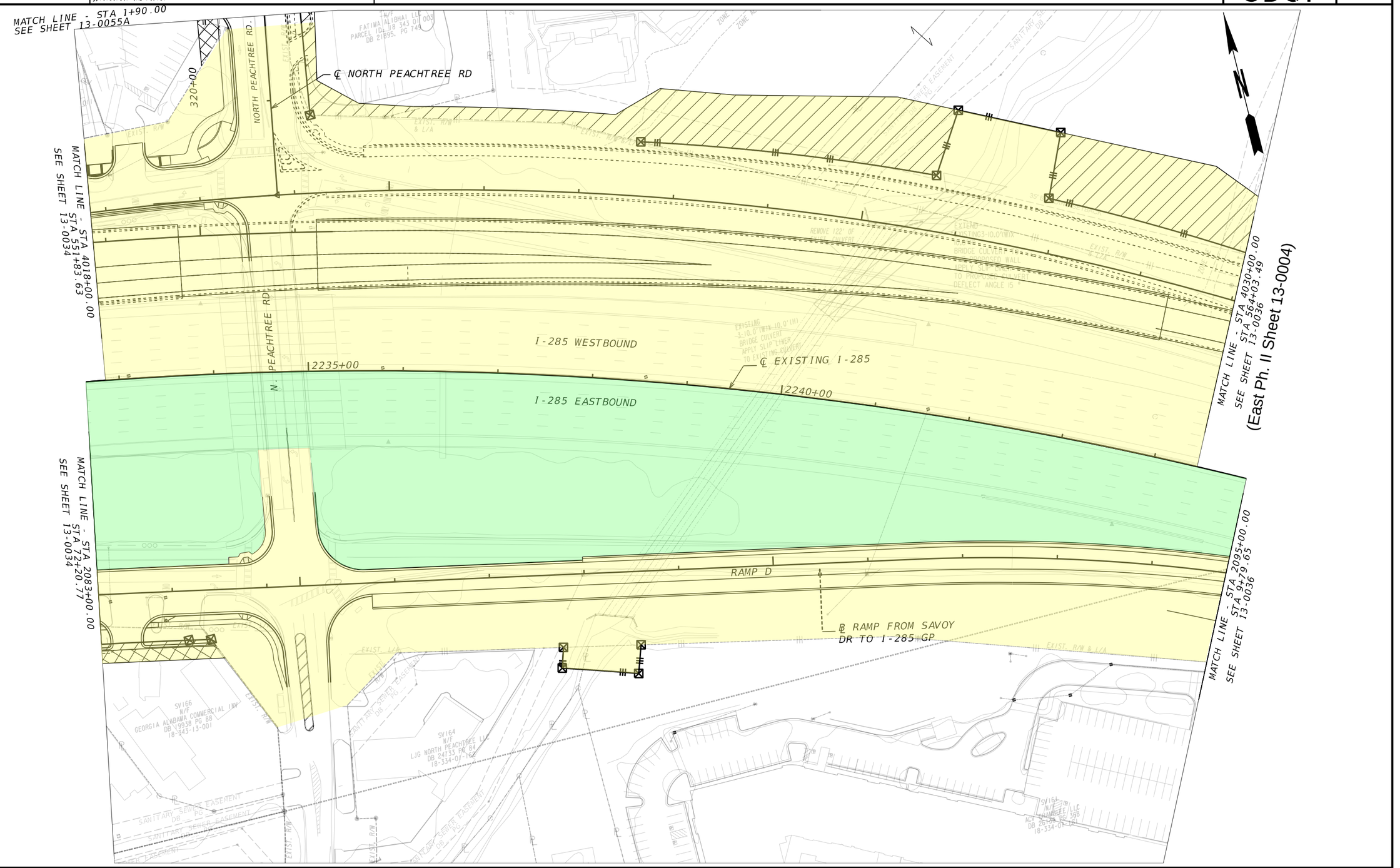


OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET
0 50 100 200

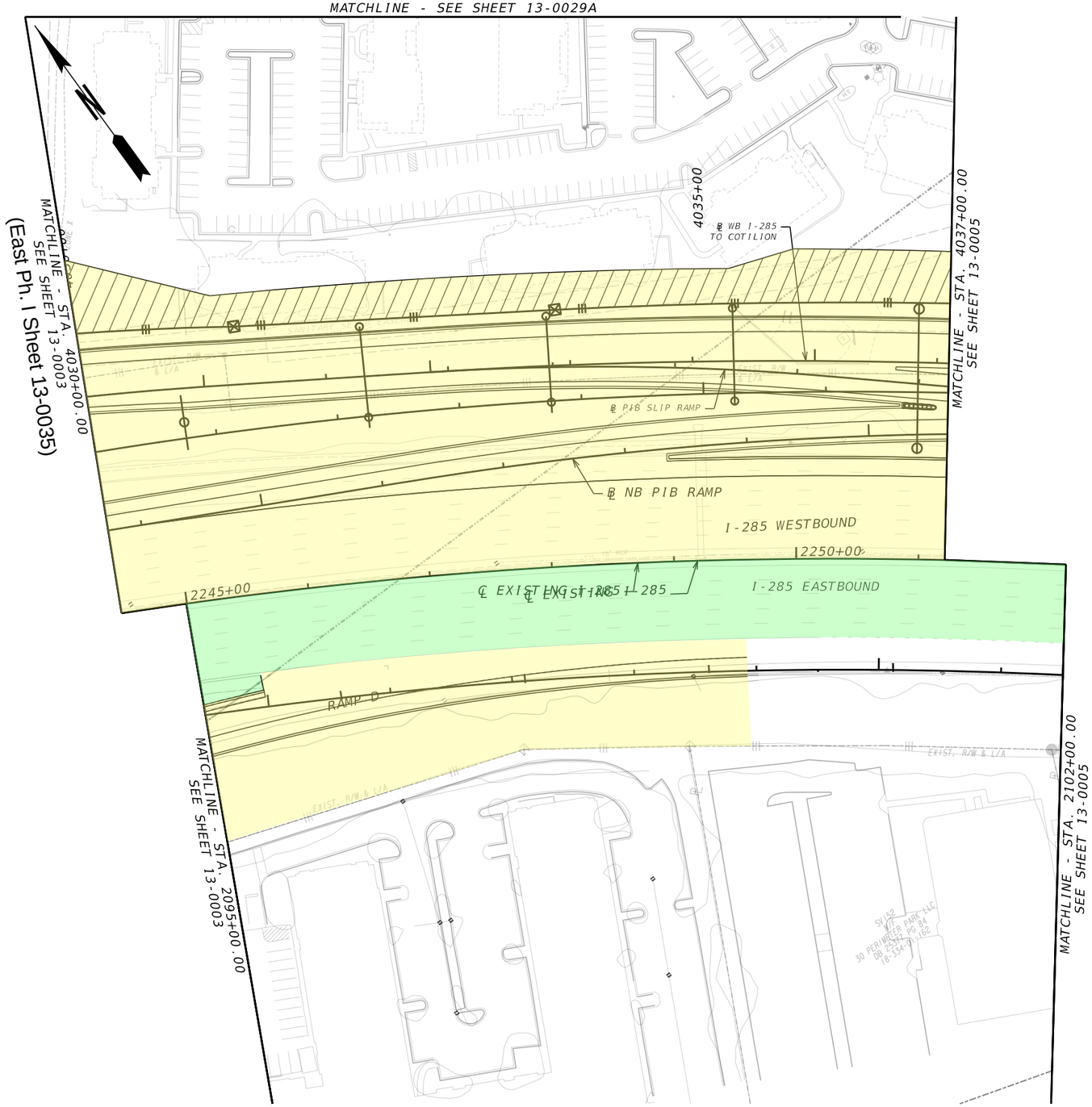
GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0035
CORRECTED:		DATE:		
VERIFIED:		DATE:		

47



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

0 50 100 200

GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0004
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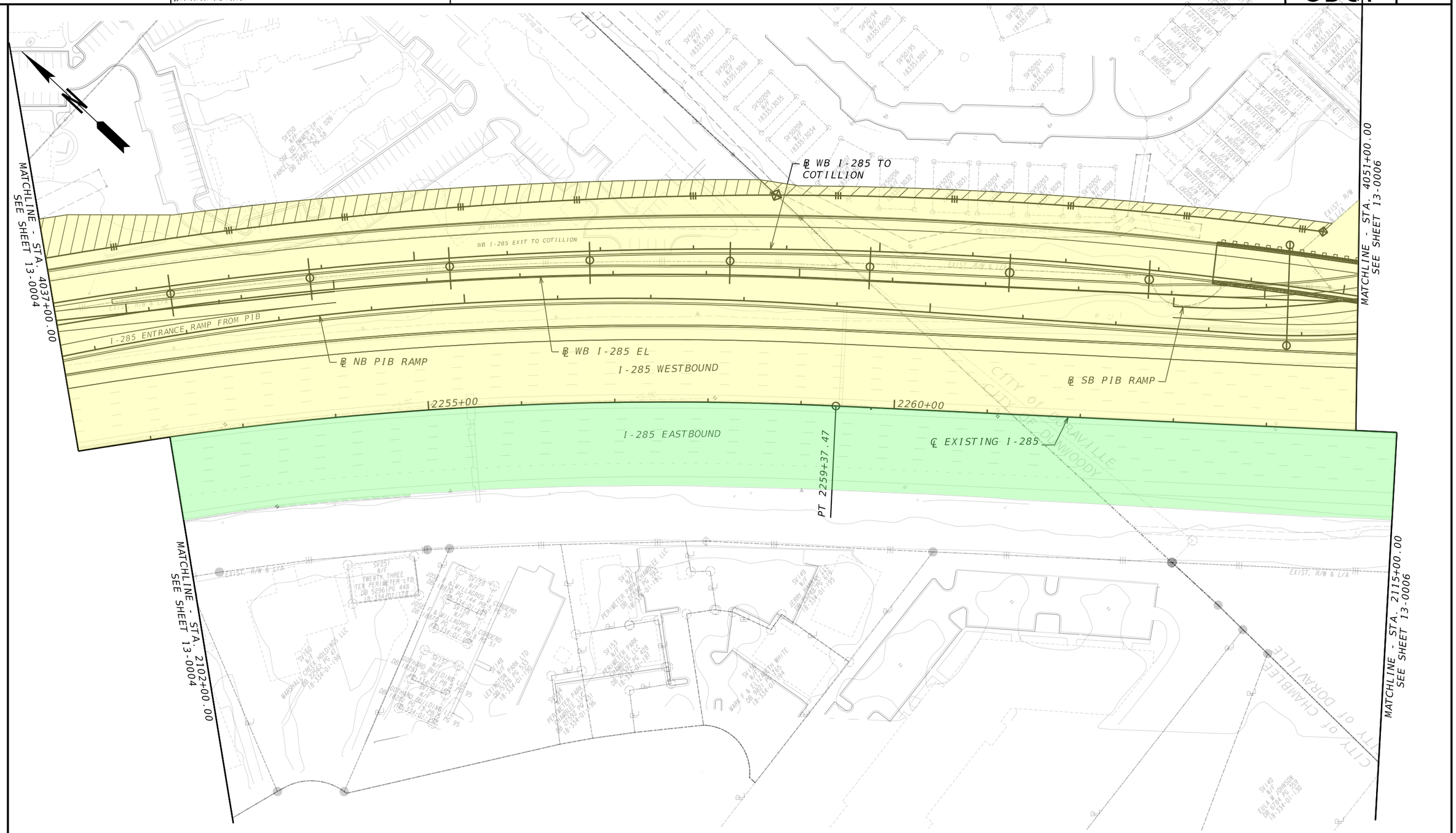
VERIFIED:		DATE:		



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

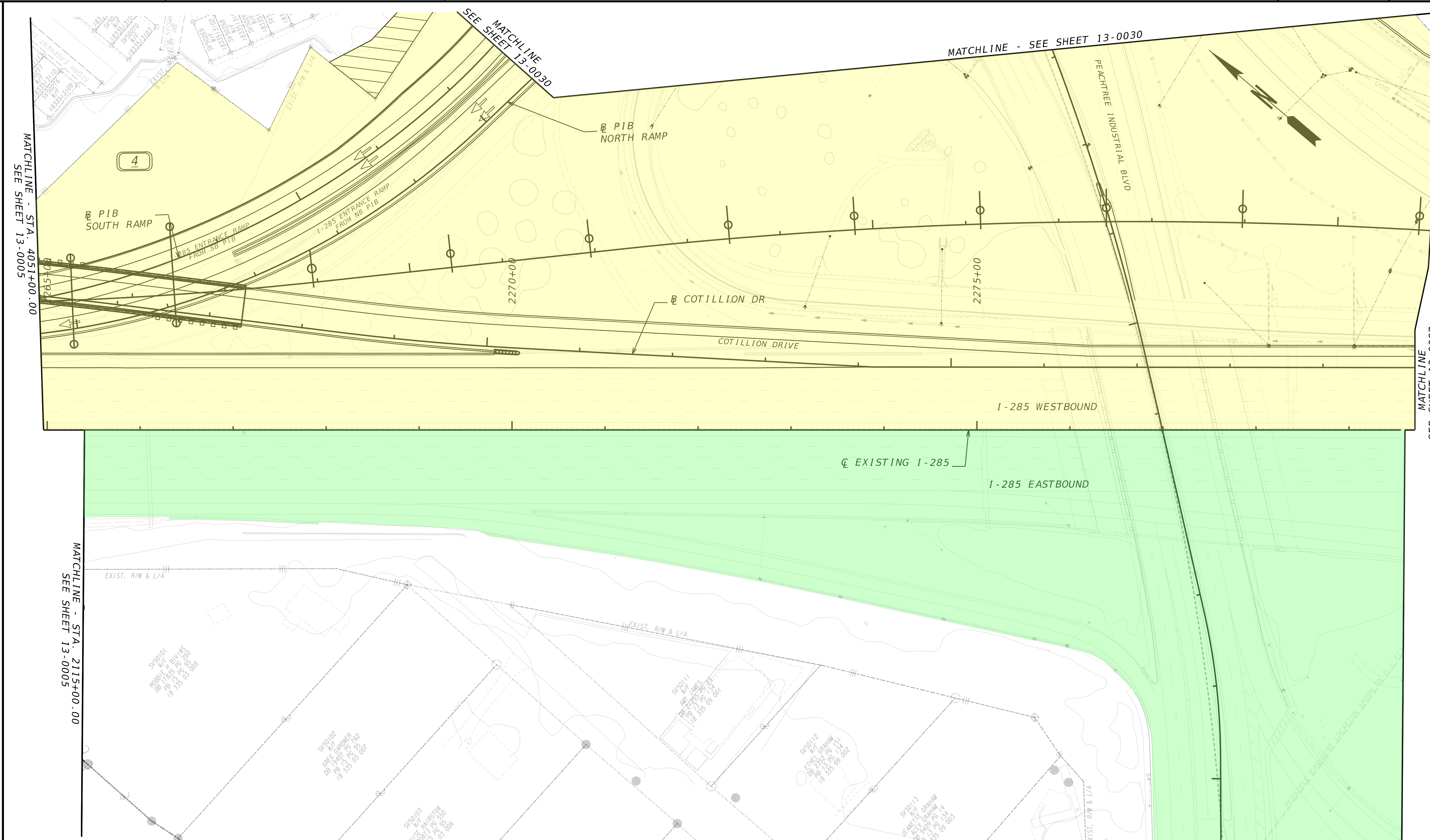
0 50 100 200

GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0005
CORRECTED:		DATE:		
VERIFIED:		DATE:		



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

0 50 100 200

GDOT
Georgia Department of Transportation

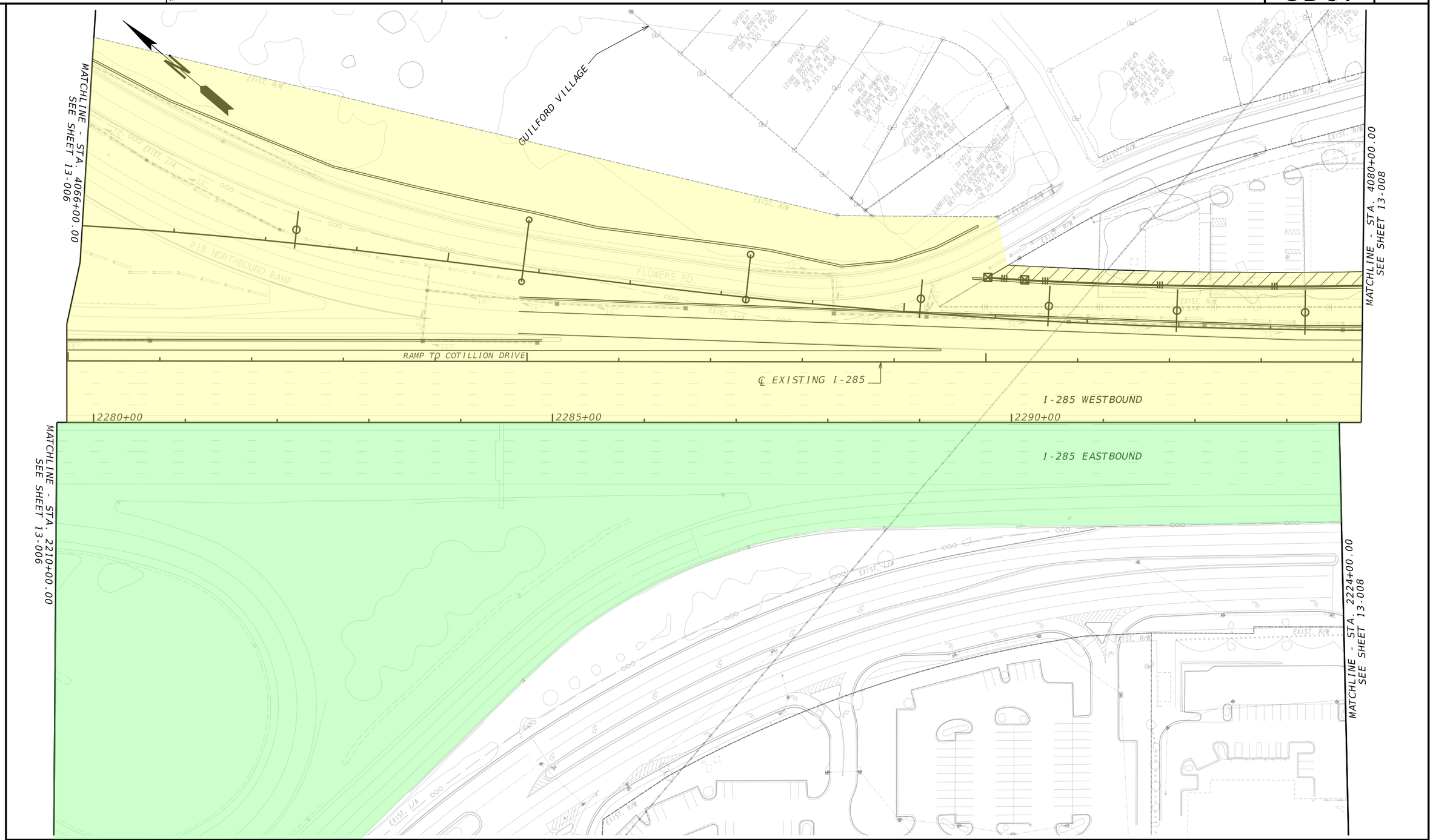
REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C
PERIOD DRAWINGS

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No.
13-0006

50



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET
0 50 100 200

GDOT
Georgia Department of Transportation

REVISION DATES		

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0007
CORRECTED:		DATE:		
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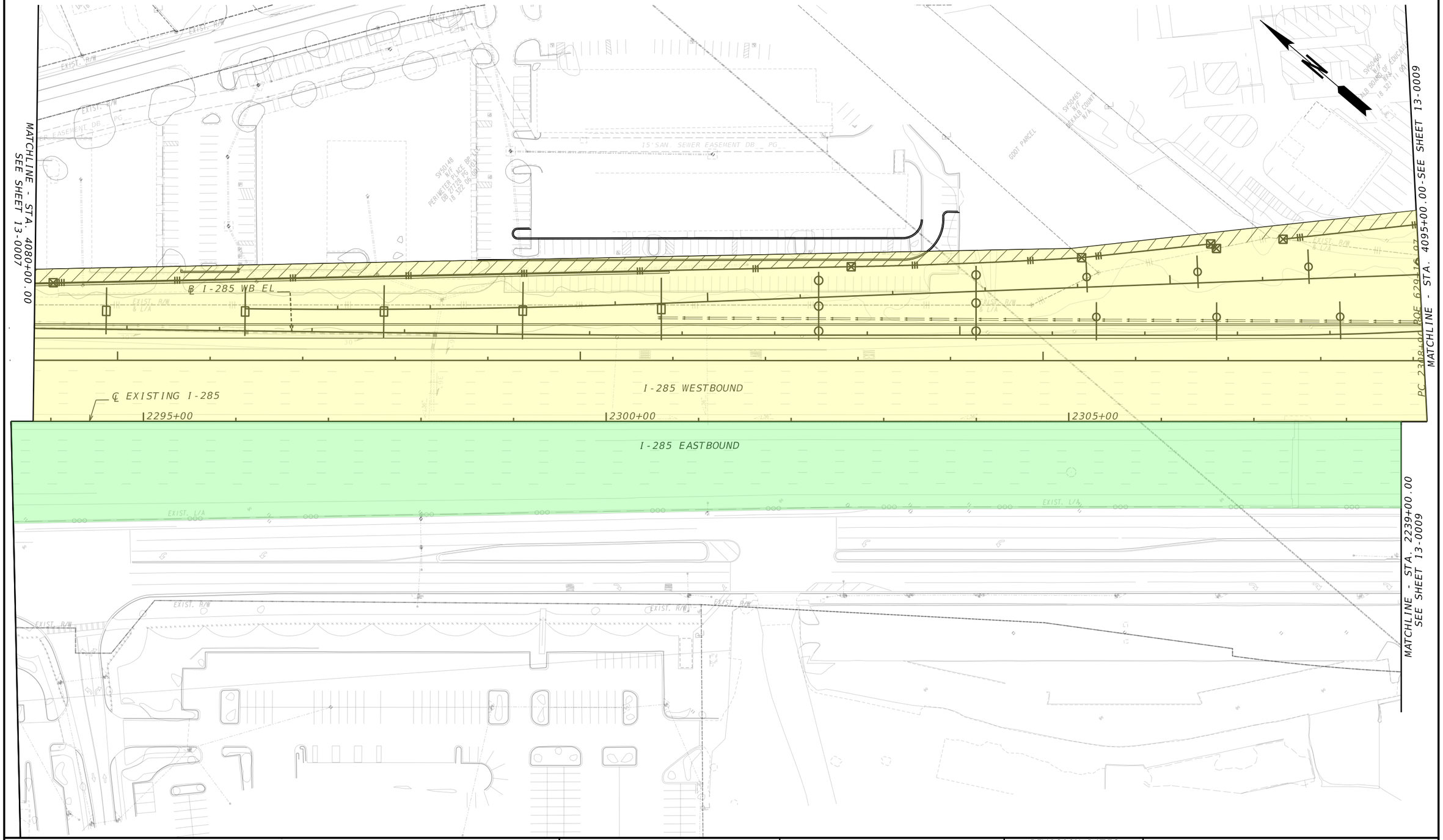
10/23/2015 GPLN

51



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (LIMITED O&M WORK RESPONSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

0 50 100 200

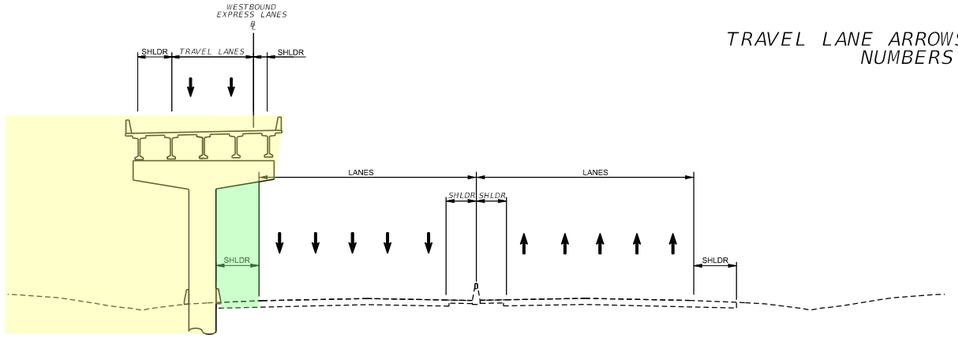
GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT
O&M WORK DURING THE D&C PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0008
CORRECTED:		DATE:		
VERIFIED:		DATE:		

TRAVEL LANE ARROWS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
NUMBERS OF LANES VARIES BY LOCATION.



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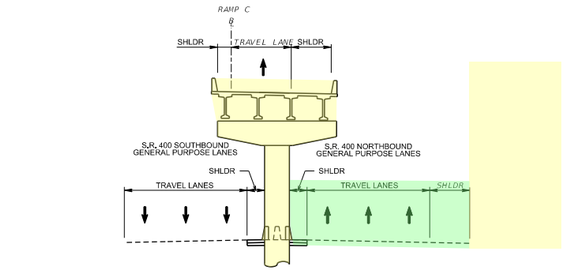

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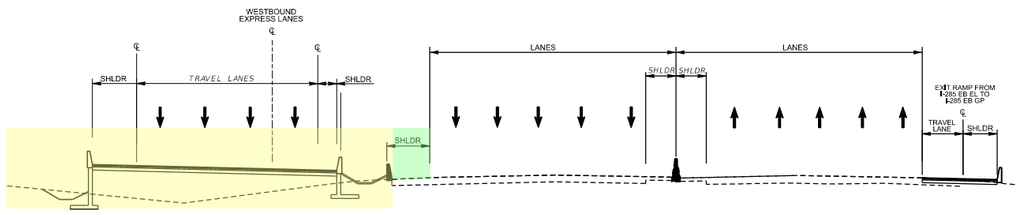

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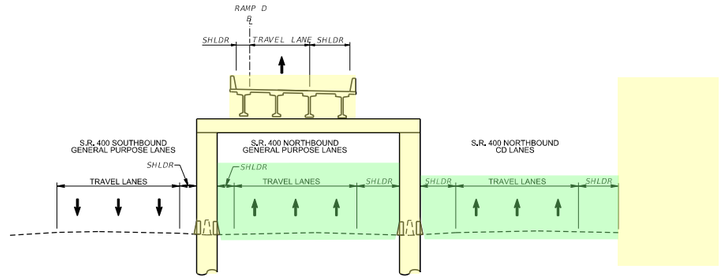

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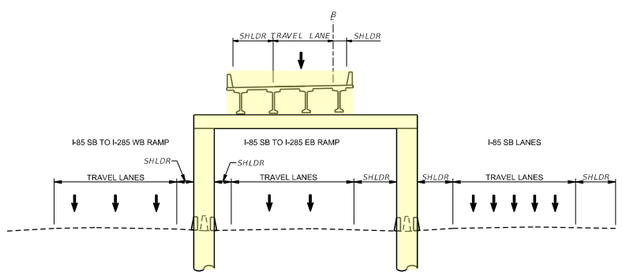

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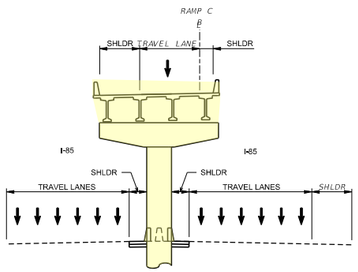

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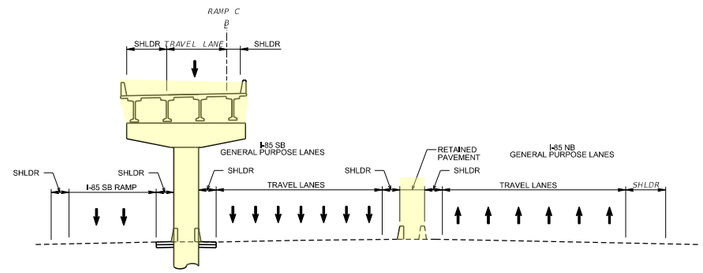


TYPICAL SECTION #7

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (GP LIMITED O&M WORK RESPONSIBILITY)

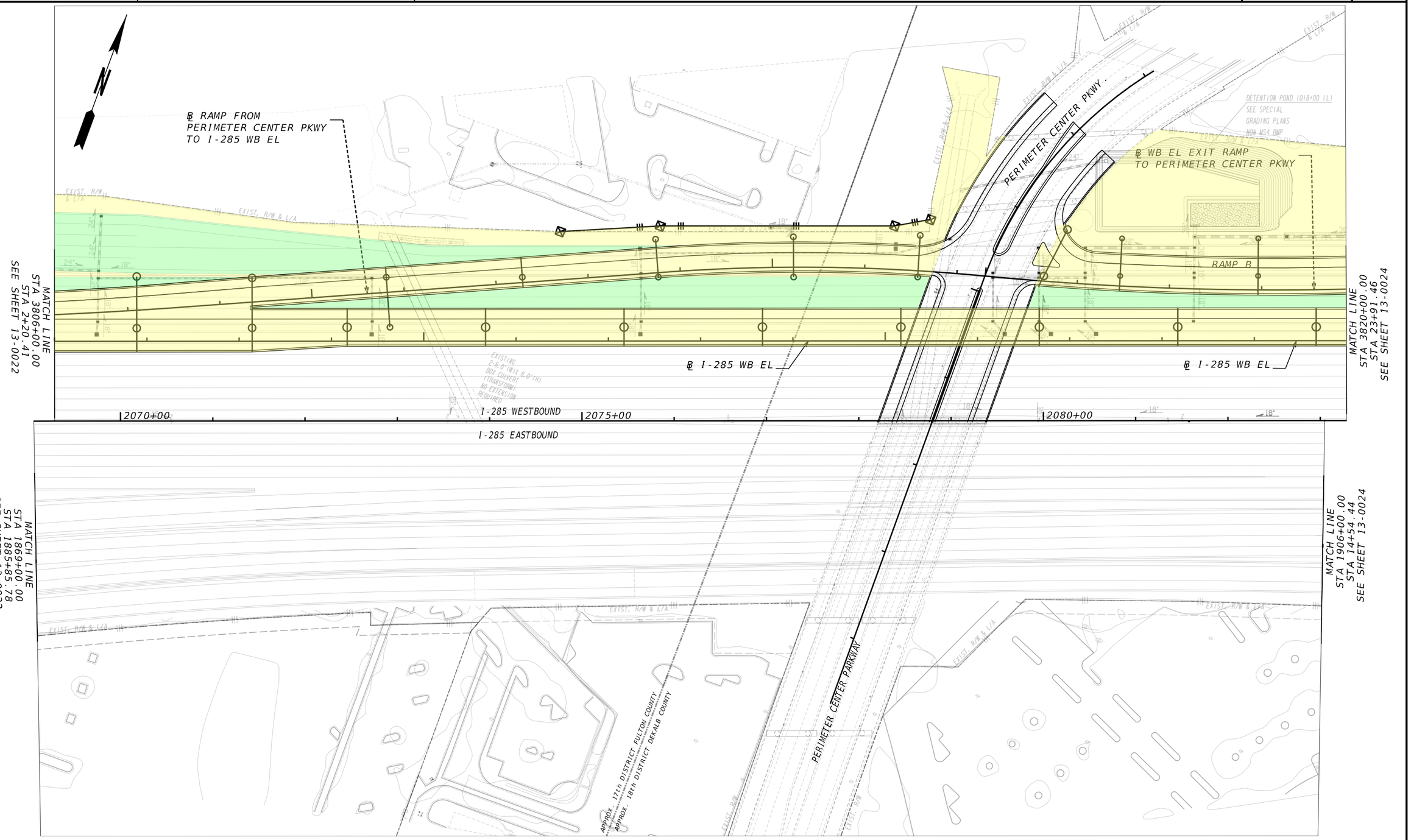
Jacobs

GDOT
Georgia Department of Transportation

REVISION DATES

TYPICAL SECTIONS
I-285 EXPRSS LANES
EAST PHASE 1
COSTING PLANS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

MAINTENANCE LIMIT FOR I-285 WEST PHASE DEVELOPER
(TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)

MAINTENANCE LIMIT FOR REMAINING PHASE DEVELOPER
(TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (GP LIMITED O&M WORK RESPOSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

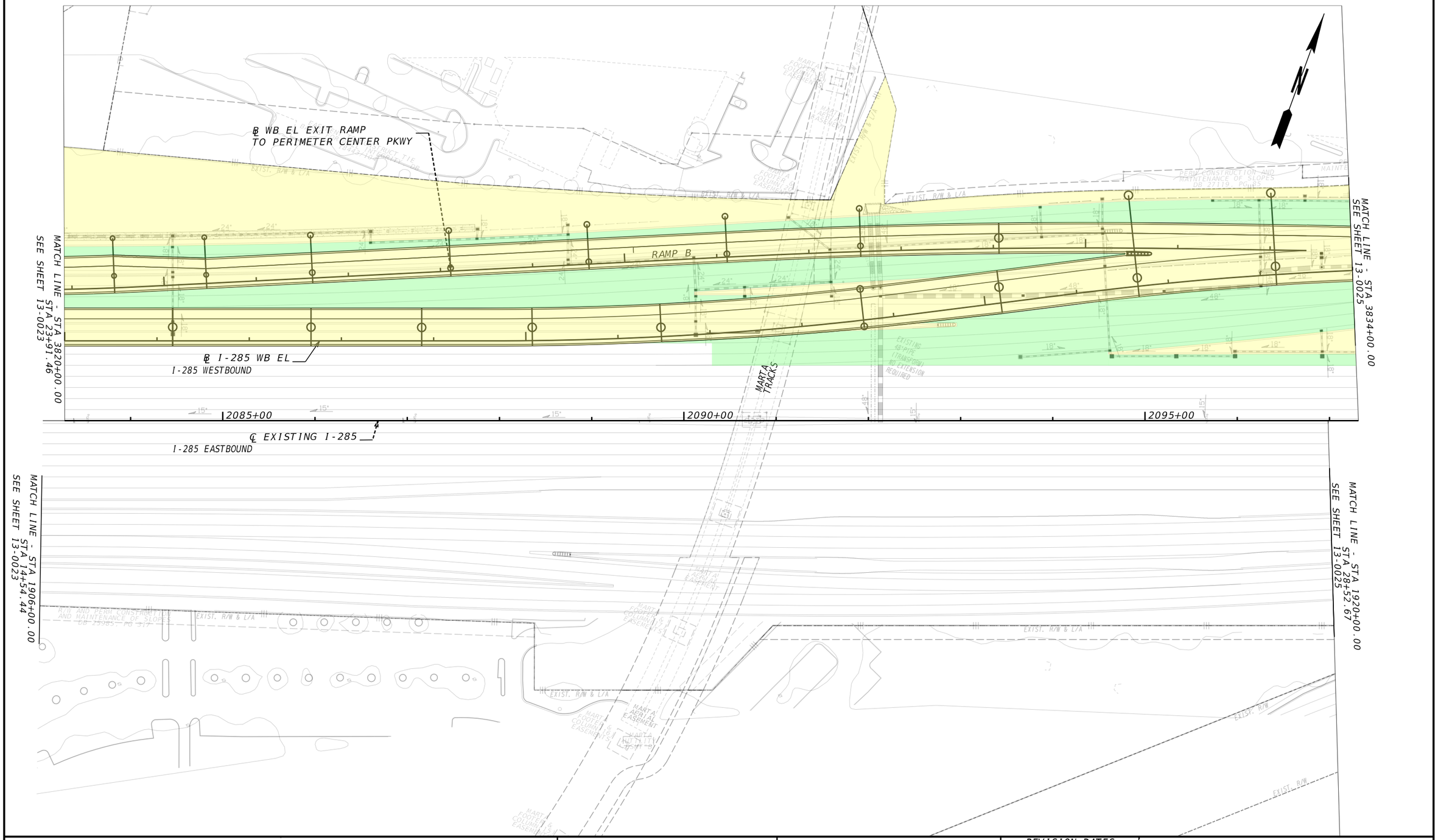
0 50 100 200

GDOT
Georgia Department of Transportation

REVISION DATES		

I-285 EAST EXPRESS LANES PROJECT O&M WORK DURING THE OPERATING PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0023
CORRECTED:		DATE:		
VERIFIED:		DATE:		



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

MAINTENANCE LIMIT FOR I-285 WEST PHASE DEVELOPER (TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)

MAINTENANCE LIMIT FOR REMAINING PHASE DEVELOPER (TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (GP LIMITED O&M WORK RESPOSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET
0 50 100 200

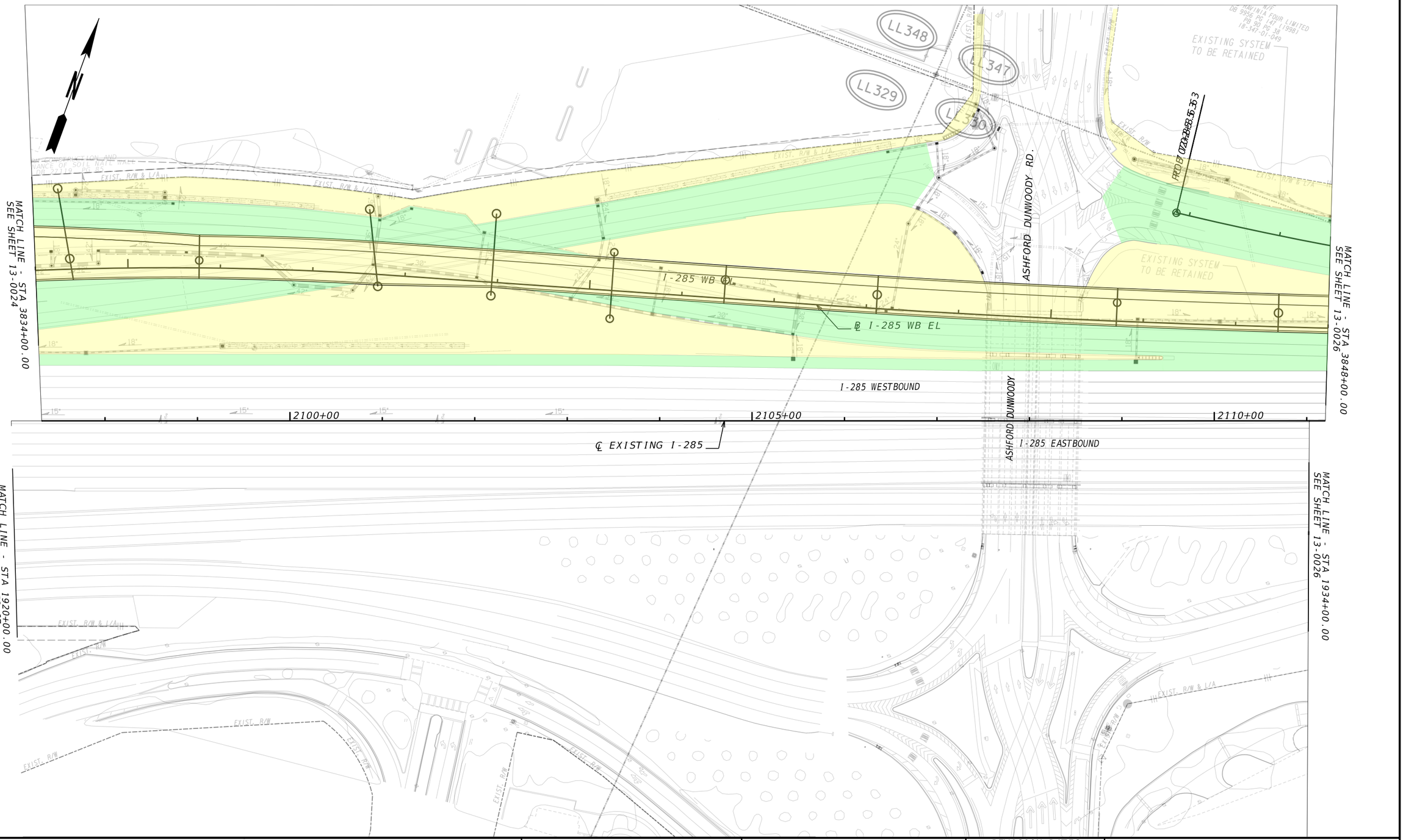
GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT O&M WORK DURING THE OPERATING PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0024
CORRECTED:		DATE:		
VERIFIED:		DATE:		

25



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

MAINTENANCE LIMIT FOR I-285 WEST PHASE DEVELOPER (TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)

MAINTENANCE LIMIT FOR REMAINING PHASE DEVELOPER (TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (GP LIMITED O&M WORK RESPOSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

0 50 100 200

GDOT
Georgia Department of Transportation

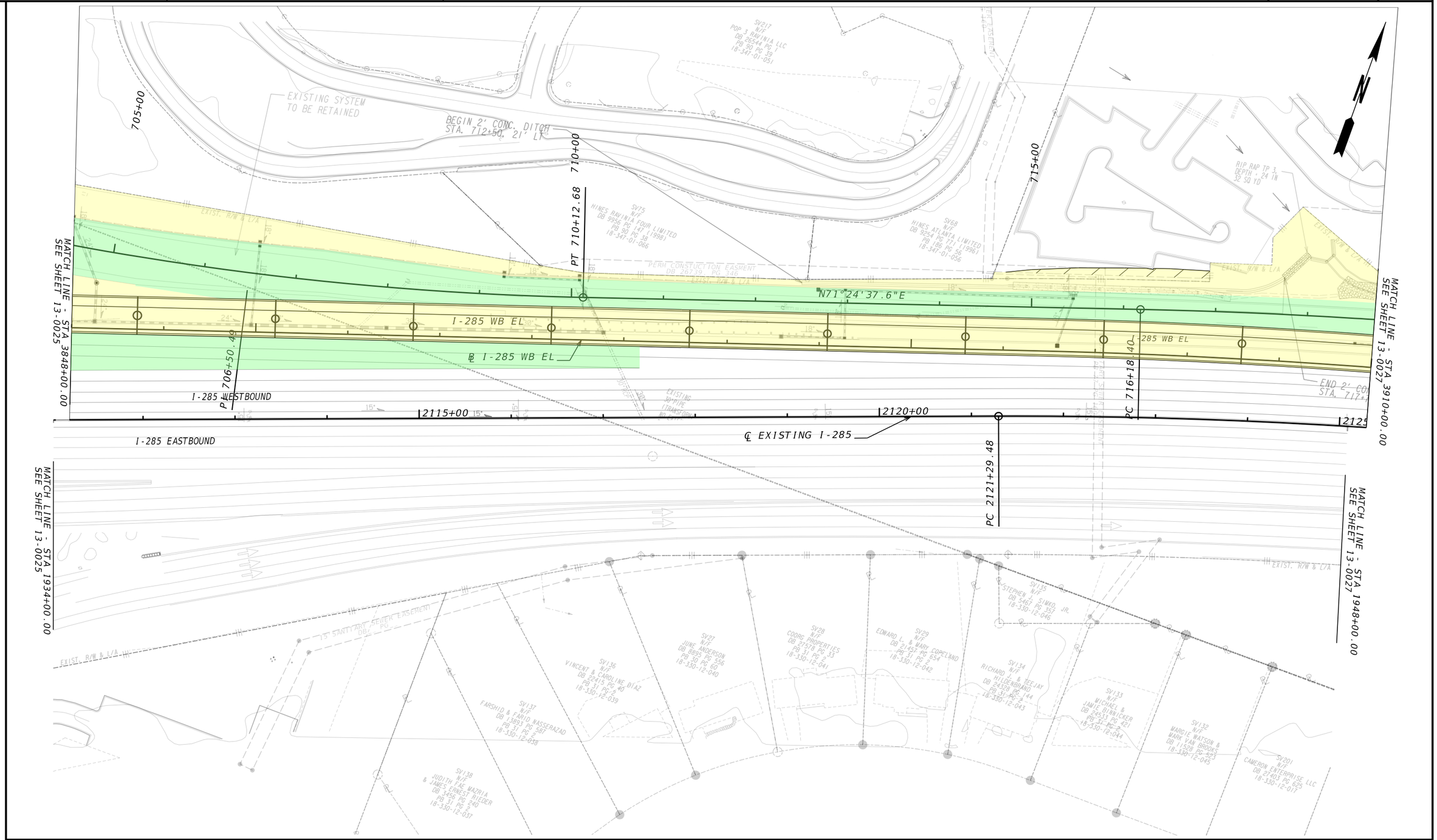
REVISION DATES

I-285 EAST EXPRESS LANES PROJECT O&M WORK DURING THE OPERATING PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0025
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

26



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)
MAINTENANCE LIMIT FOR I-285 WEST PHASE DEVELOPER (TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)
MAINTENANCE LIMIT FOR REMAINING PHASE DEVELOPER (TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)
OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (GP LIMITED O&M WORK RESPOSIBILITY)
PERMANENT EASEMENT

Jacobs

SCALE IN FEET
0 50 100 200

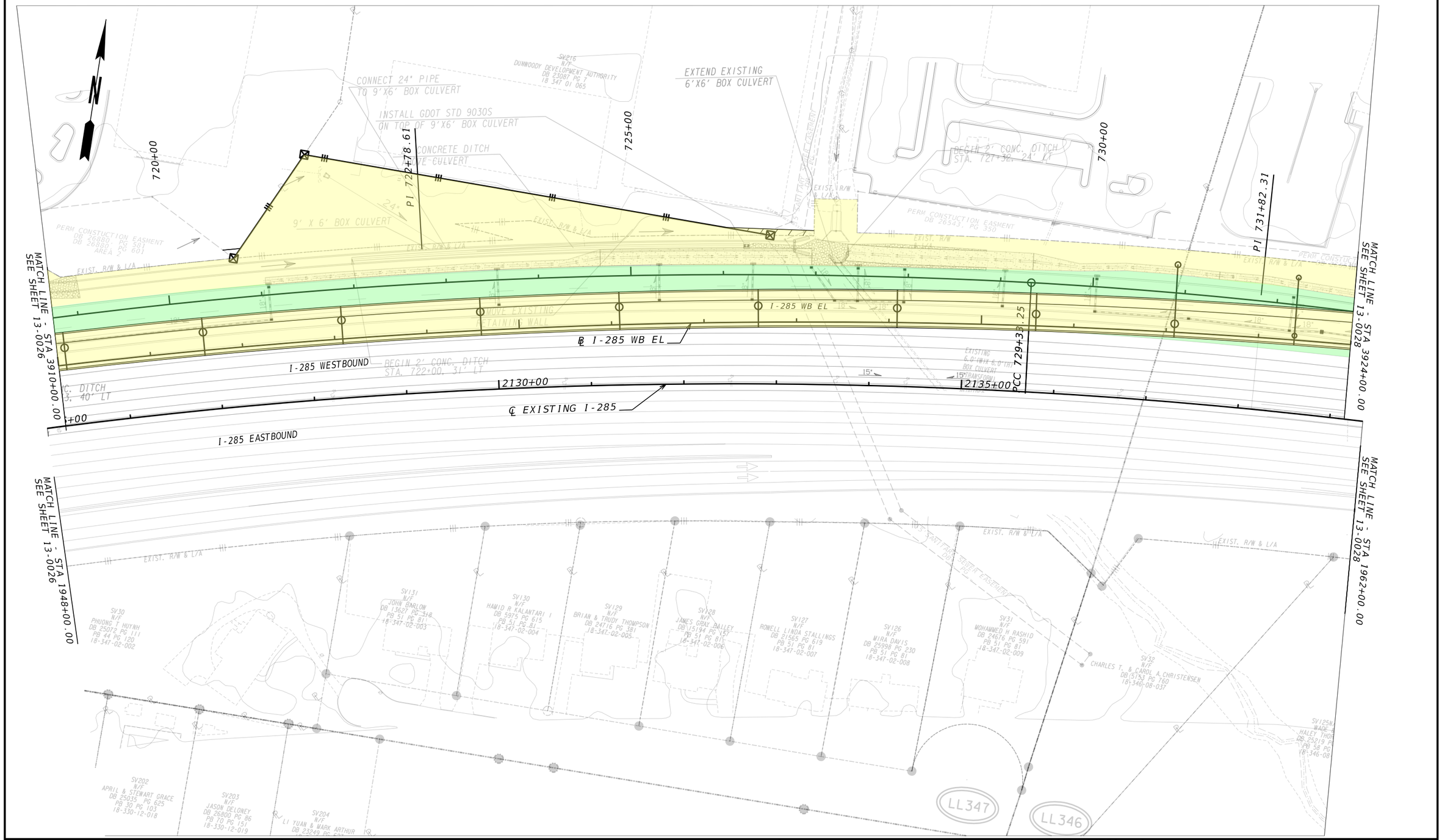
GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT O&M WORK DURING THE OPERATING PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0026
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)

MAINTENANCE LIMIT FOR I-285 WEST PHASE DEVELOPER (TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)

MAINTENANCE LIMIT FOR REMAINING PHASE DEVELOPER (TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)

OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (GP LIMITED O&M WORK RESPOSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

0 50 100 200

GDOT Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT O&M WORK DURING THE OPERATING PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0027
CORRECTED:		DATE:		
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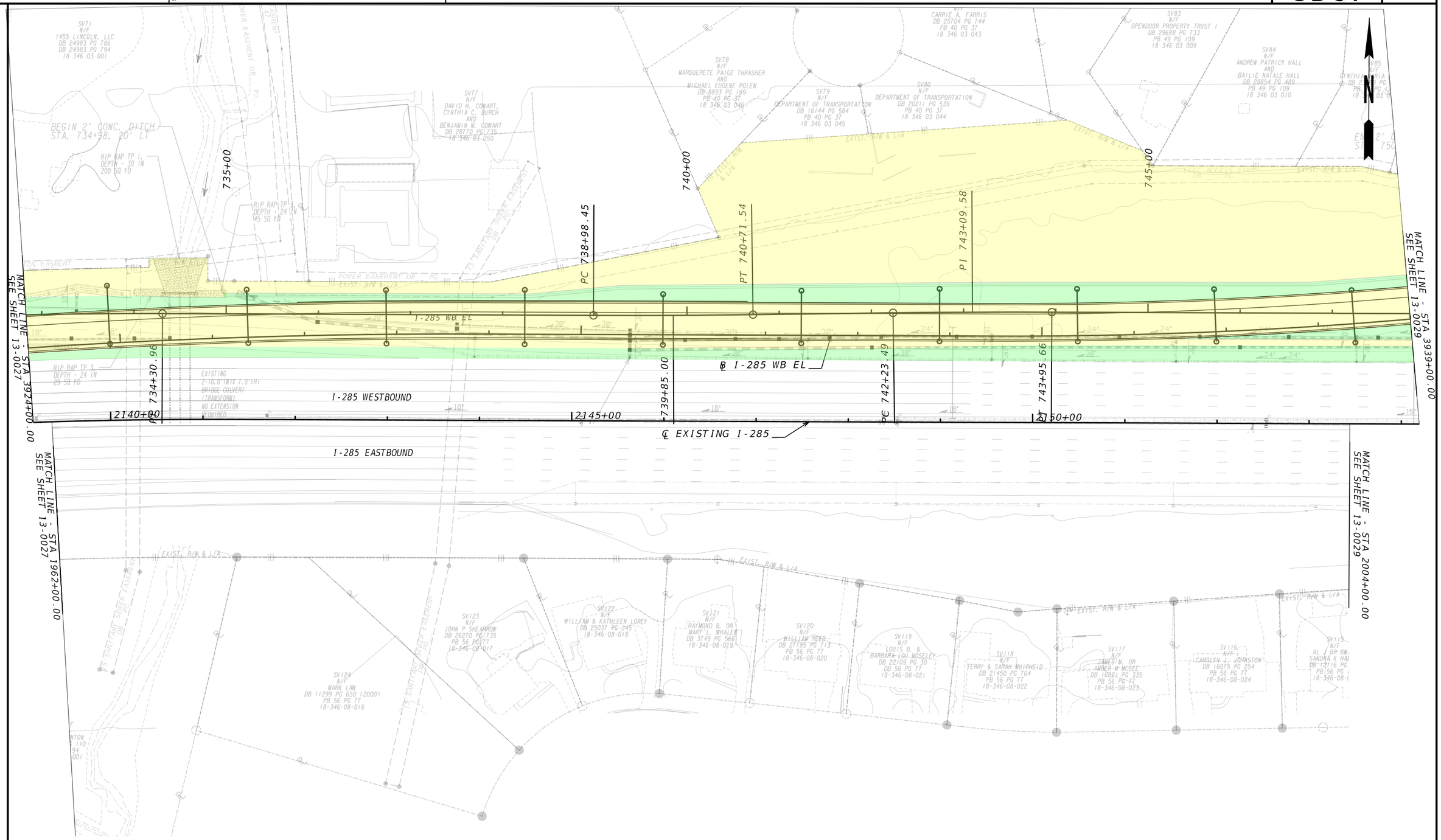


OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (FULL O&M WORK RESPOSIBILITY)
MAINTENANCE LIMIT FOR I-285 WEST PHASE DEVELOPER (TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)
MAINTENANCE LIMIT FOR REMAINING PHASE DEVELOPER (TO BE MAINTAINED BY PHASE 1 DEVELOPER UNTIL TRANSFER)
OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (GP LIMITED O&M WORK RESPOSIBILITY)
PERMANENT EASEMENT

Jacobs

SCALE IN FEET
0 50 100 200

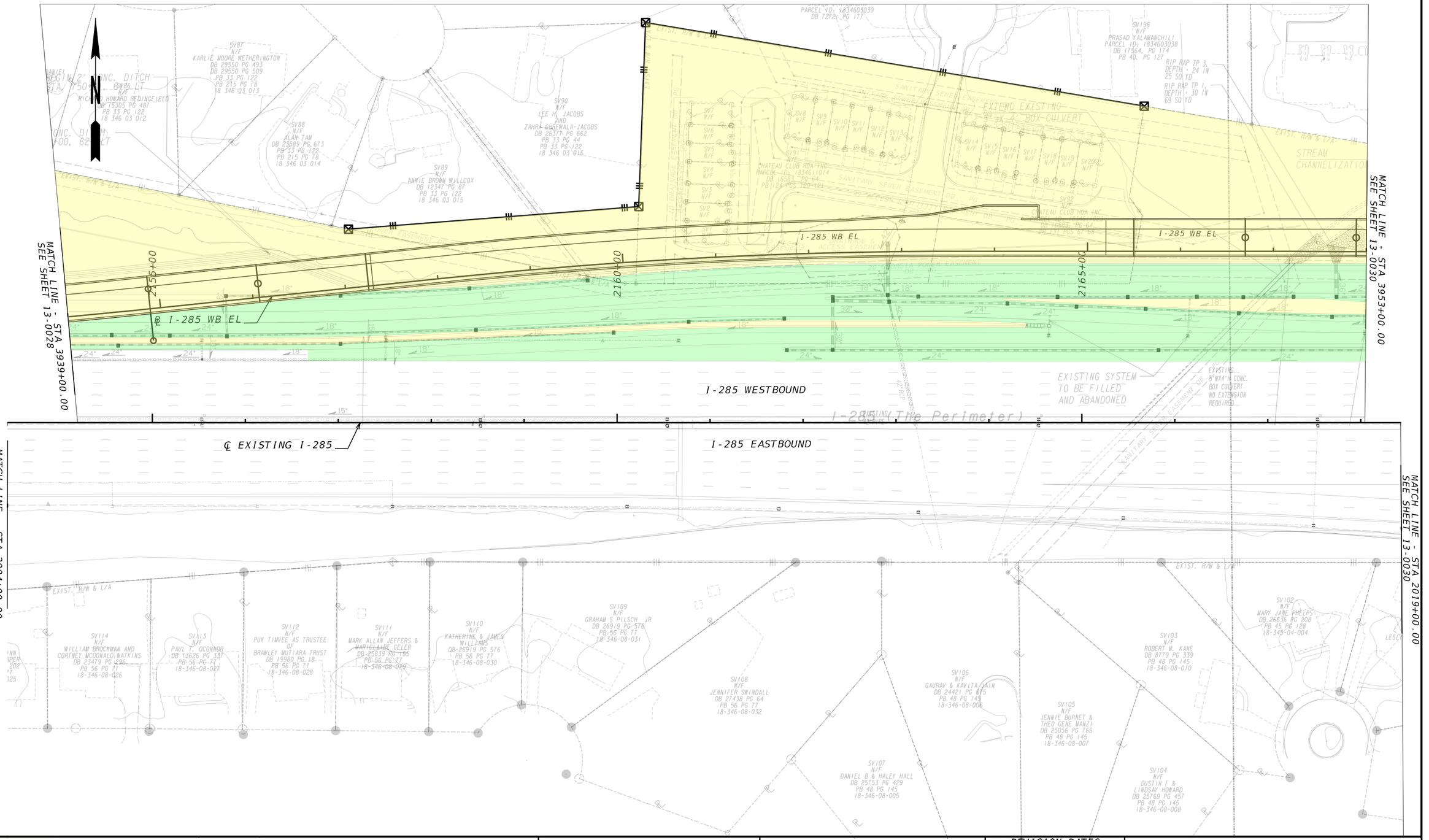
GDOT
Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT O&M WORK DURING THE OPERATING PERIOD DRAWINGS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0028
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



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OPERATIONS & MAINTENANCE LIMIT BY PHASE 1 DEVELOPER (GP LIMITED O&M WORK RESPOSIBILITY)

PERMANENT EASEMENT

Jacobs

SCALE IN FEET

0 50 100 200

GDOT

Georgia Department of Transportation

REVISION DATES

I-285 EAST EXPRESS LANES PROJECT O&M WORK DURING THE OPERATING PERIOD DRAWINGS

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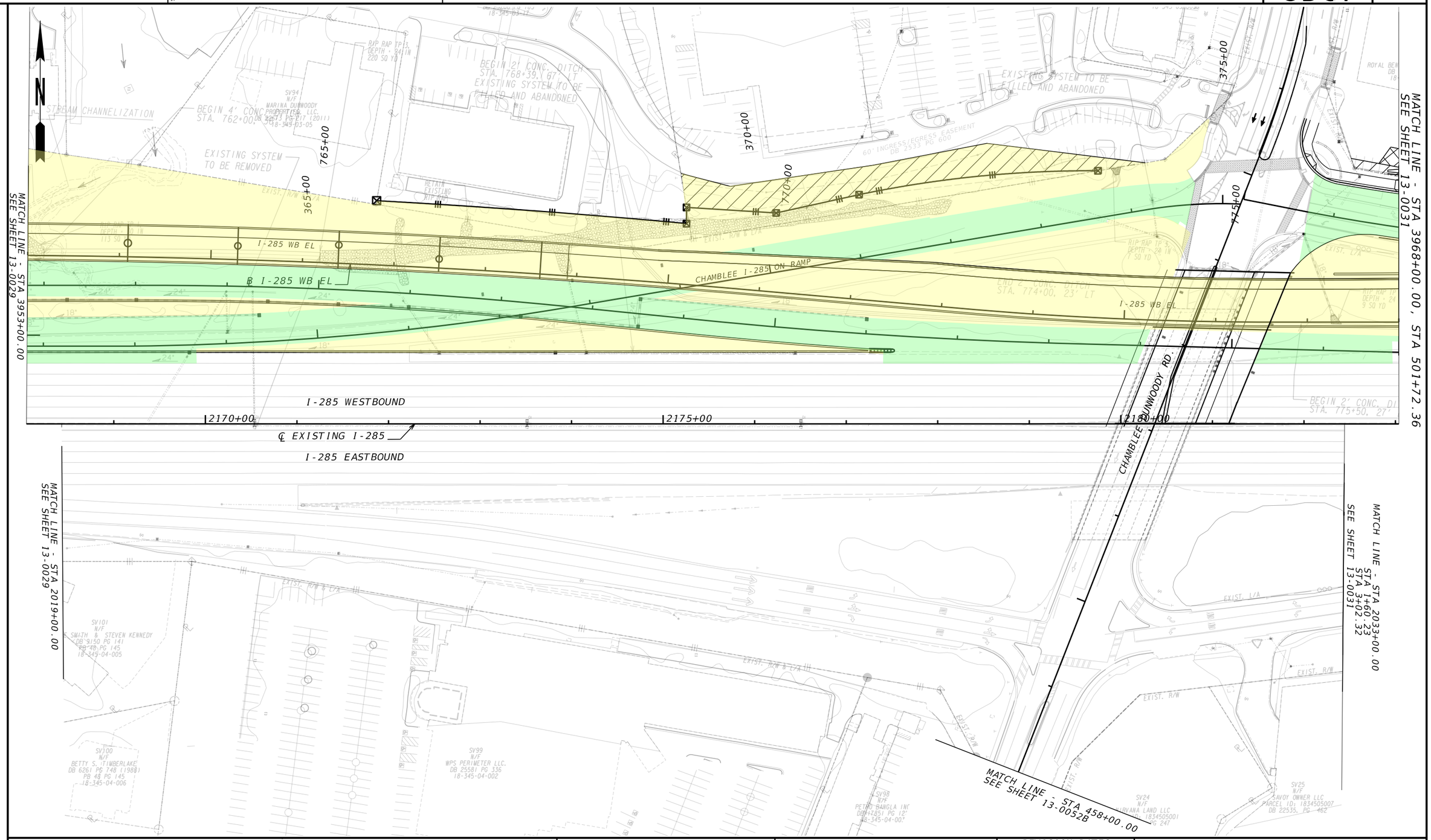

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PERMANENT EASEMENT

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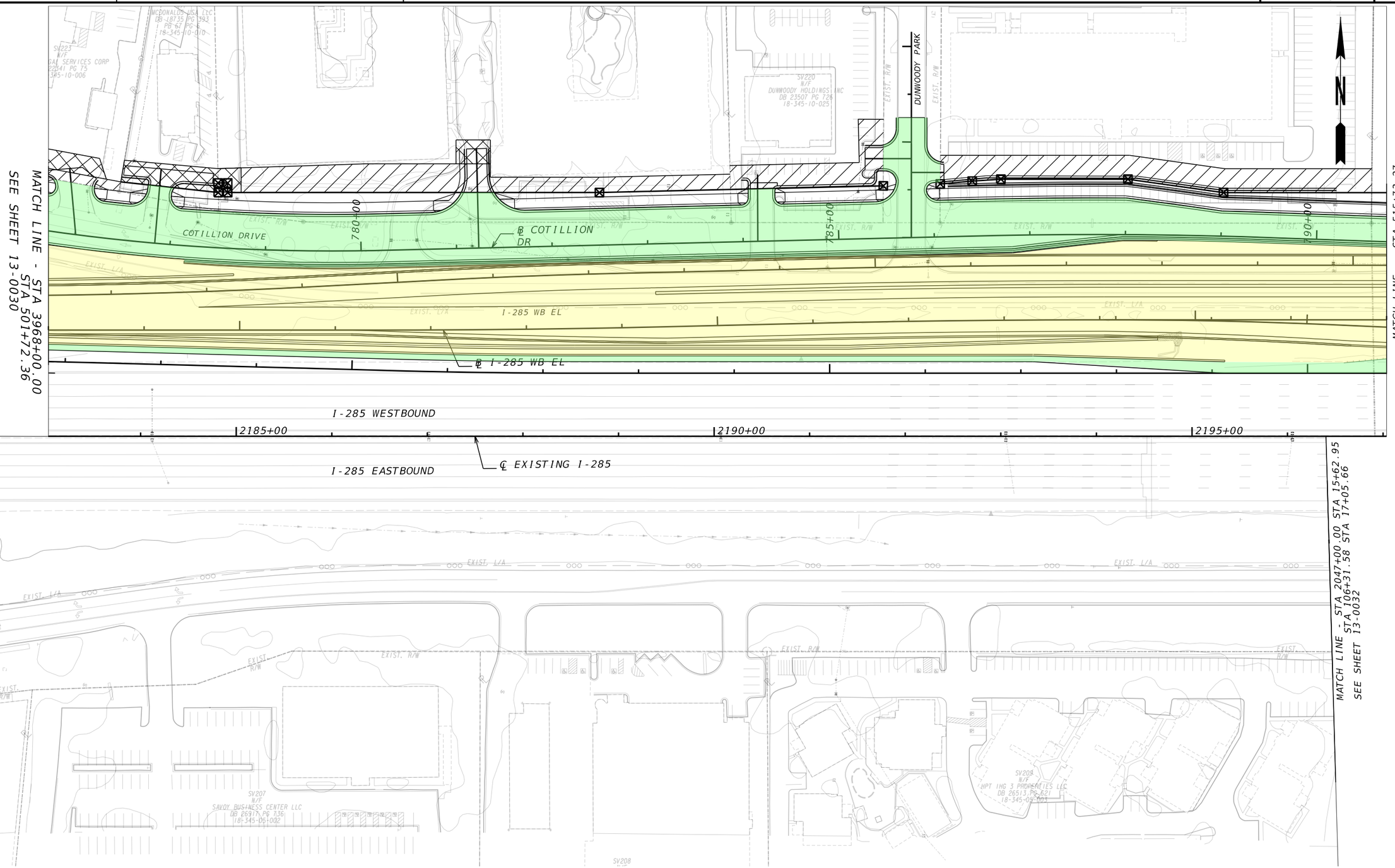

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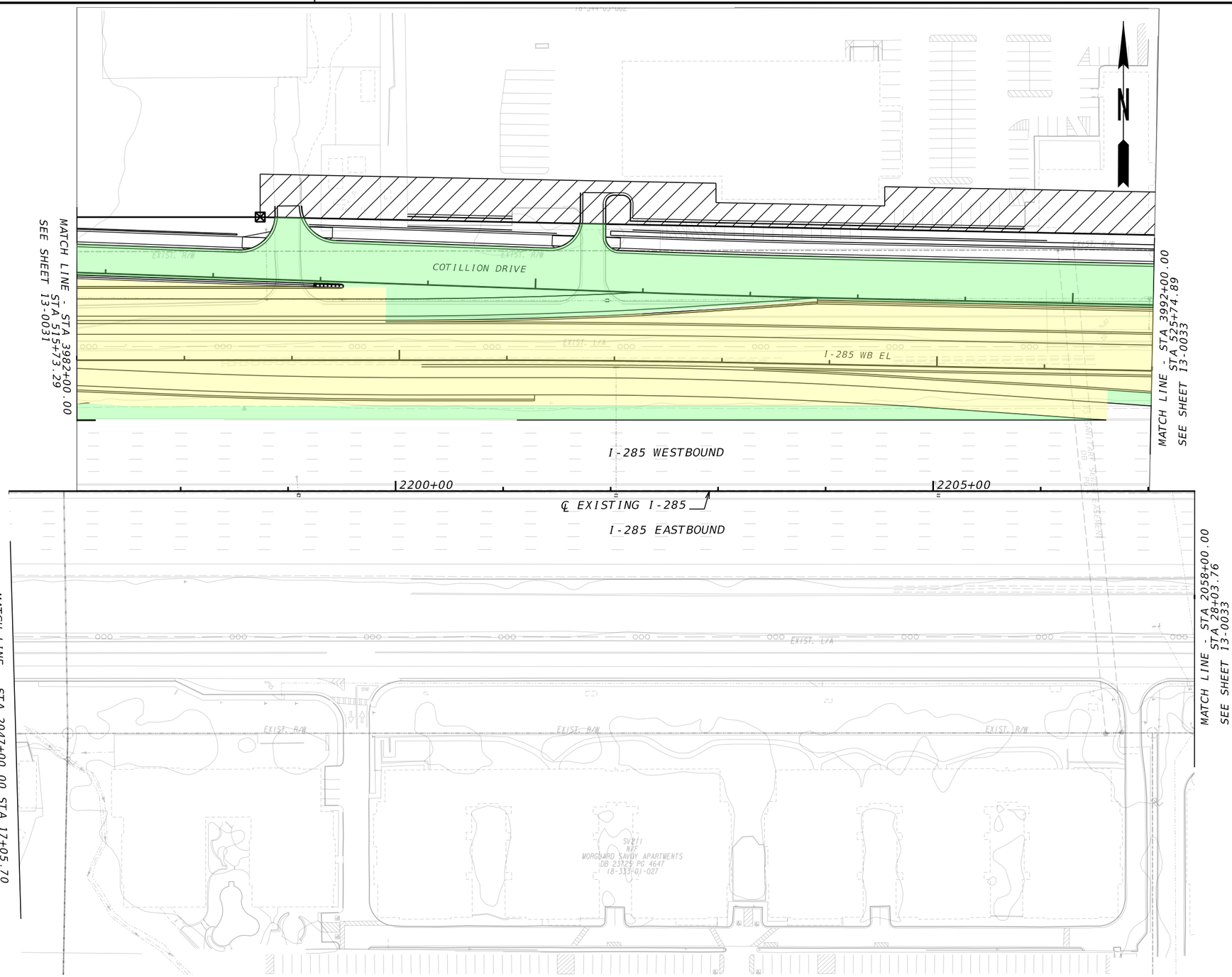

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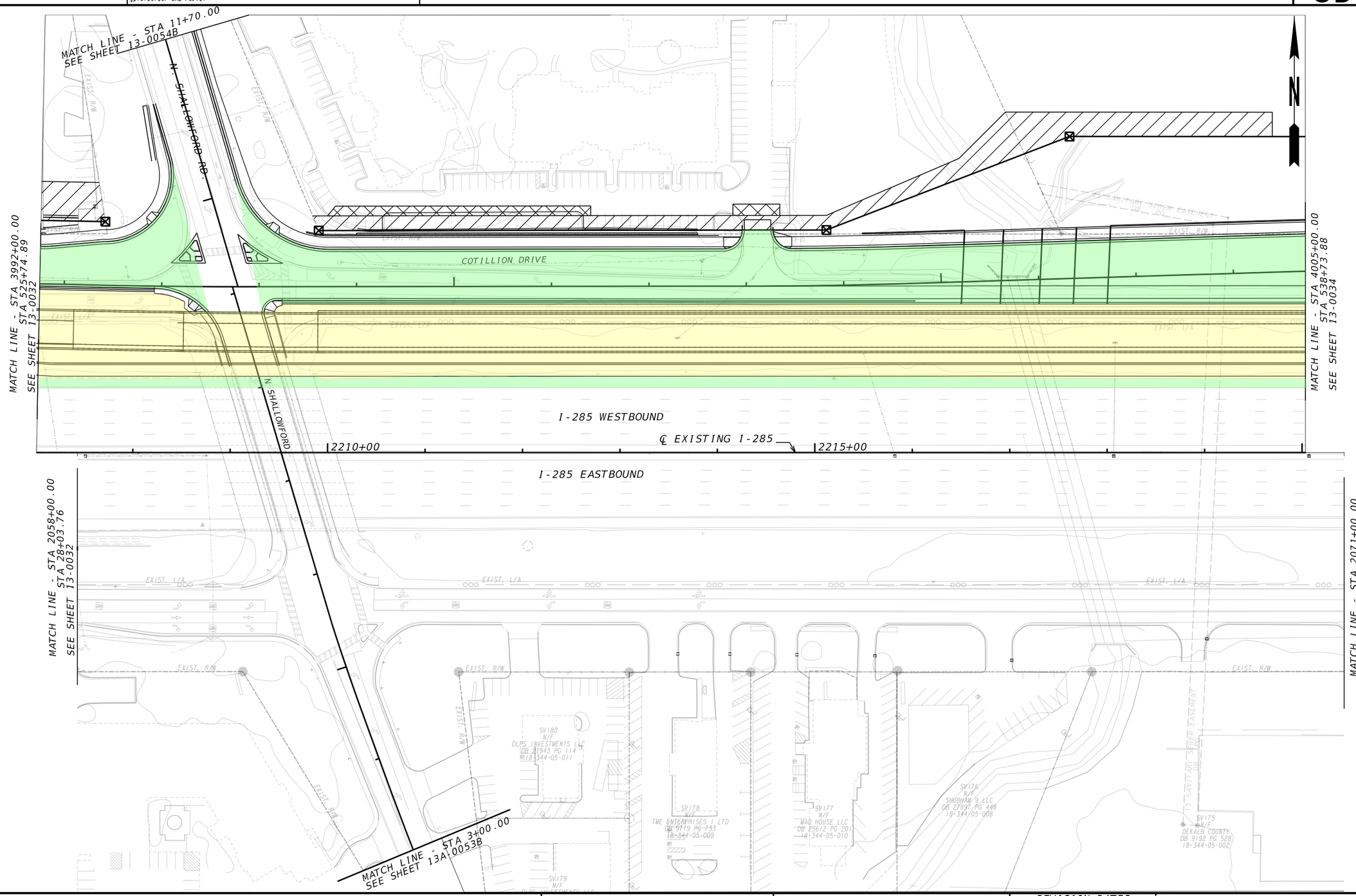

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DRAWING No.
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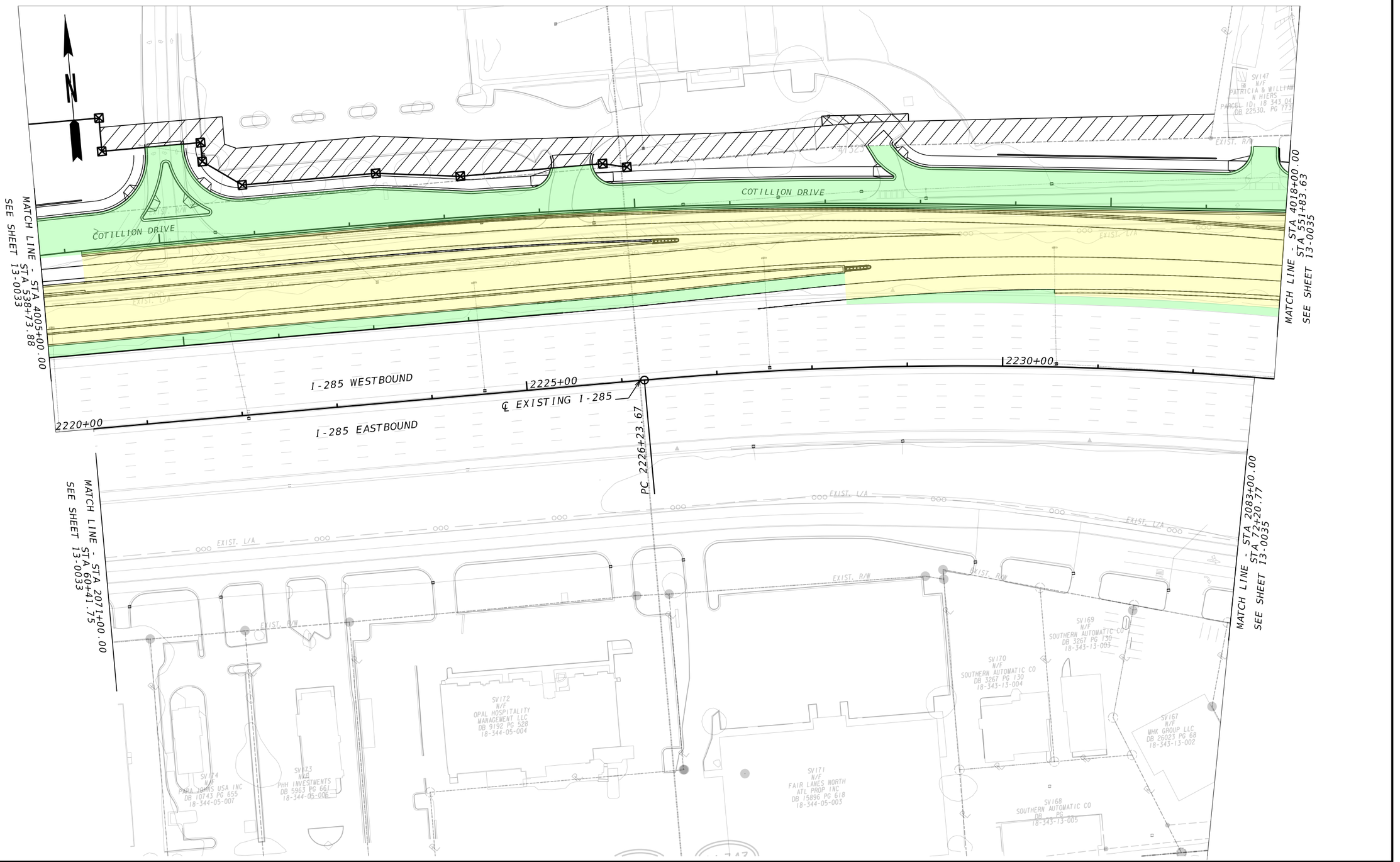
34



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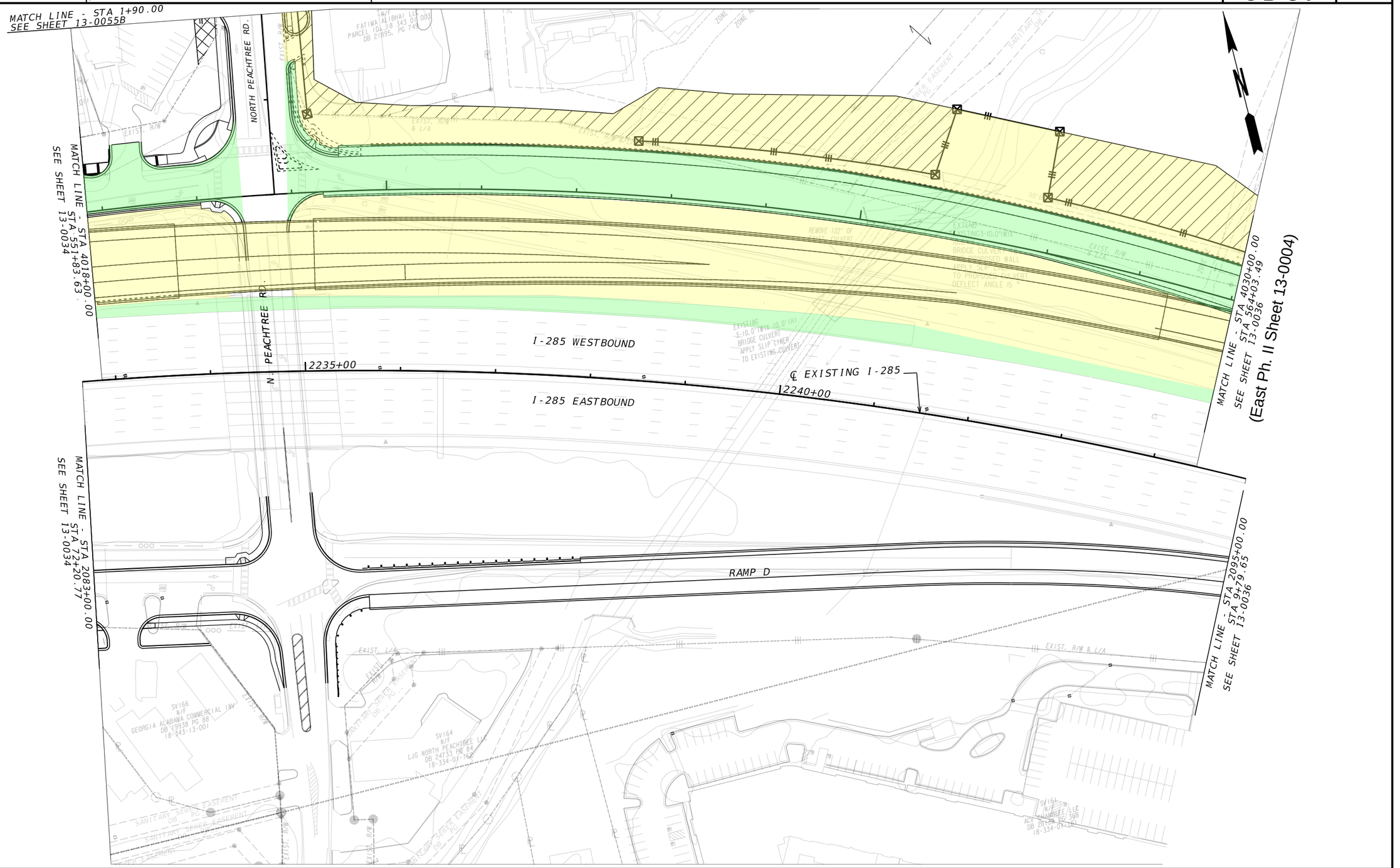

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47

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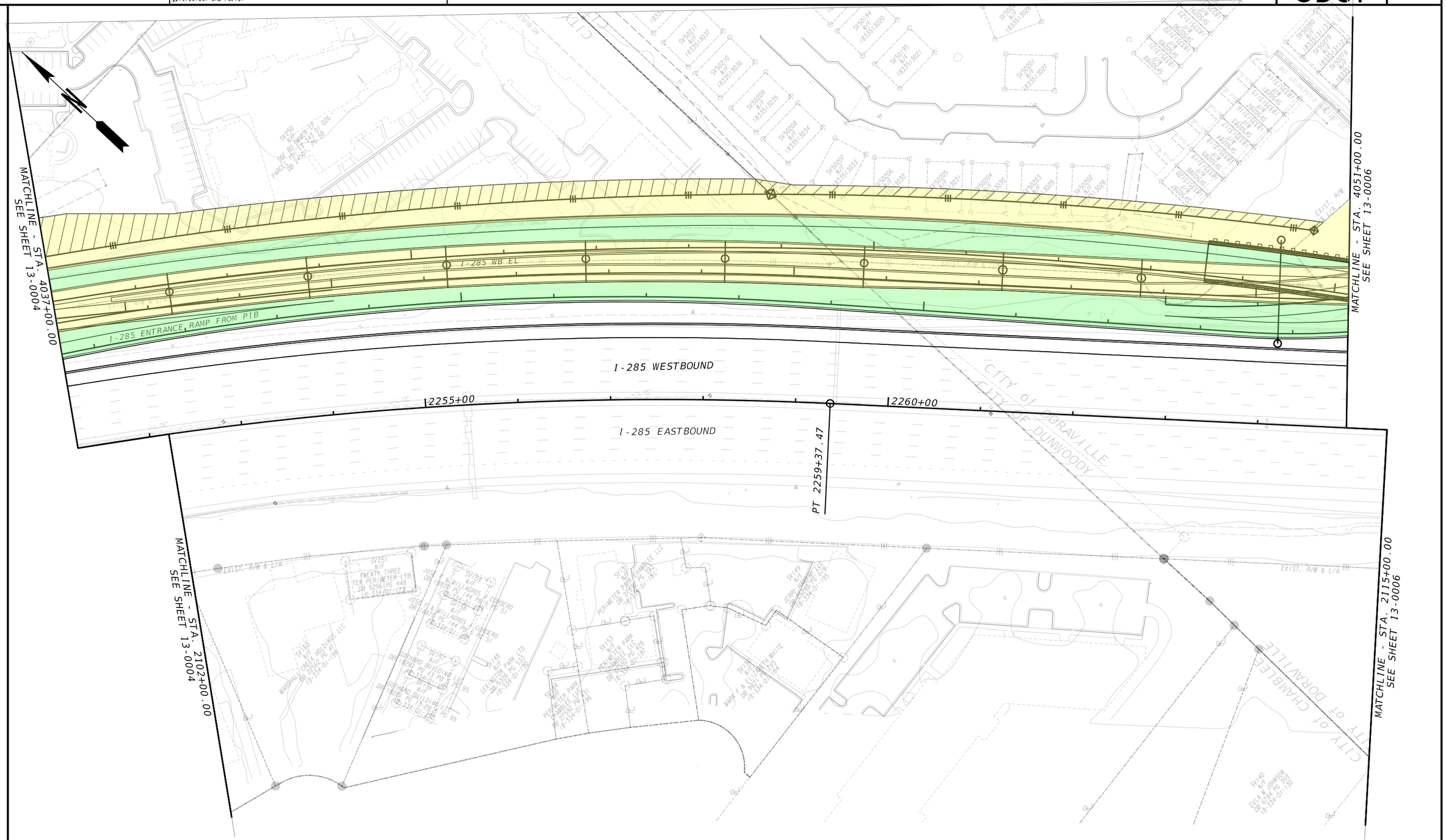

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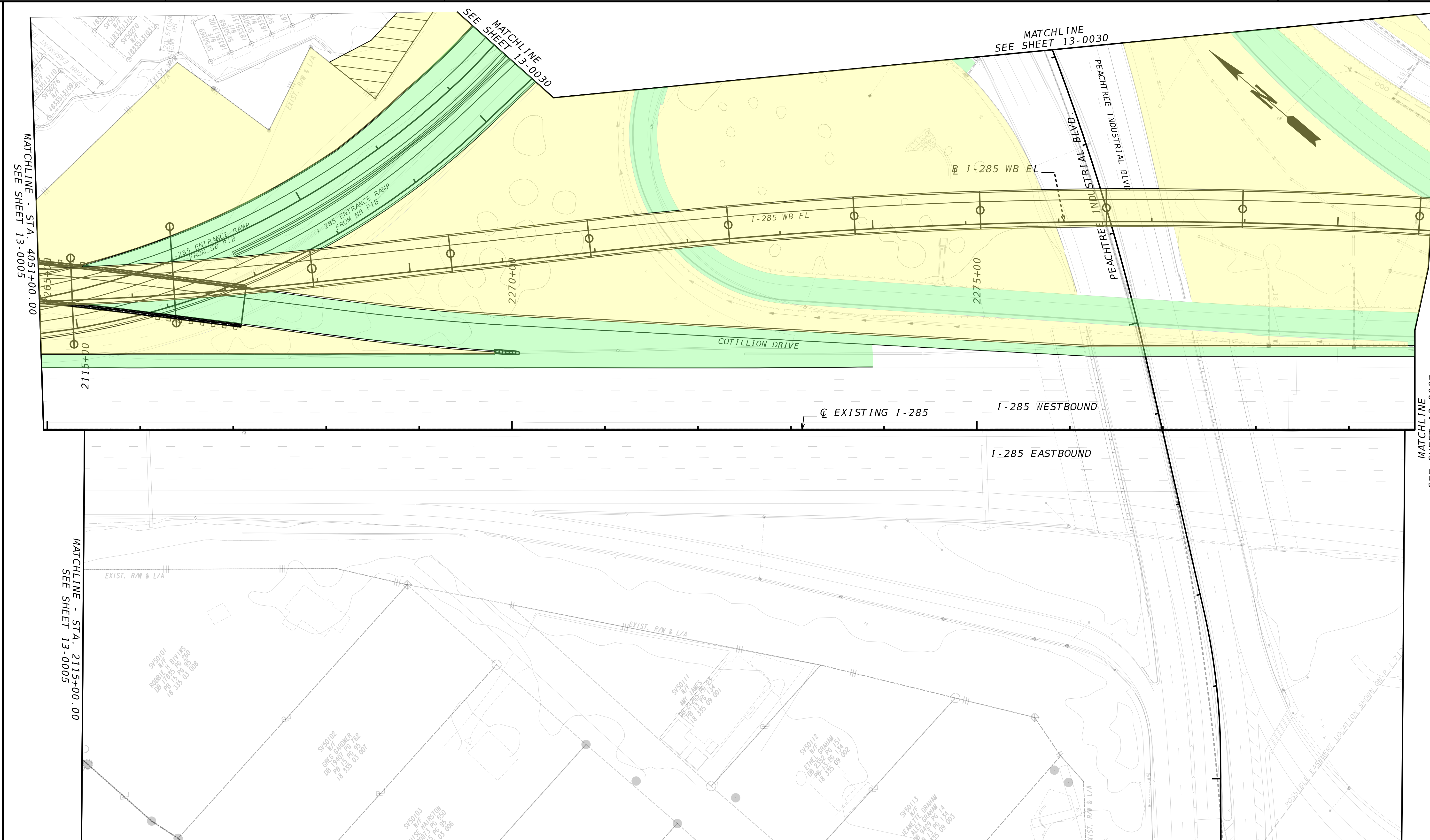

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PEACHTREE INDUSTRIAL BLVD
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2115+00
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℄ EXISTING I-285
I-285 WESTBOUND
I-285 EASTBOUND
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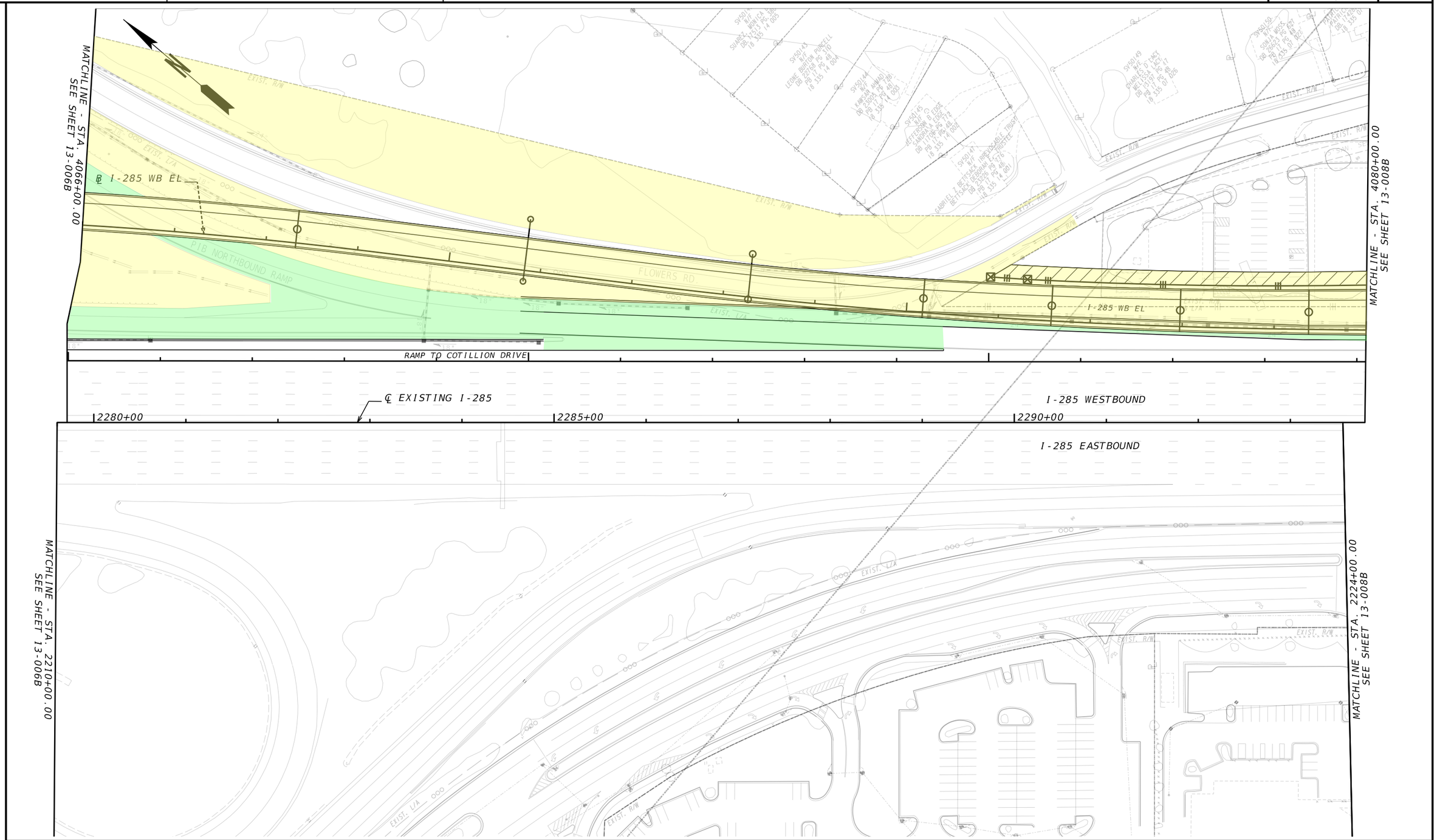

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10/23/2015 GPLN

EXHIBIT B – ADDITIONAL ENHANCEMENT FEATURES

CHAMBLEE DUNWOODY ROAD AND PERIMETER CENTER PARKWAY BRIDGE ENHANCEMENTS

AESTHETIC DESIGN GUIDELINES

Kimley»Horn

October 2025

PERIMETER COMMUNITY IMPROVEMENT DISTRICT

ACKNOWLEDGMENTS

PCID BOARD

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- Winston Mitchell, *PLA*
- Brett Conn
- Brooke Blankenship

CONTENTS

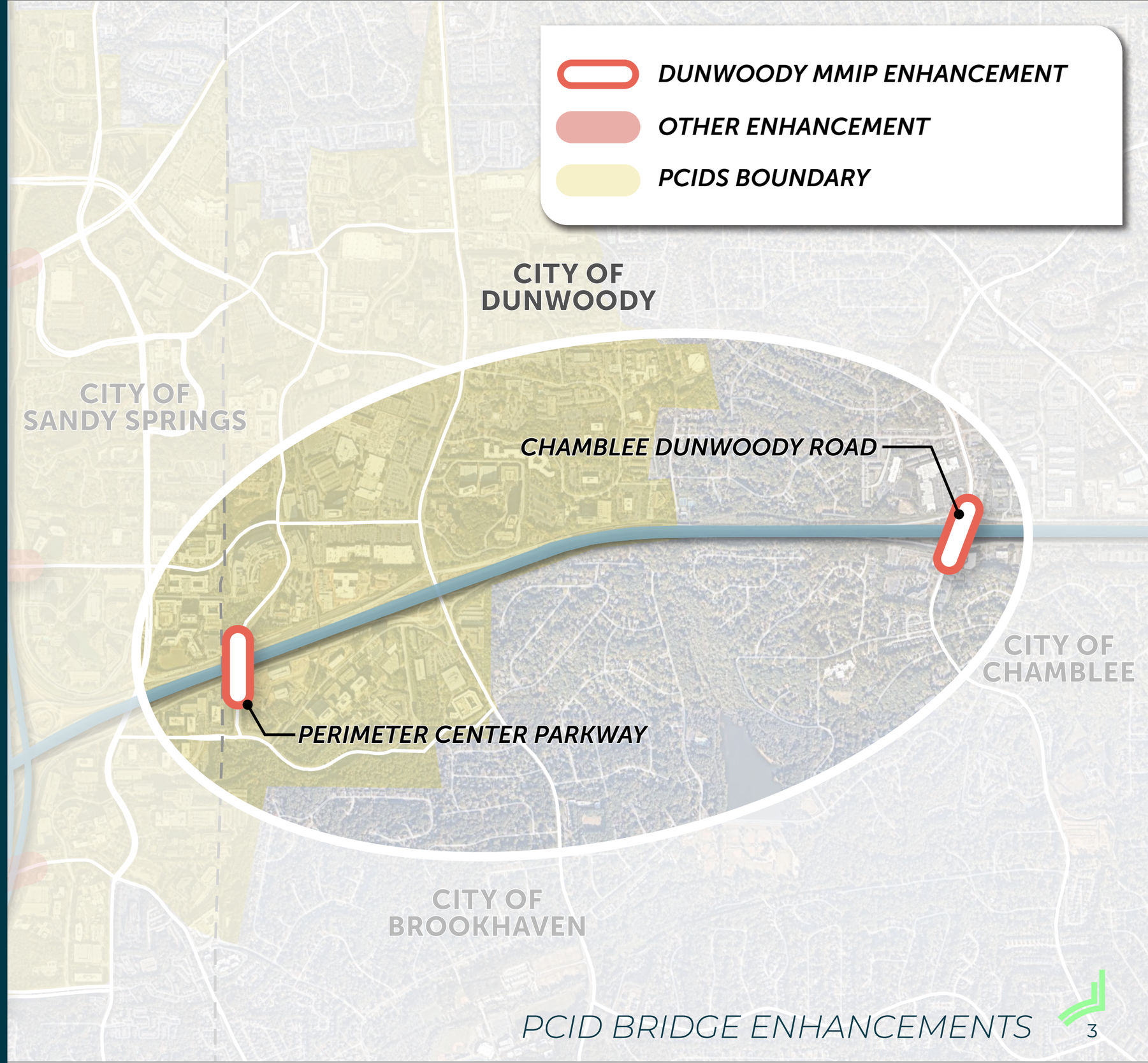
Ashford Dunwoody Standards to be added

The Perimeter Bridges Aesthetic Enhancement project was developed in response to the Georgia DOT's I-285 Top End Express Lane Project, which will add express lanes along the northern half of I-285. The project is envisioned as a placemaking initiative for bridges across the district that will reinforce Perimeter as a special and unique place within the Atlanta region.

The DOT's plans call for differing levels of reconstruction and reconfiguration at each bridge location, with some bridges anticipated to receive no alterations. This required a design solution that was flexible enough to be applied to bridges of widely variable ages and conditions while still creating a cohesive aesthetic. The design team developed a "Kit of Parts" approach, which will be folded into the designs for the DOT's MMIP program, as well as applied to bridges outside the MMIP program as separate projects.

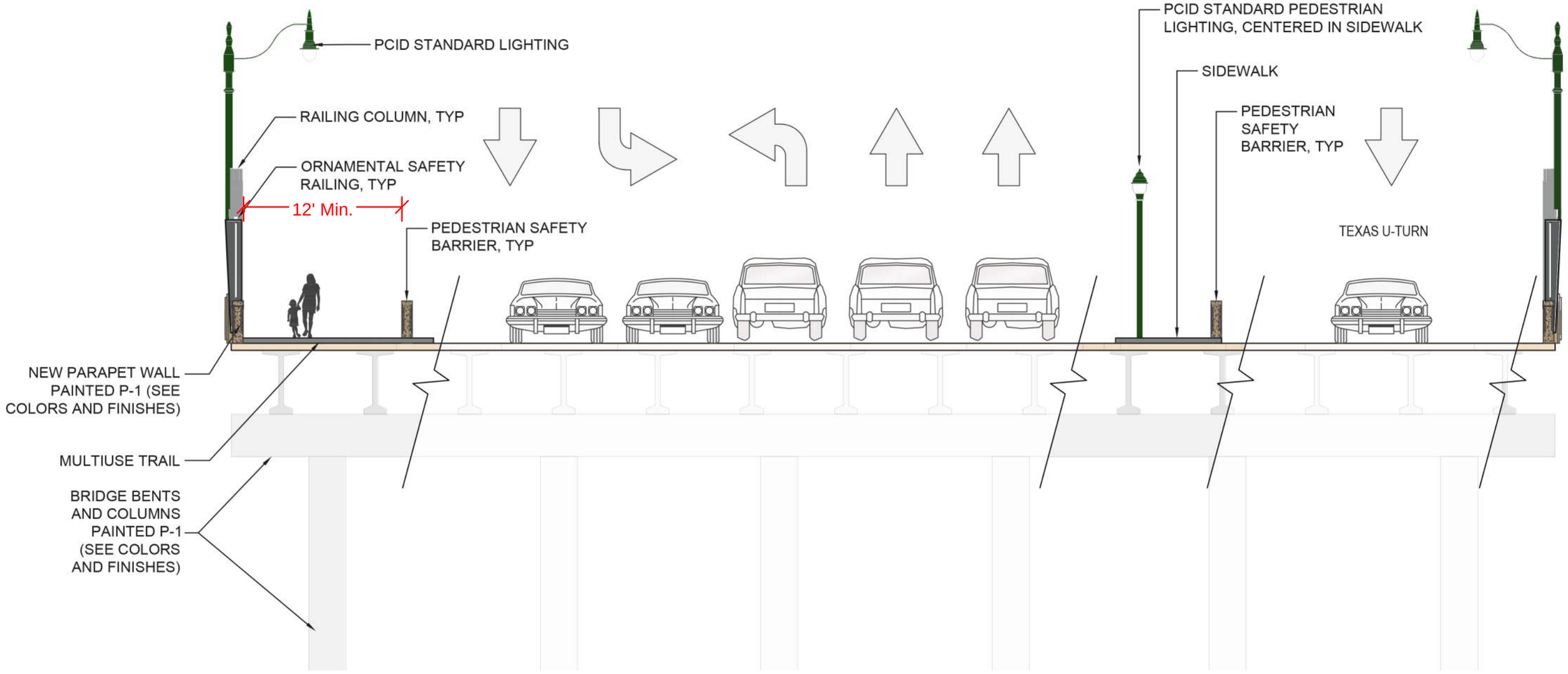
This document contains a summary of aesthetic treatments, primarily related to ornamental railings and bridge paint/color finishes.

The design guidelines are intended to be used as a reference in the development of engineering documents for aesthetic enhancements to the Mt. Vernon Highway and Johnson Ferry Road Bridges. It should serve as a written and visual guide for elements that will be added to the bridges as part of MMIP process.



CHAMBLEE - DUNWOODY ROAD

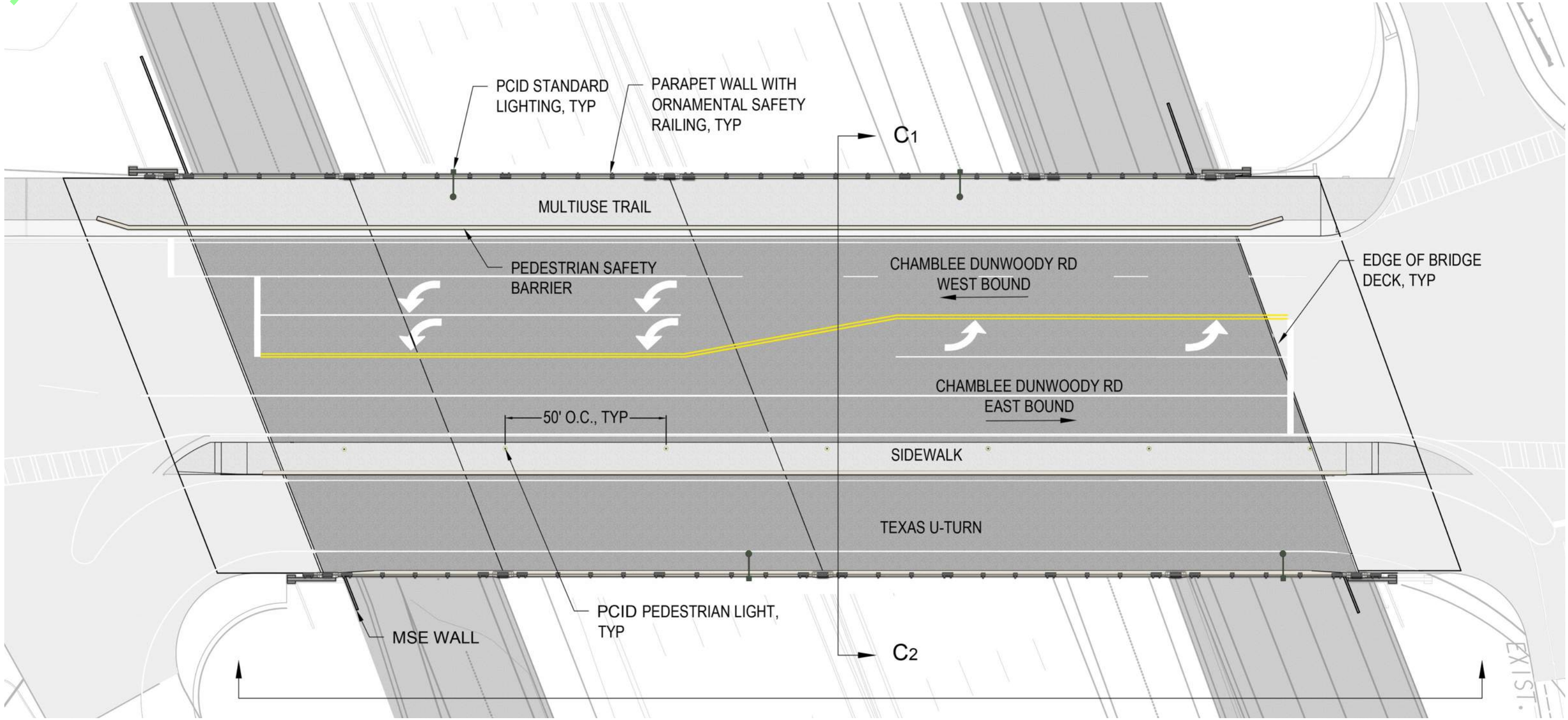
CHAMBLEE - DUNWOODY ROAD



CHAMBLEE - DUNWOODY BRIDGE: SECTION CC

SCALE: 1” = 10’

CHAMBLEE - DUNWOODY ROAD



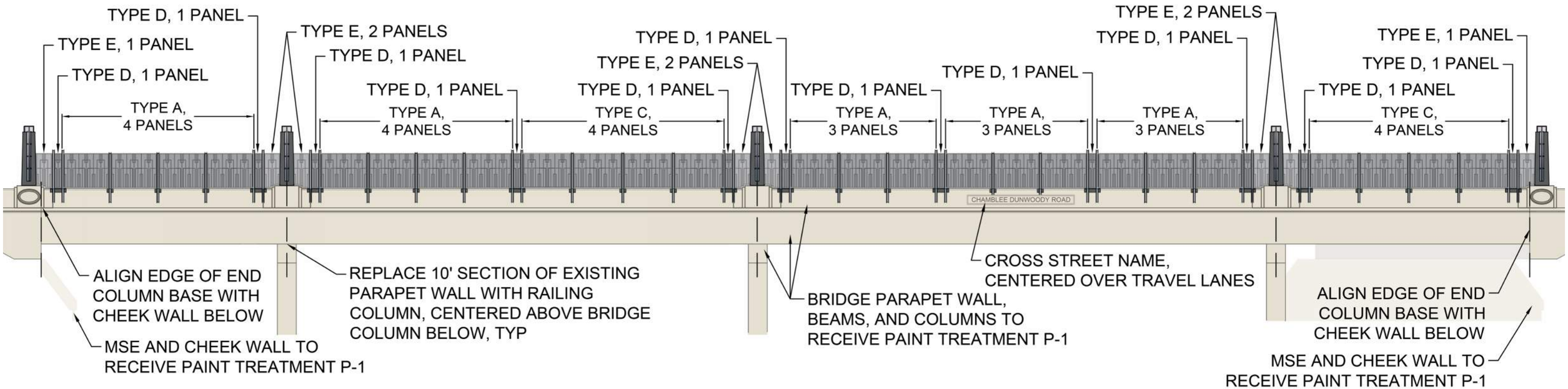
CHAMBLEE - DUNWOODY PLAN VIEW

SCALE: 1" = 30'

NORTH

GRAPHIC SCALE IN FEET
0 15' 30' 60'

CHAMBLEE - DUNWOODY ROAD



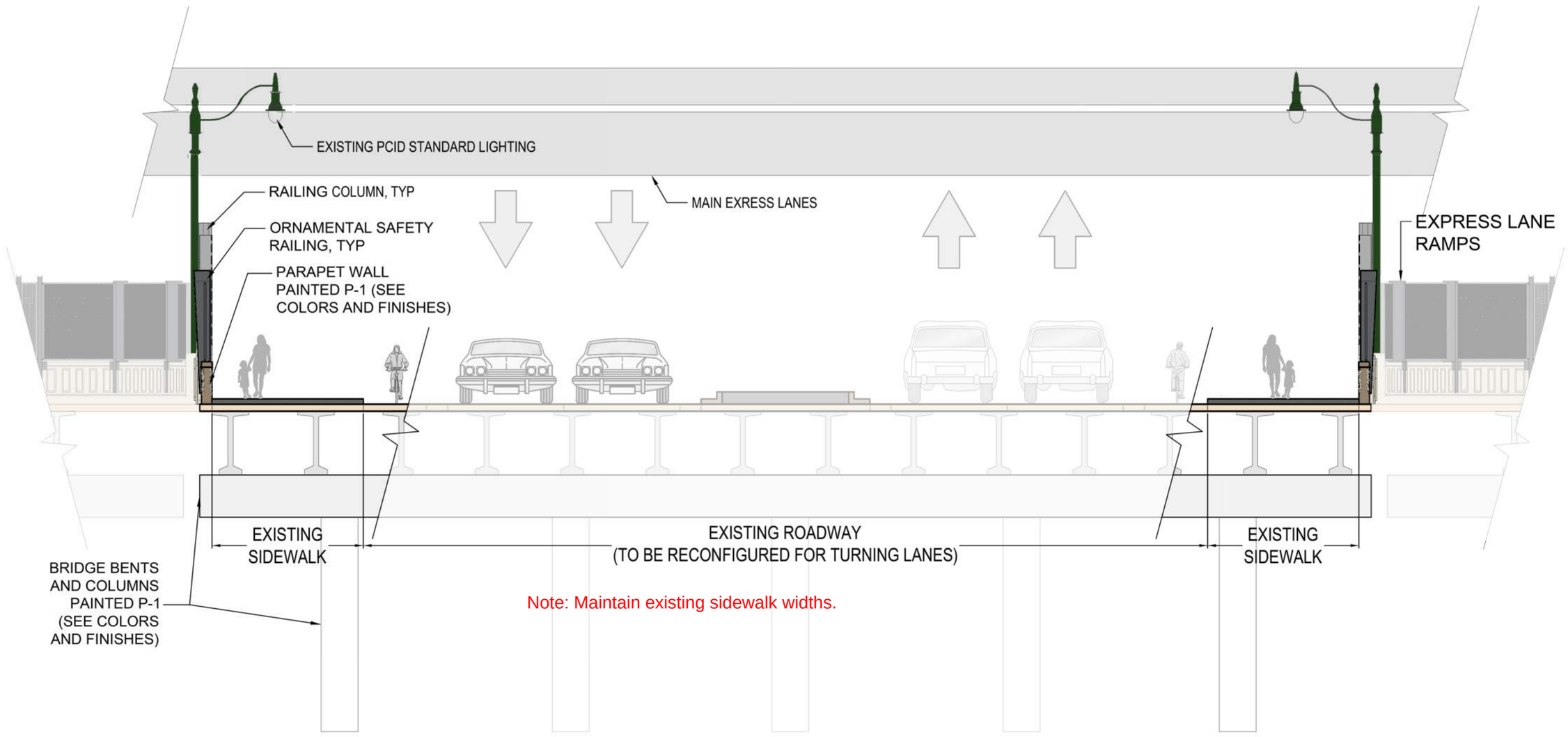
CHAMBLEE - DUNWOODY ELEVATION AA

SCALE: 1” = 20’

* FIELD CONDITIONS AND/OR CHANGES TO BRIDGE DESIGN DIMENSIONS MAY IMPACT THE PANEL TYPE AND SIZE OF SPACERS NEEDED TO MAINTAIN DESIGN INTENT. PANEL TYPES A, B, OR C MAY BE INTERCHANGED TO MAINTAIN THE OVERALL BRIDGE RAILING RHYTHM.

SPACERS BETWEEN RAILING PANELS AND RAILING POSTS MAY VARY BETWEEN 1/4” AND 2” TO ACCOMMODATE VARIATIONS IN BRIDGE SPAN LENGTH

PERIMETER CENTER PARKWAY



PERIMETER CENTER PARKWAY BRIDGE: SECTION AA

SCALE: 1” = 10’

PERIMETER CENTER PARKWAY

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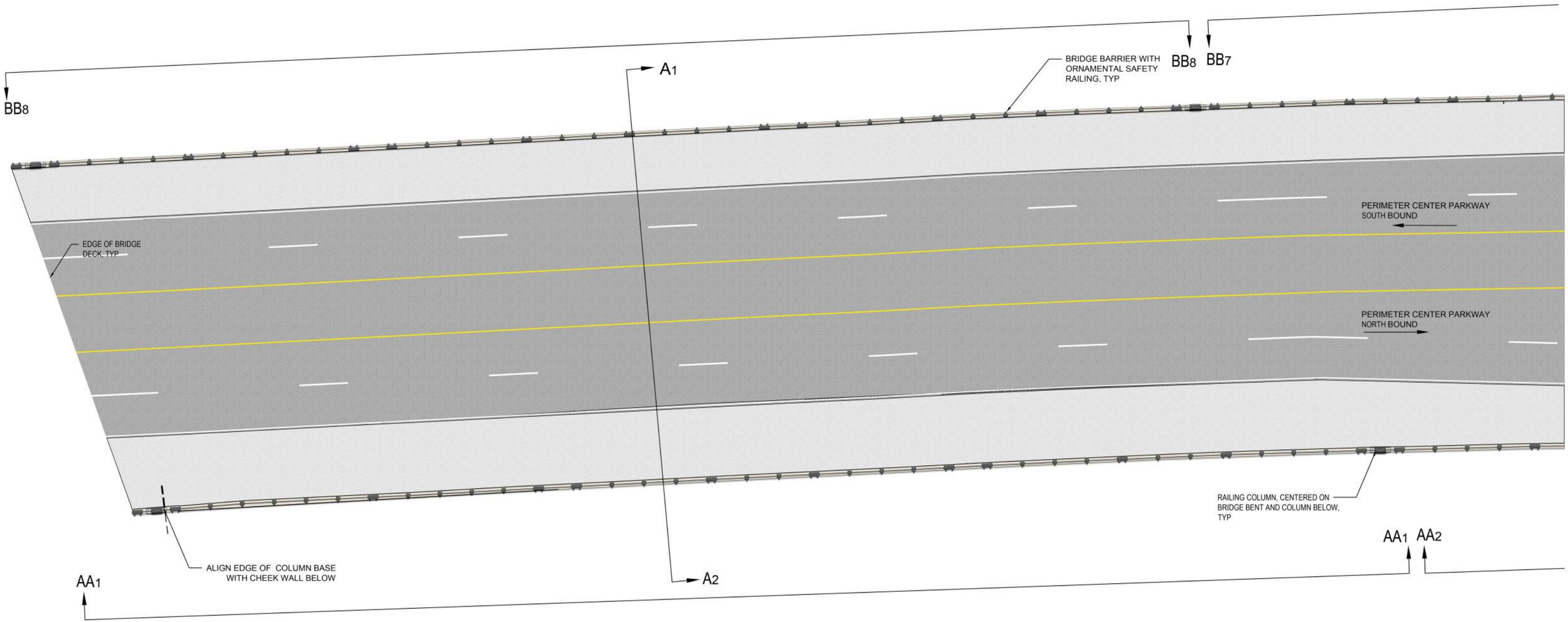

PERIMETER CENTER PARKWAY - PLAN VIEW A

SCALE: 1” = 30’

PERIMETER CENTER PARKWAY

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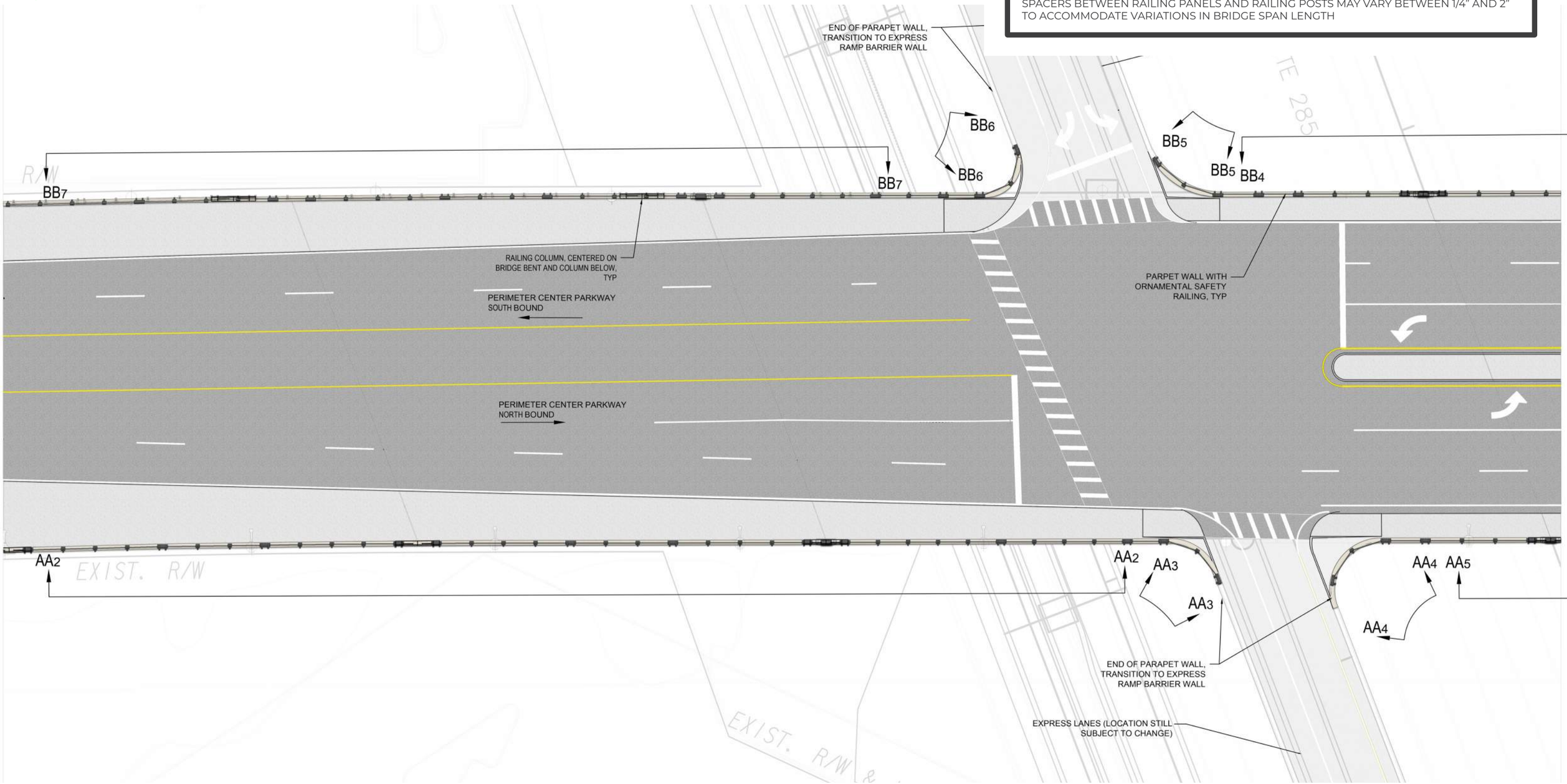

PERIMETER CENTER PARKWAY - PLAN VIEW B

SCALE: 1” = 30’

PERIMETER CENTER PARKWAY

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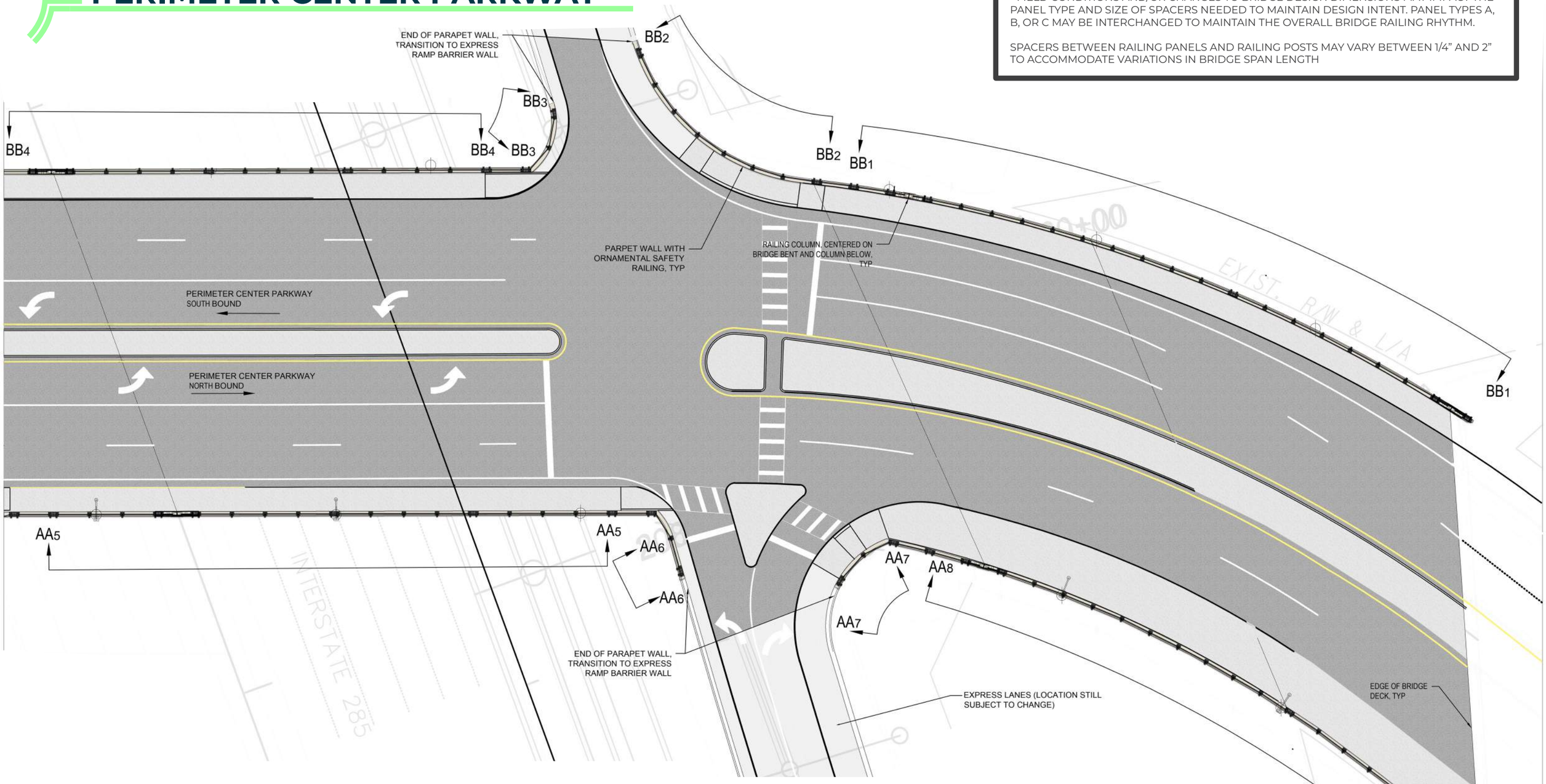
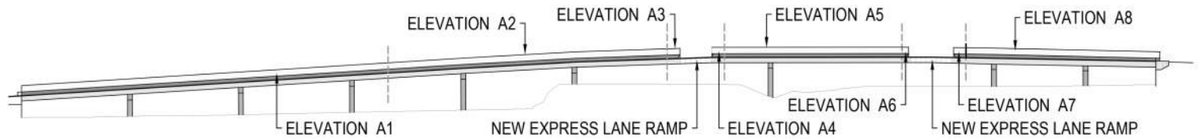


PERIMETER CENTER PARKWAY - PLAN VIEW A

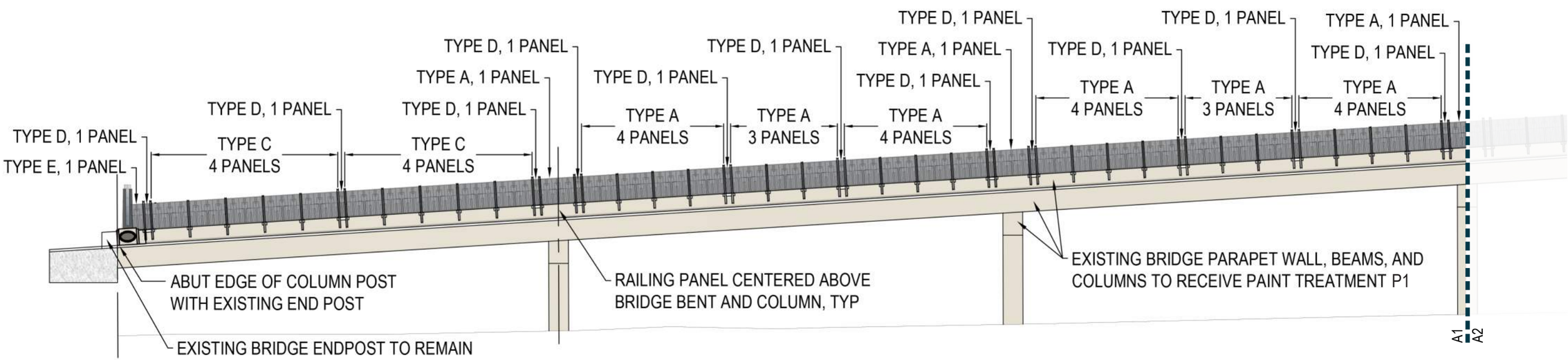
SCALE: 1" = 30'

PERIMETER CENTER PARKWAY



PCP KEY ELEVATION AA

SCALE: NTS



PCP ELEVATION AA - SEGMENT A1

SCALE: 1" = 30'

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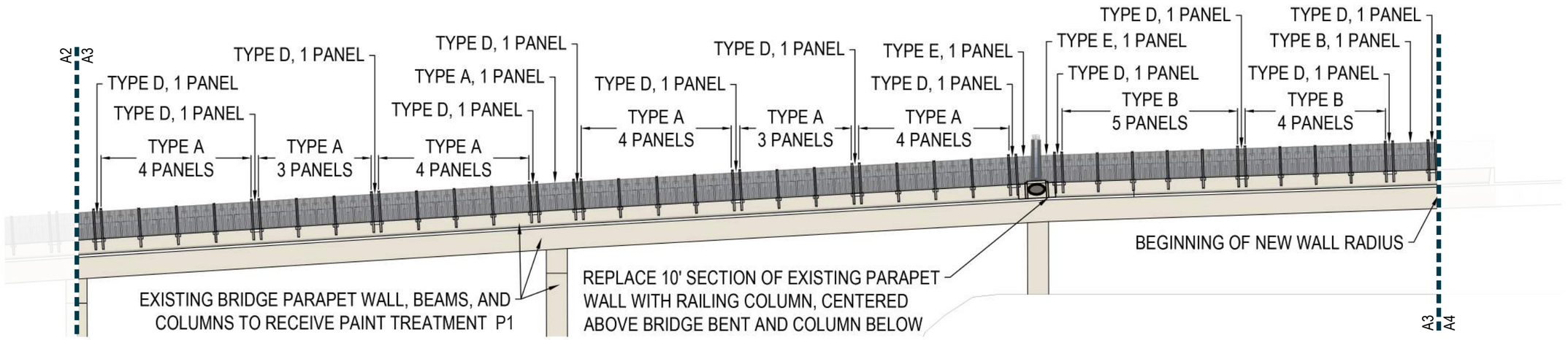

PCP ELEVATION AA - SEGMENT A2

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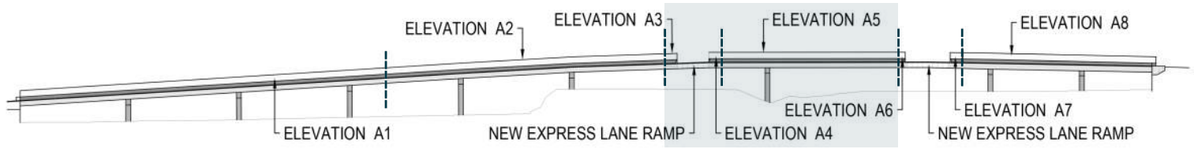
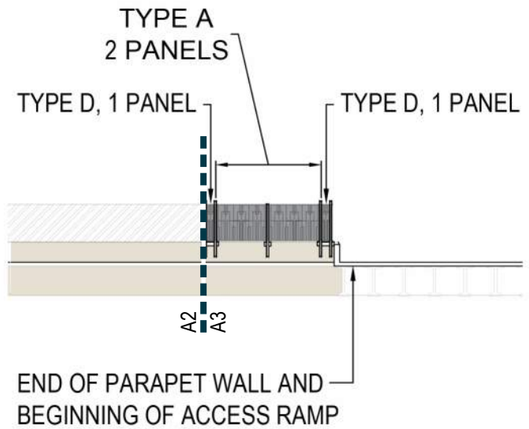
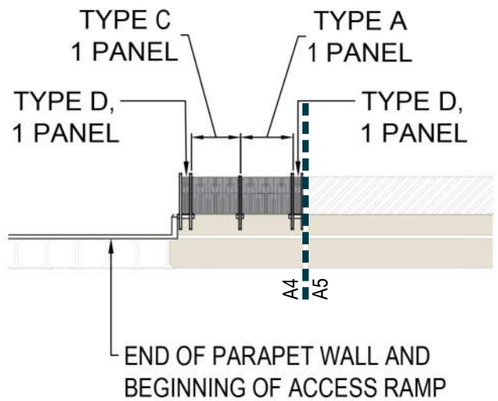
PERIMETER CENTER PARKWAY



PCP KEY ELEVATION AA

SCALE: NTS





PCP ELEVATION AA - SEGMENT A3

SCALE: 1" = 30'

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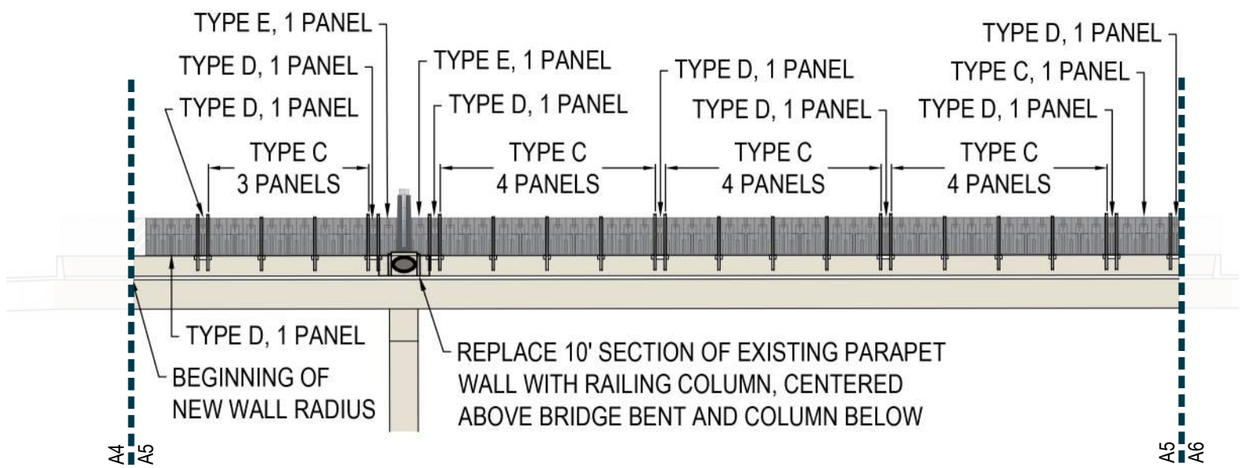


PCP ELEVATION AA - SEGMENT A4

SCALE: 1" = 30'

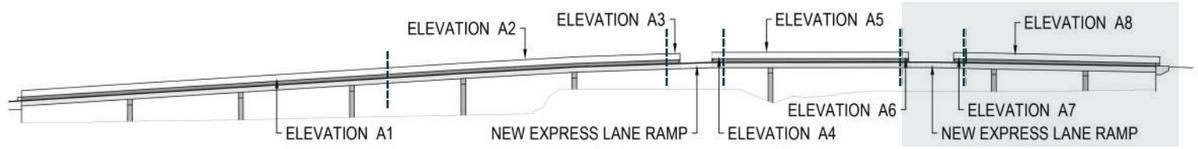
0 5 10 20 30

PCP ELEVATION AA - SEGMENT A5

SCALE: 1" = 30'

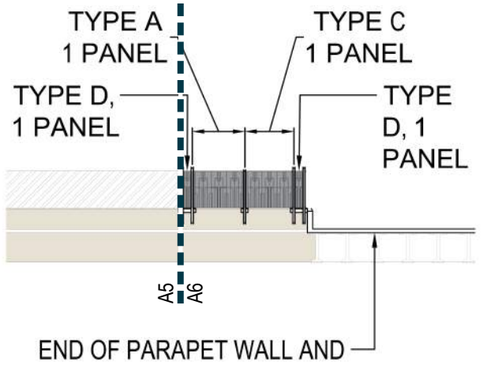
0 5 10 20 30

PERIMETER CENTER PARKWAY



PCP KEY ELEVATION AA

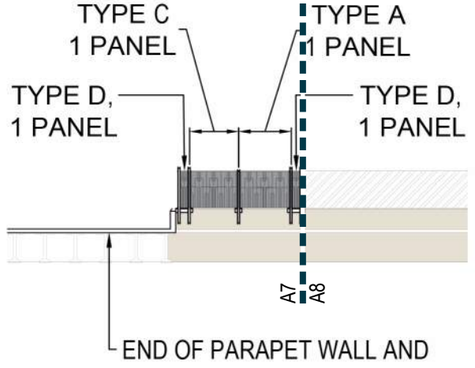
SCALE: NTS



PCP ELEVATION AA - SEGMENT A6

SCALE: 1” = 30’

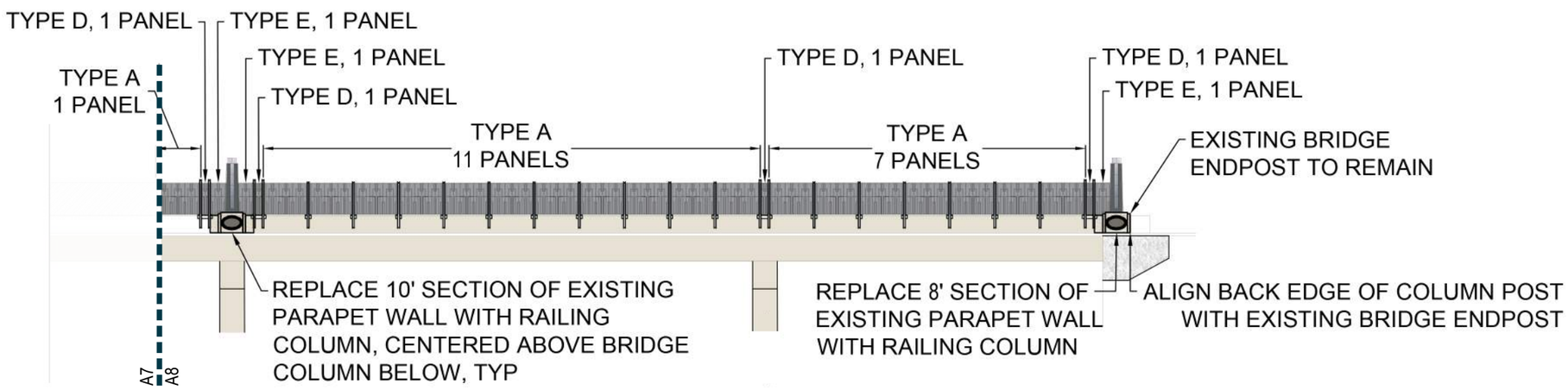
0 5 10 20 30



PCP ELEVATION AA - SEGMENT A7

SCALE: 1” = 30’

0 5 10 20 30

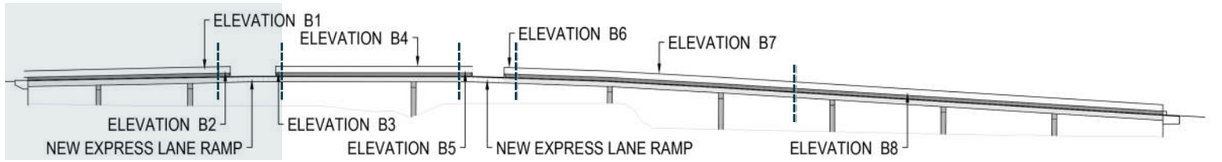


PCP ELEVATION AA - SEGMENT A8

SCALE: 1” = 30’

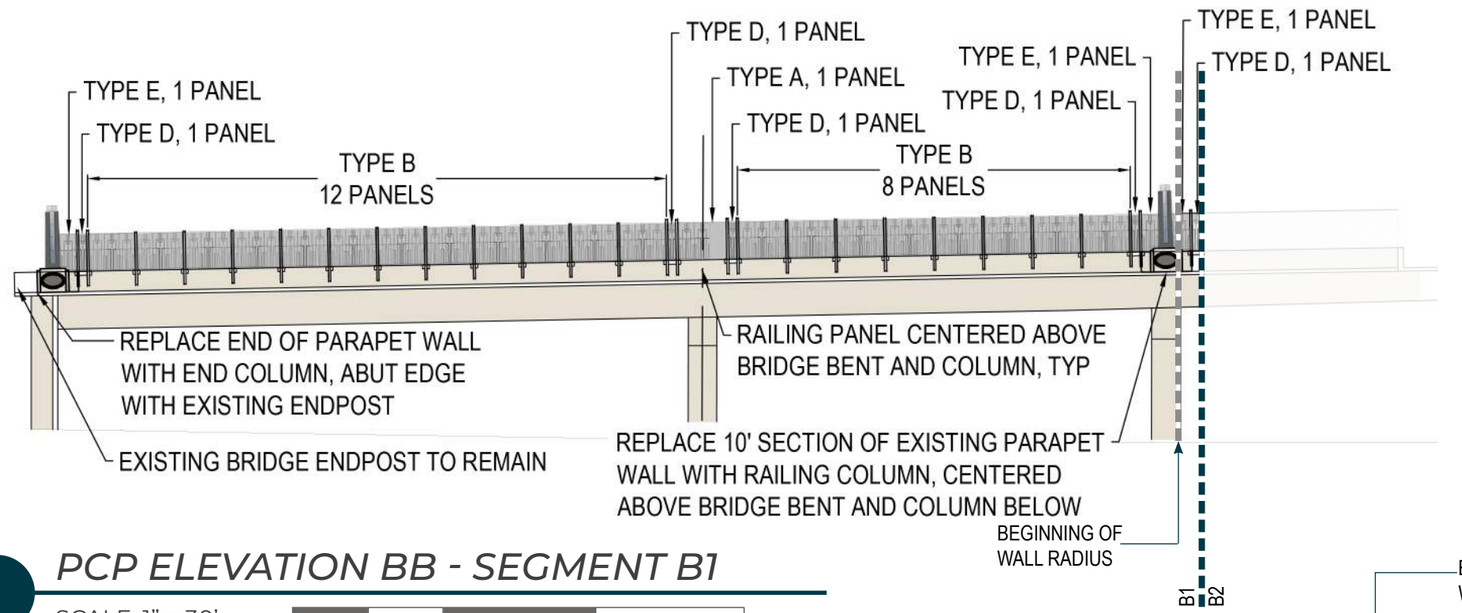
0 5 10 20 30

PERIMETER CENTER PARKWAY



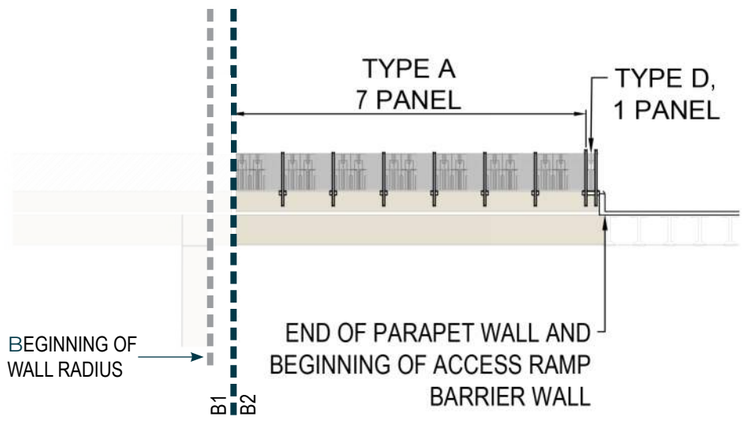
PCP KEY ELEVATION BB

SCALE: NTS



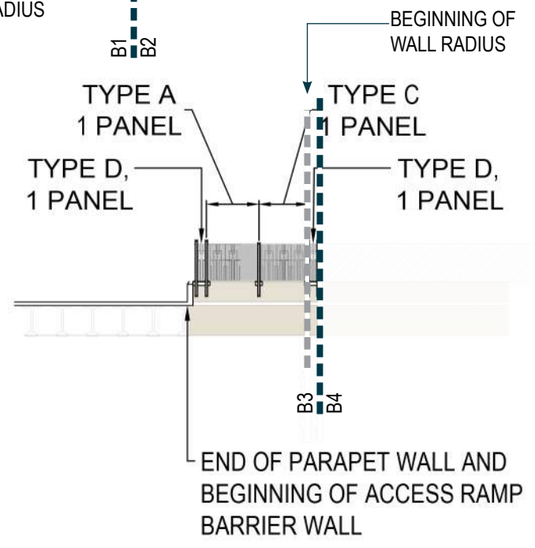
PCP ELEVATION BB - SEGMENT B1

SCALE: 1" = 30'



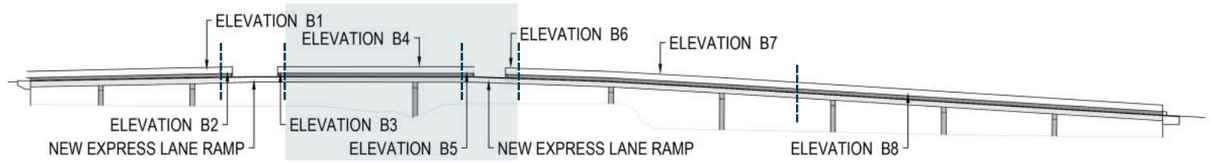
PCP ELEVATION BB - SEGMENT B2

SCALE: 1" = 30'



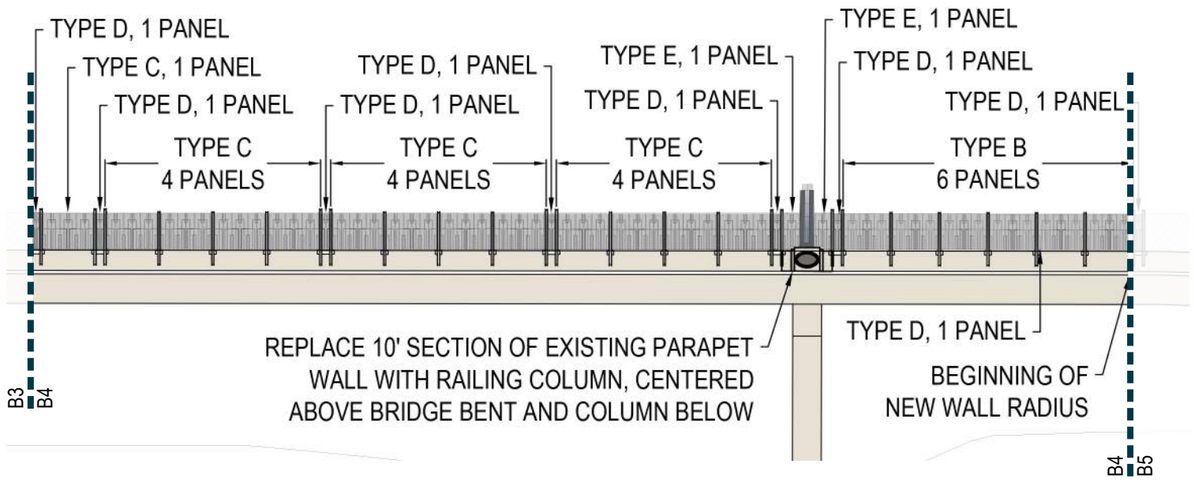
PCP ELEVATION BB - SEGMENT B3

SCALE: 1" = 30'



PCP KEY ELEVATION BB

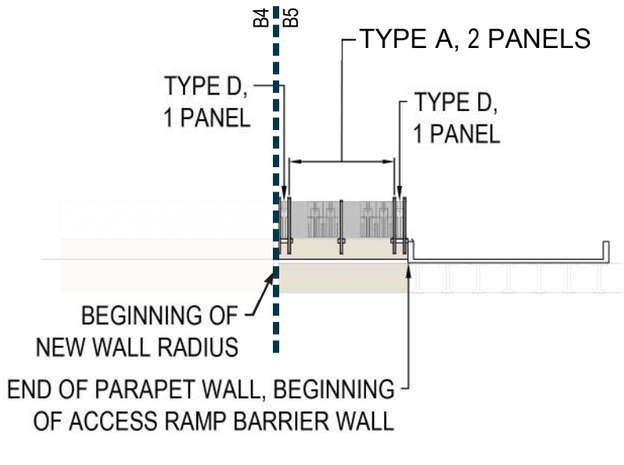
SCALE: NTS



PCP ELEVATION BB - SEGMENT B4

SCALE: 1" = 30'

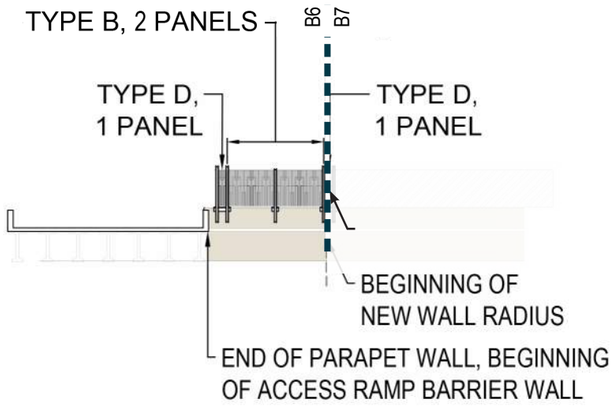
0 5 10 20 30



PCP ELEVATION BB - SEGMENT B5

SCALE: 1" = 30'

0 5 10 20 30

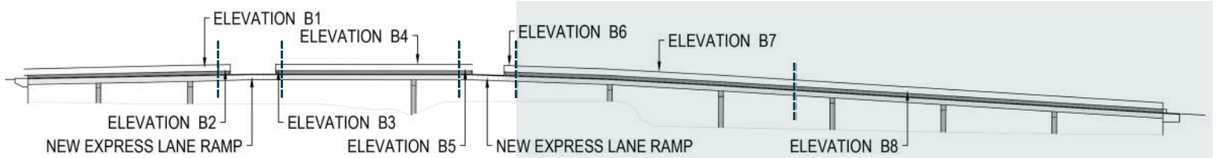


PCP ELEVATION BB - SEGMENT B6

SCALE: 1" = 30'

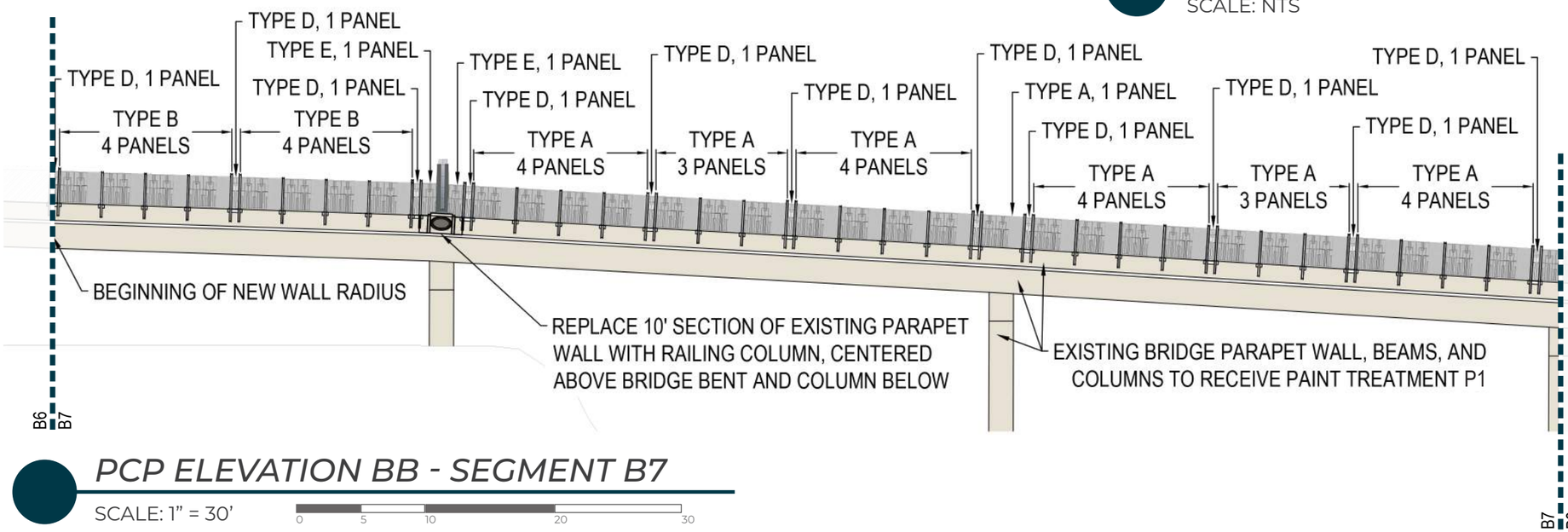
0 5 10 20 30

PERIMETER CENTER PARKWAY



PCP KEY ELEVATION BB

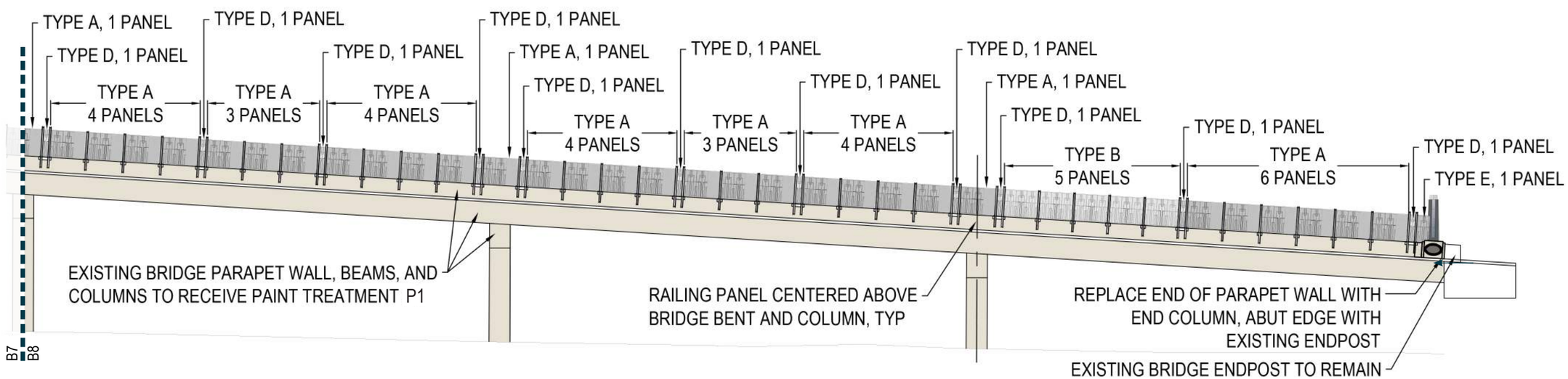
SCALE: NTS



PCP ELEVATION BB - SEGMENT B7

SCALE: 1" = 30'

0 5 10 20 30

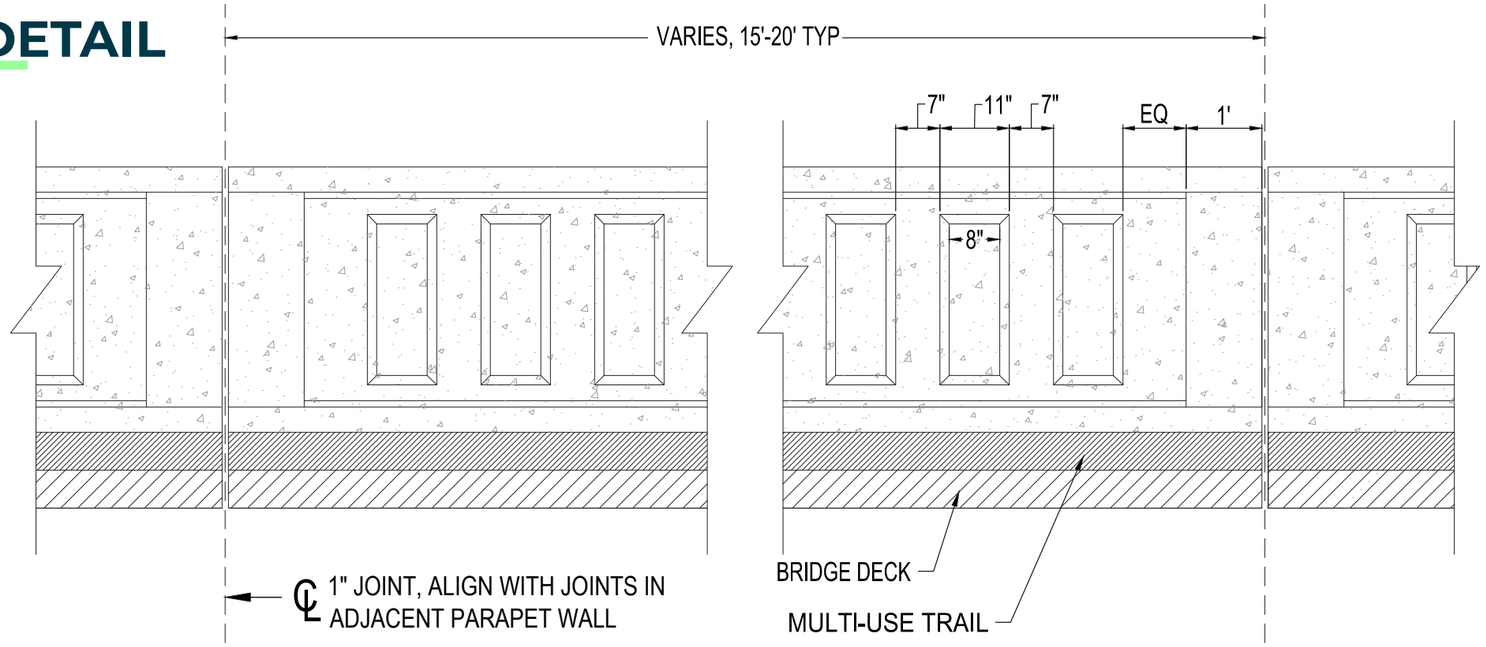


PCP ELEVATION BB - SEGMENT B8

SCALE: 1" = 30'

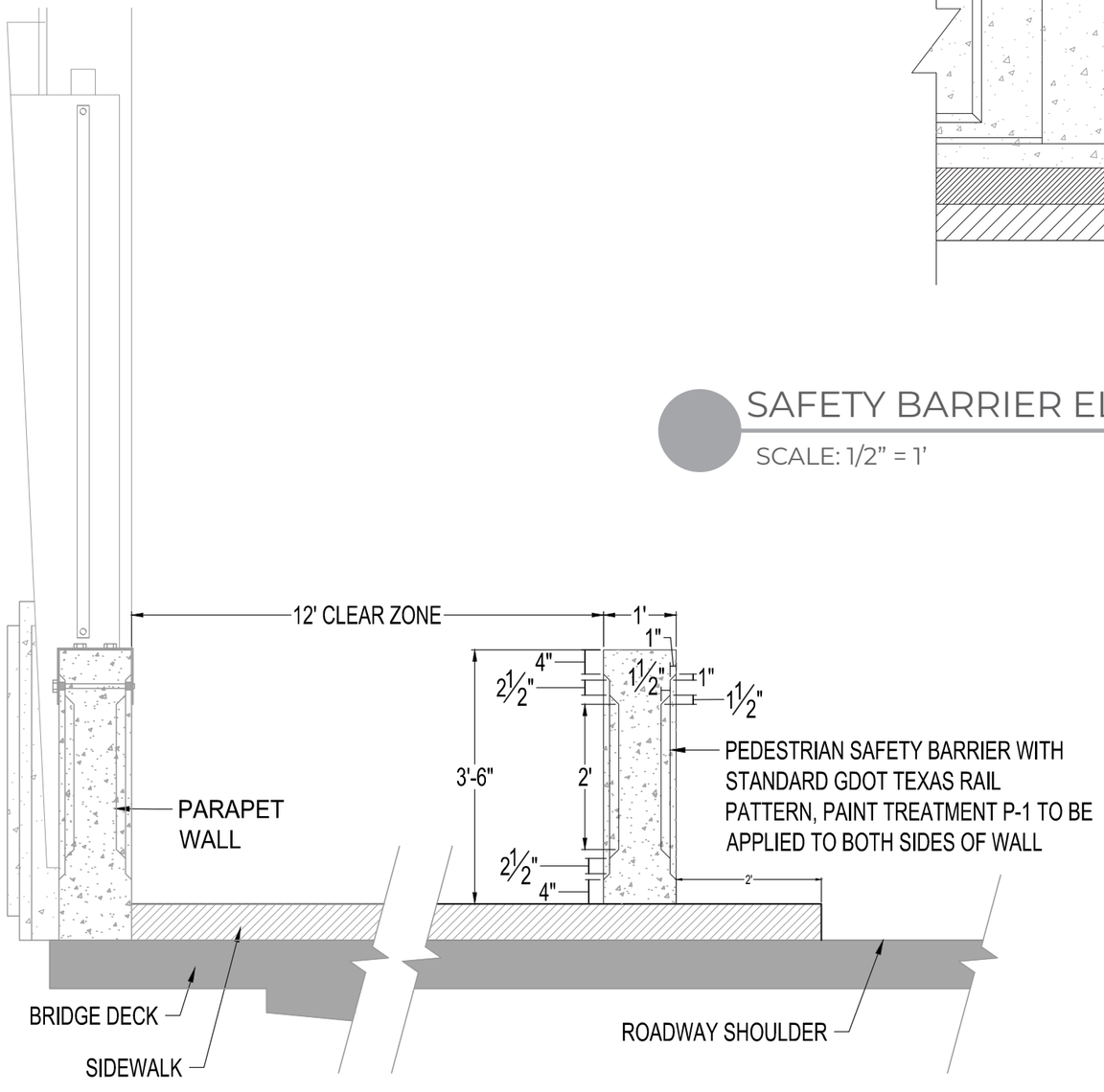
0 5 10 20 30

PEDESTRIAN SAFETY BARRIER DETAIL



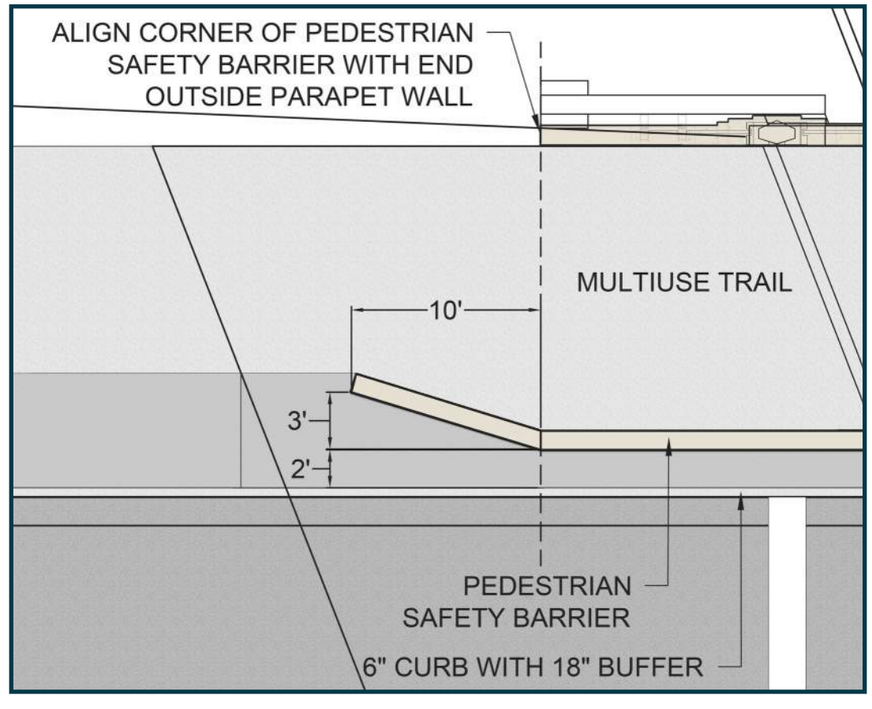
SAFETY BARRIER ELEVATION

SCALE: 1/2” = 1’



SAFETY BARRIER SECTION

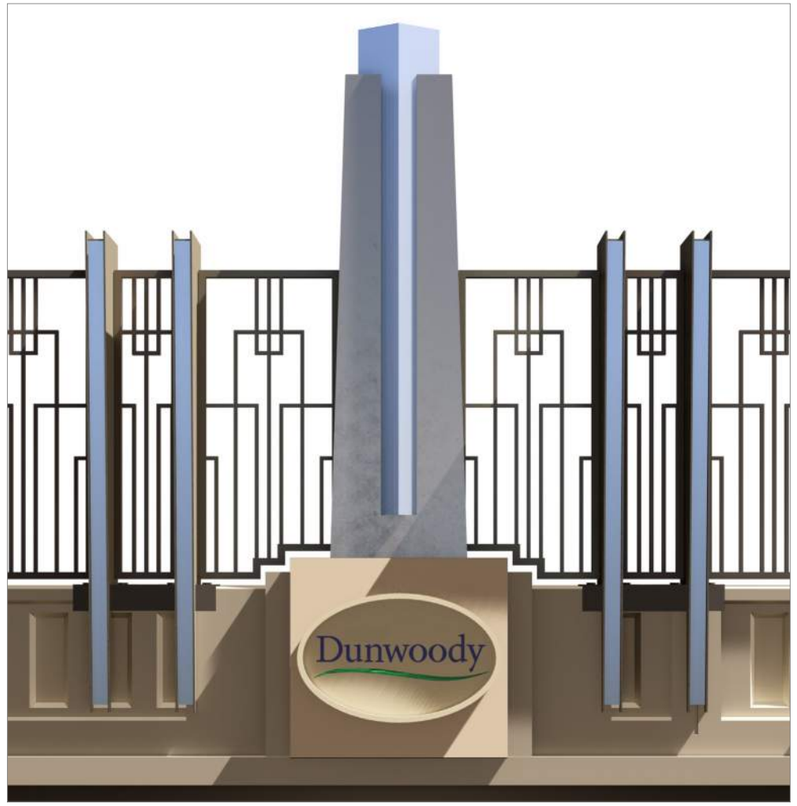
SCALE: 1/2” = 1’



SAFETY BARRIER PLAN

SCALE: 1/8” = 1’

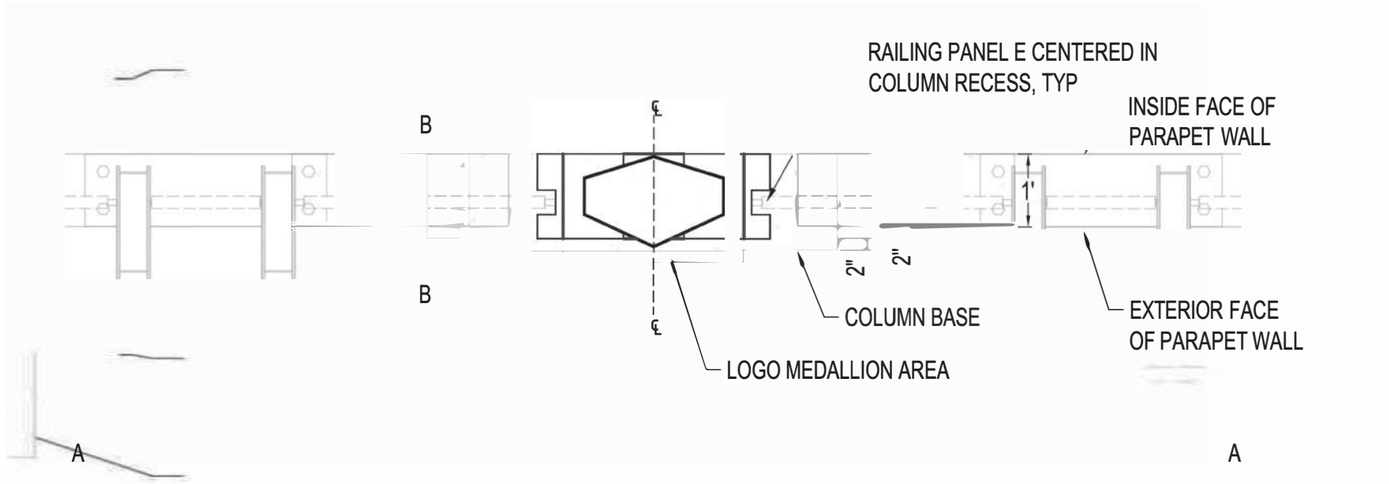
RAILING COLUMN DETAIL



COLUMN RENDERING

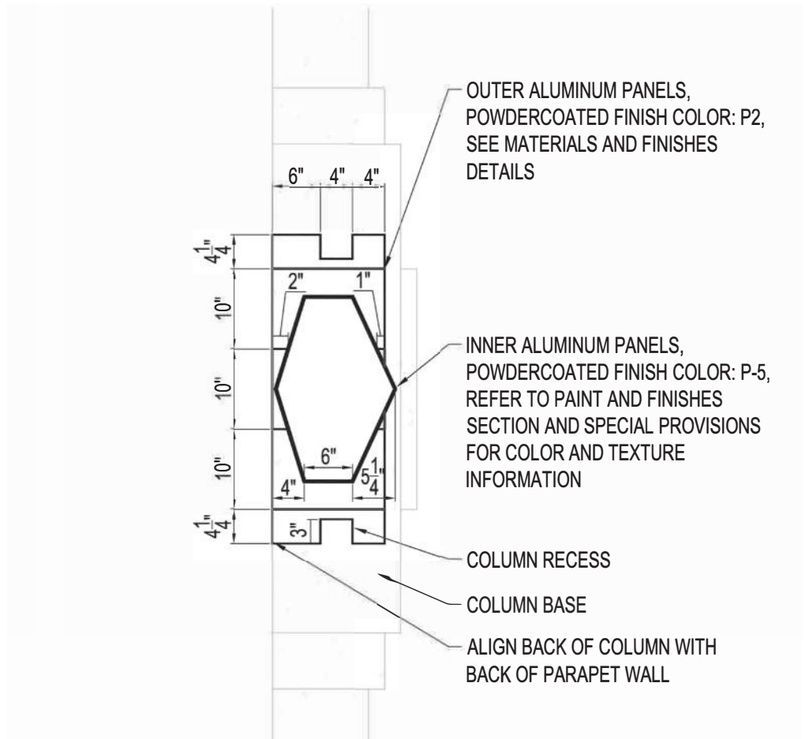
NOTES:

- Column to receive Logo Medallion on both side of Bridge, see page 17
- Refer to Color and Finishes Provisions for texture and color requirements



COLUMN PLAN

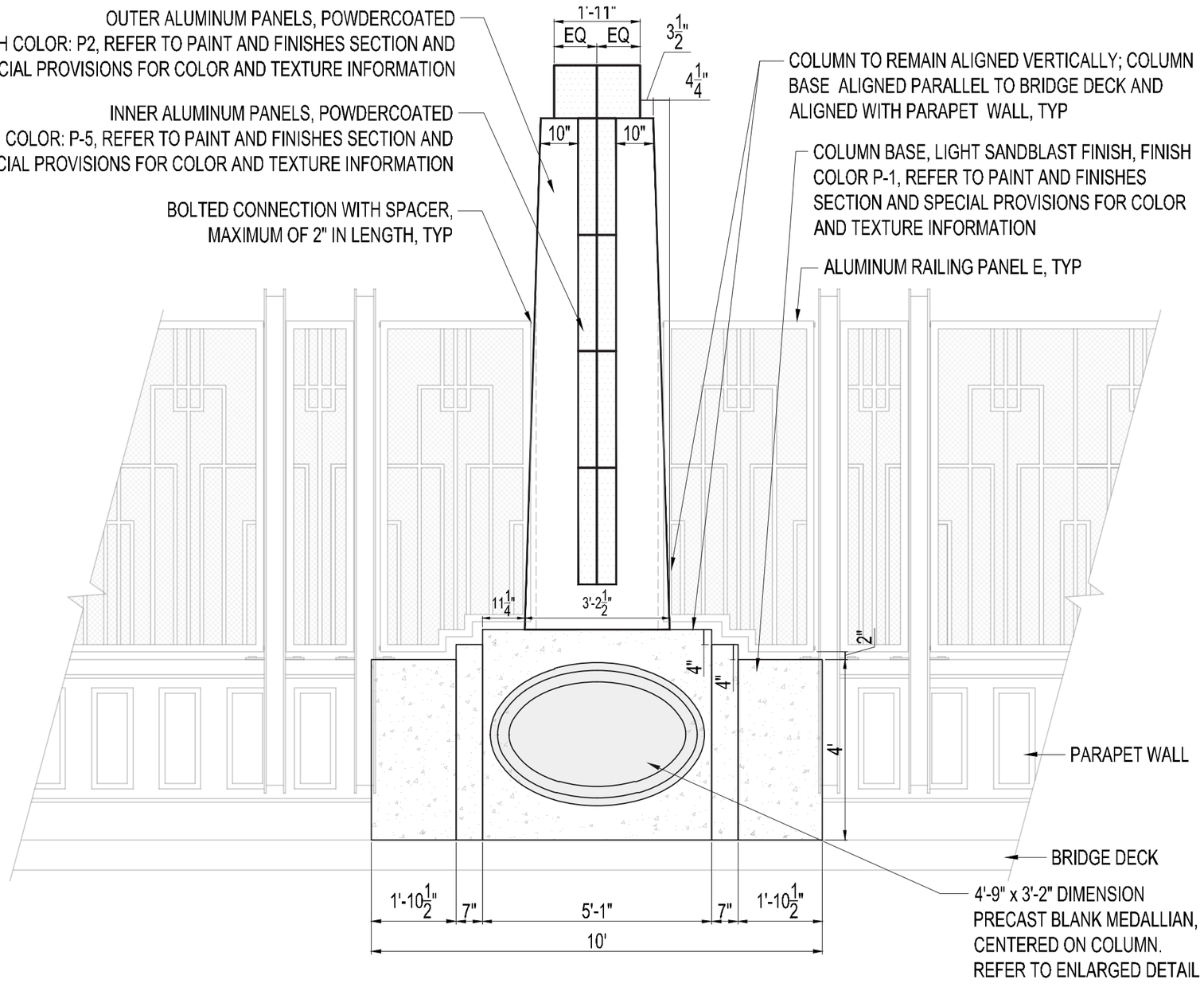
SCALE: 1/2" = 1'



COLUMN DETAILS

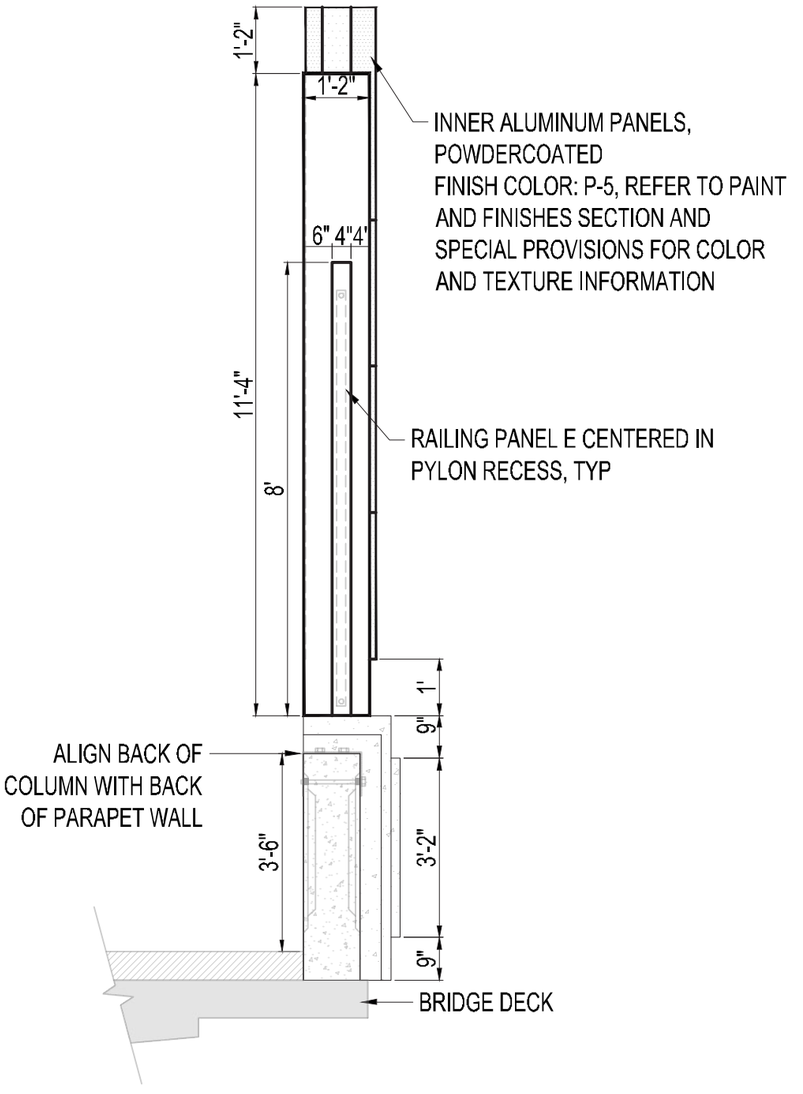
SCALE: 3/4" = 1'

RAILING COLUMN DETAIL



COLUMN ELEVATION AA

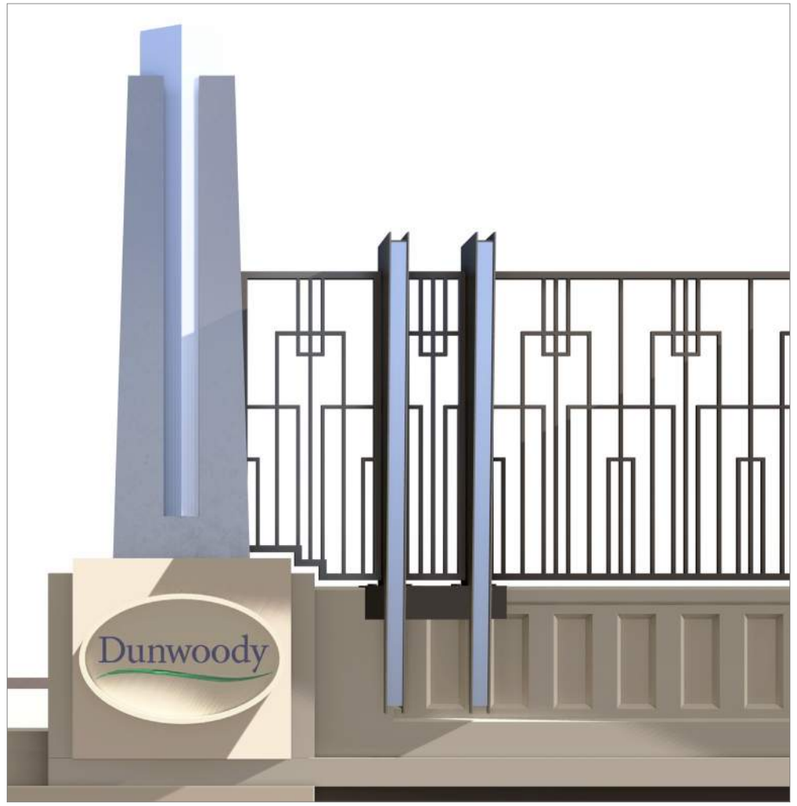
SCALE: 3/8" = 1'



COLUMN SECTION BB

SCALE: 3/8" = 1'

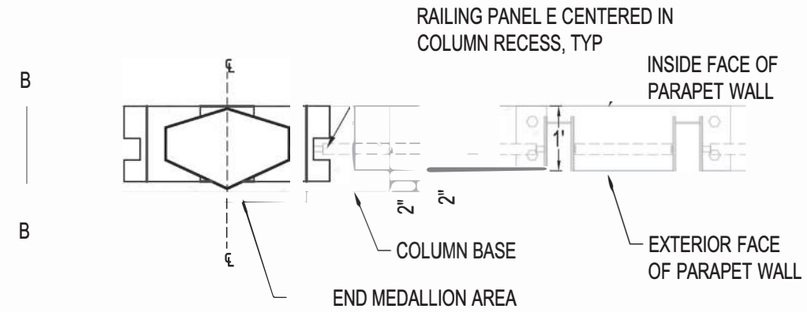
END COLUMN DETAIL



END COLUMN RENDERING

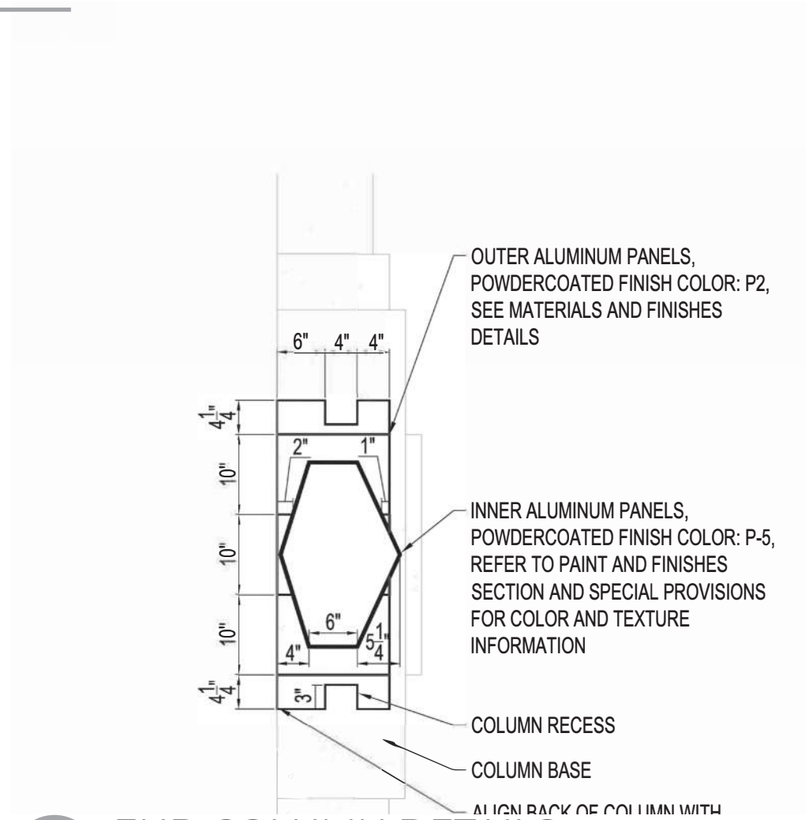
NOTES:

- End Column to receive Logo Medallion on both side of Bridge, see pg 17
- Refer to Color and Finishes Provisions for texture and color requirements



END COLUMN PLAN

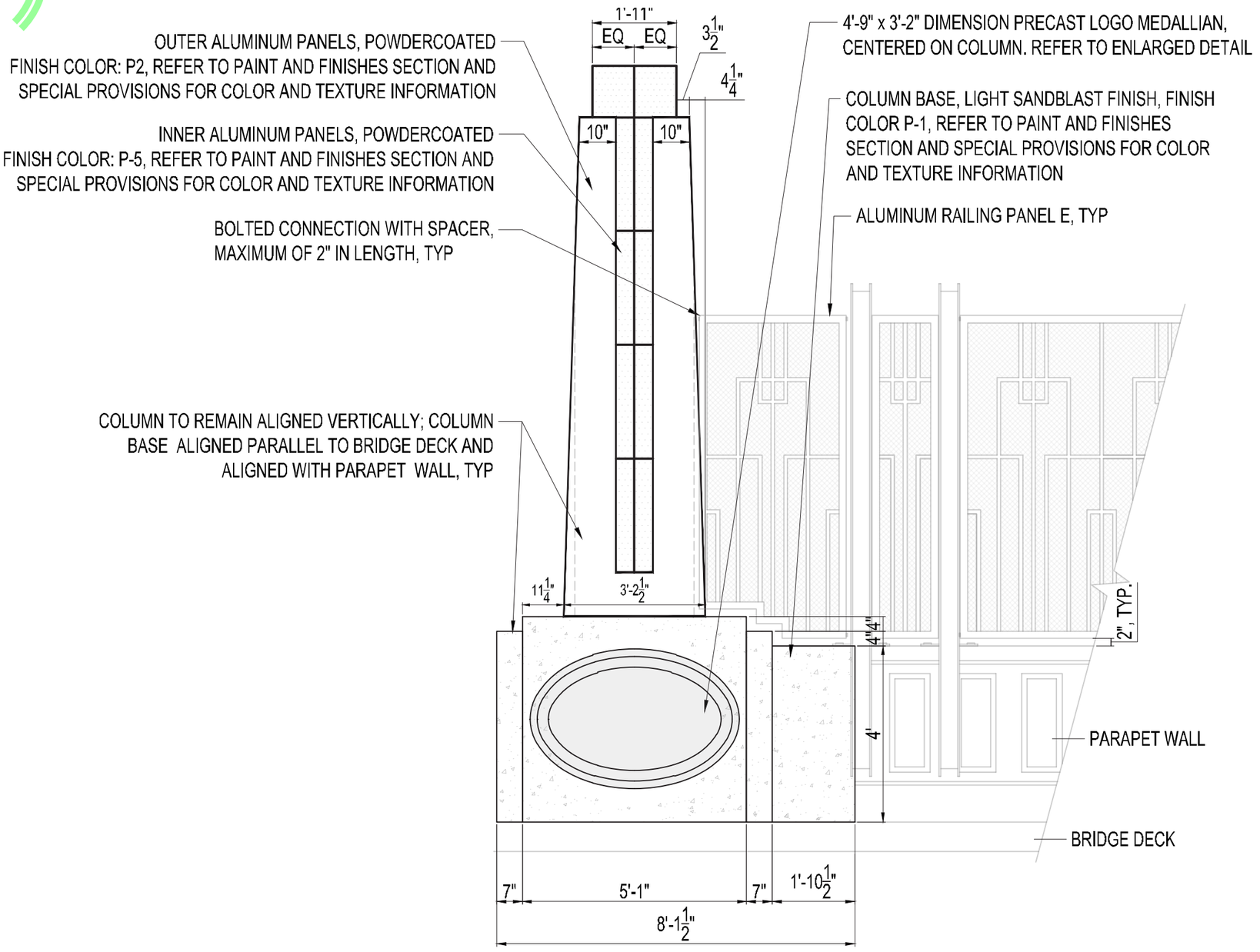
SCALE: 3/8” = 1’

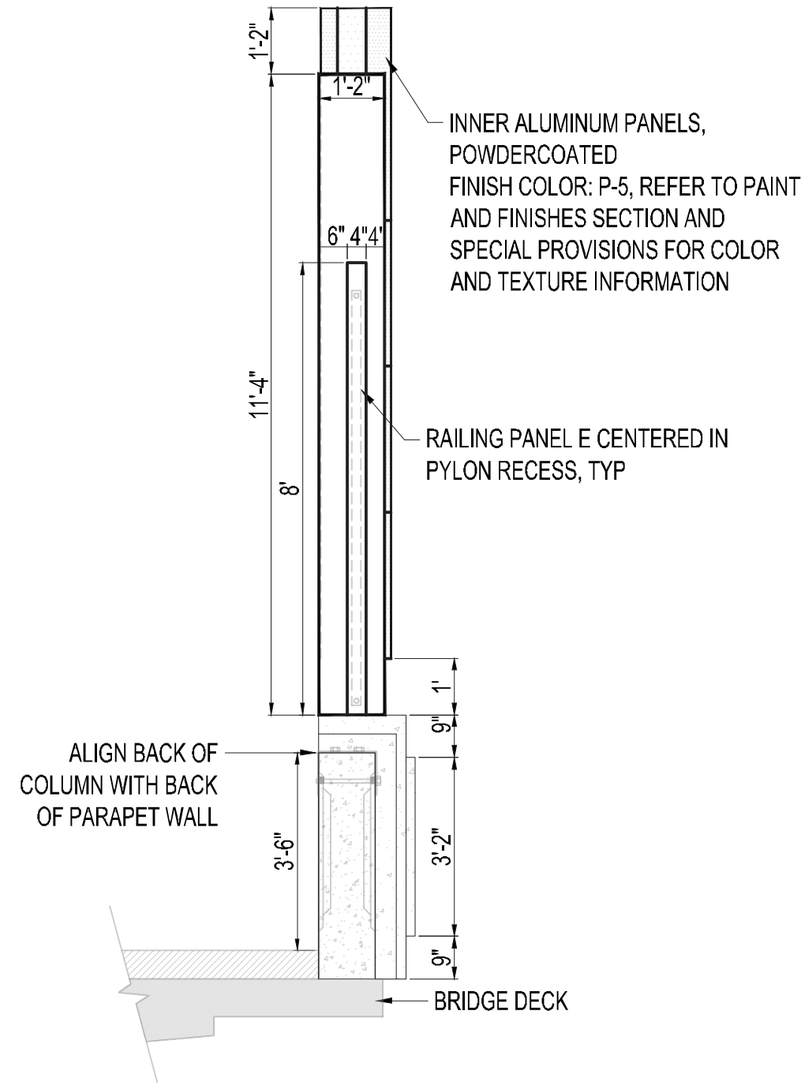


END COLUMN DETAILS

SCALE: 3/8” = 1’

END COLUMN DETAIL





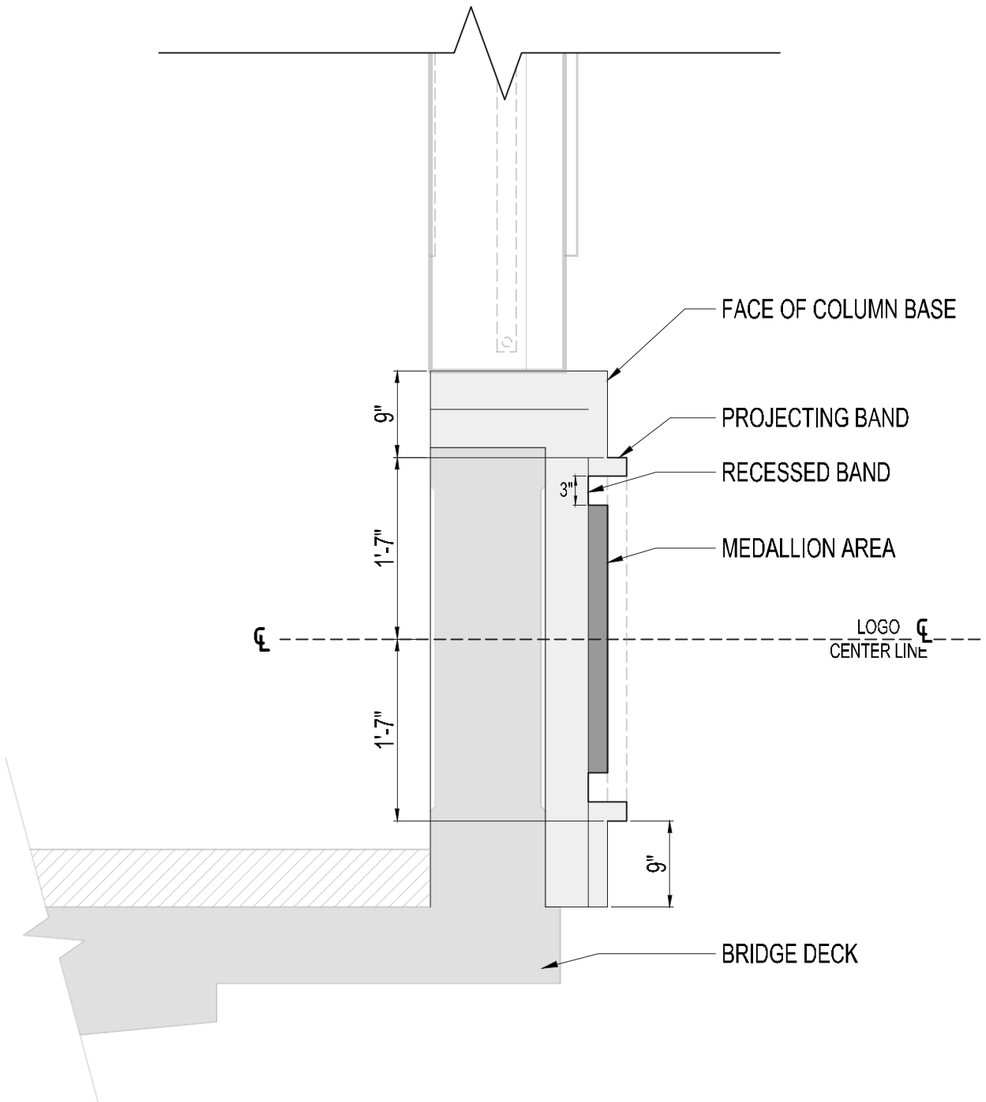
COLUMN ELEVATION AA

SCALE: 3/8" = 1'

COLUMN SECTION BB

SCALE: 3/8" = 1'

LOGO DETAIL

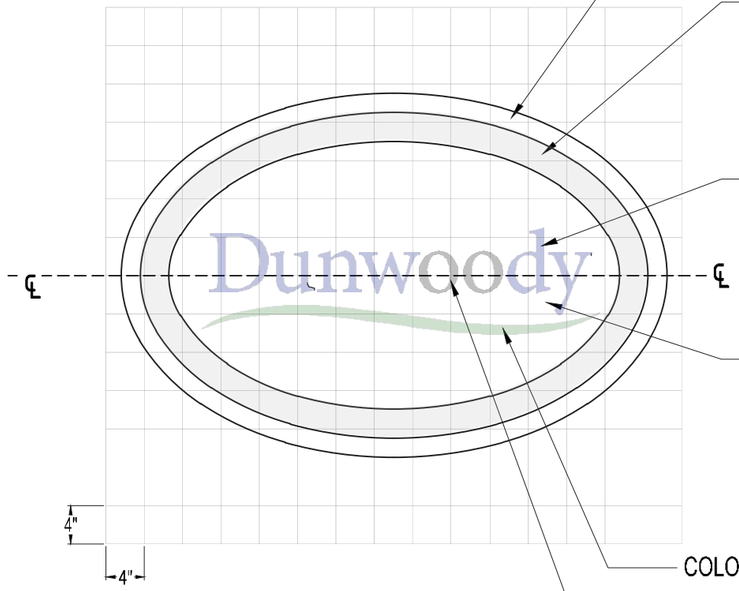


COLUMN / END COLUMN SECTION BB

SCALE: 3/4" = 1'

LOGO MEDALLION DETAIL

SCALE: 3/4" = 1'



NOTE: 4"X4" LAYOUT GRID FOR USE IN FABRICATING PRECAST LOGO

PROJECTING BAND: PRECAST CONCRETE 2" WIDE
PROJECTING 2" FROM FACE OF COLUMN BASE
LIGHT SANDBLAST FINISH, FINISH COLOR P-1, REFER TO PAINT AND FINISHES SECTION AND SPECIAL PROVISIONS FOR COLOR AND TEXTURE INFORMATION

RECESSED BAND: PRECAST CONCRETE 3" WIDE
RECESSED 2" FROM FACE OF COLUMN BASE
LIGHT SANDBLAST FINISH, FINISH COLOR P-1, REFER TO PAINT AND FINISHES SECTION AND SPECIAL PROVISIONS FOR COLOR AND TEXTURE INFORMATION

PRECAST CONCRETE LOGO TO MATCH CITY OF DUNWOODY BRANDING REQUIREMENTS. LOGO EXTENDS 2" FROM FACE OF COLUMN BASE
REFER TO PAINT AND FINISHES SECTION AND SPECIAL PROVISIONS FOR COLOR AND TEXTURE INFORMATION

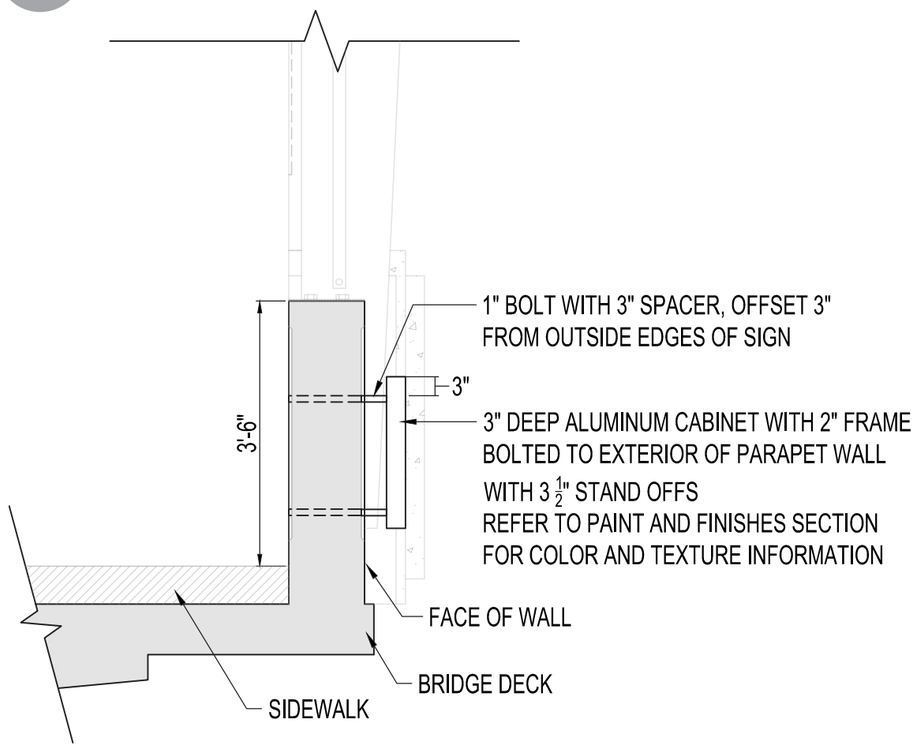
LOGO MEDALLION AREA: PRECAST CONCRETE, 4'-9" x 3'-2" DIMENSION, FLUSH WITH FACE OF COLUMN BASE
LIGHT SANDBLAST FINISH, FINISH COLOR P-1, REFER TO PAINT AND FINISHES SECTION AND SPECIAL PROVISIONS FOR COLOR AND TEXTURE INFORMATION

COLOR P-8, GREEN

COLOR P-7, DARK BLUE

CROSS STREET NAME DETAIL

CROSS STREET NAME SIGN RENDERING

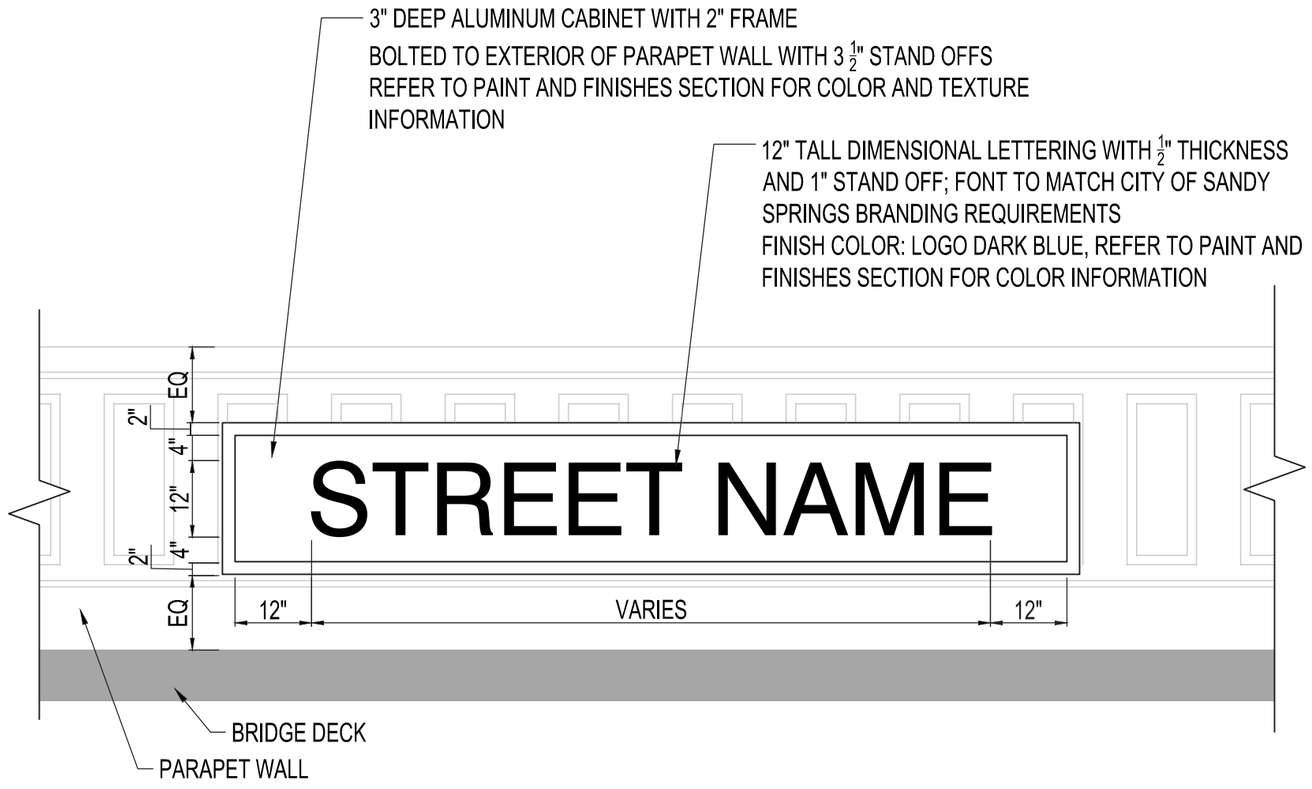


CROSS STREET NAME SIGN SECTION

SCALE: 1/2" = 1'

NOTES AND ASSUMPTIONS

- Cross street names will be bolted-in-place aluminum cabinets with dimensional lettering
- Sign cabinet spacers will provide sufficient clearance from wall to prevent conflicts with railing post locations
- Cross street names will be centered above oncoming travel lines on both sides of bridge (typ.)
- Crossroad names will be centered vertically on the face of the parapet wall
- Type style to match City of Sandy Springs branding requirements
- Letters to be P-7 Dark Blue Logo color, refer to paint and finishes

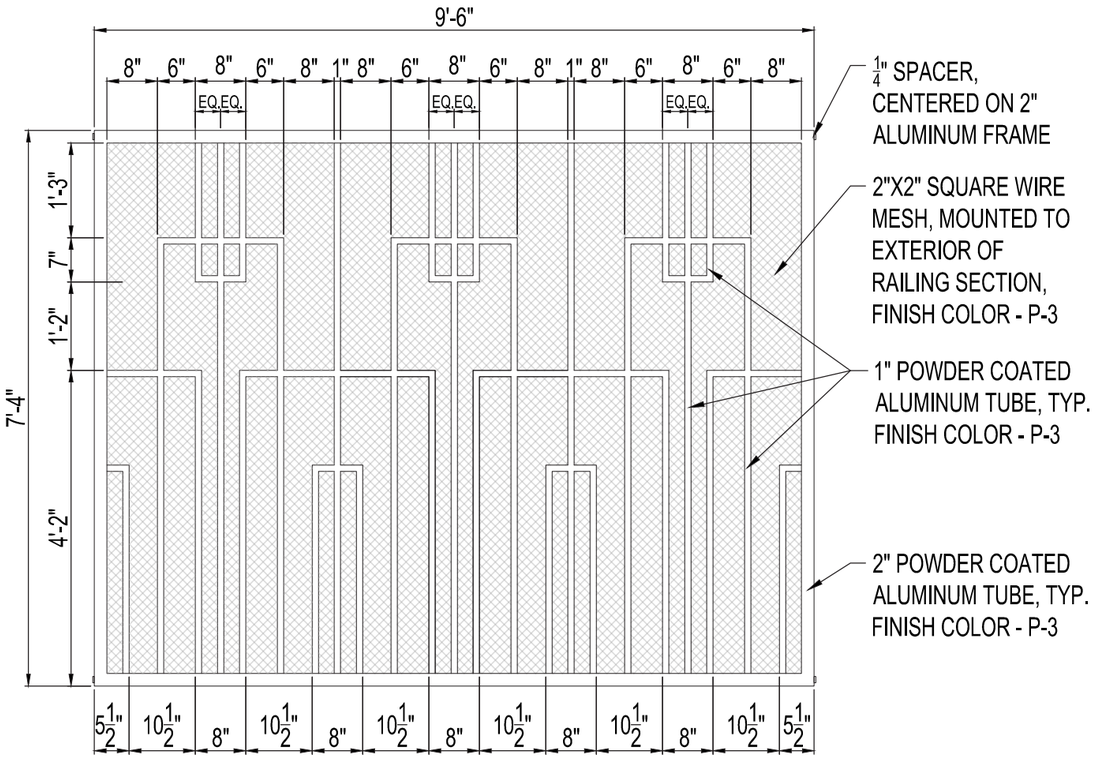


CROSS STREET NAME SIGN DETAILS

SCALE: 1/2" = 1'

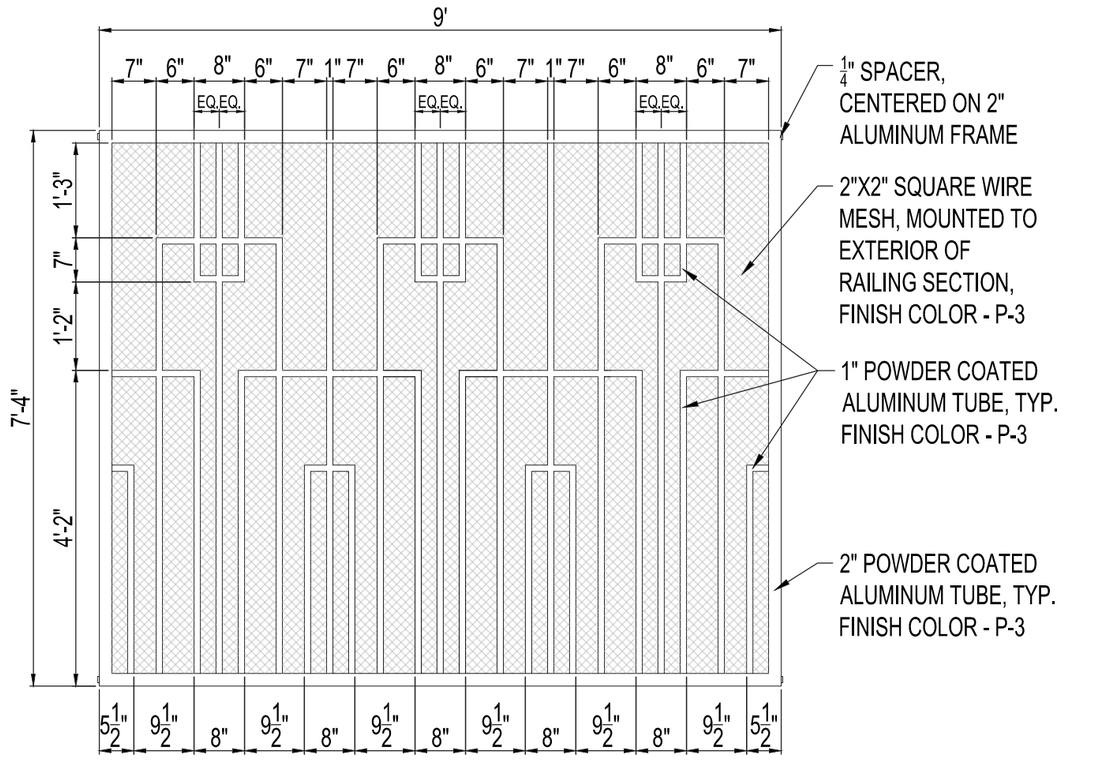
POST AND RAILING DETAILS

FENCE PANEL RENDERING



RAILING PANEL A

SCALE: 1/2" = 1'



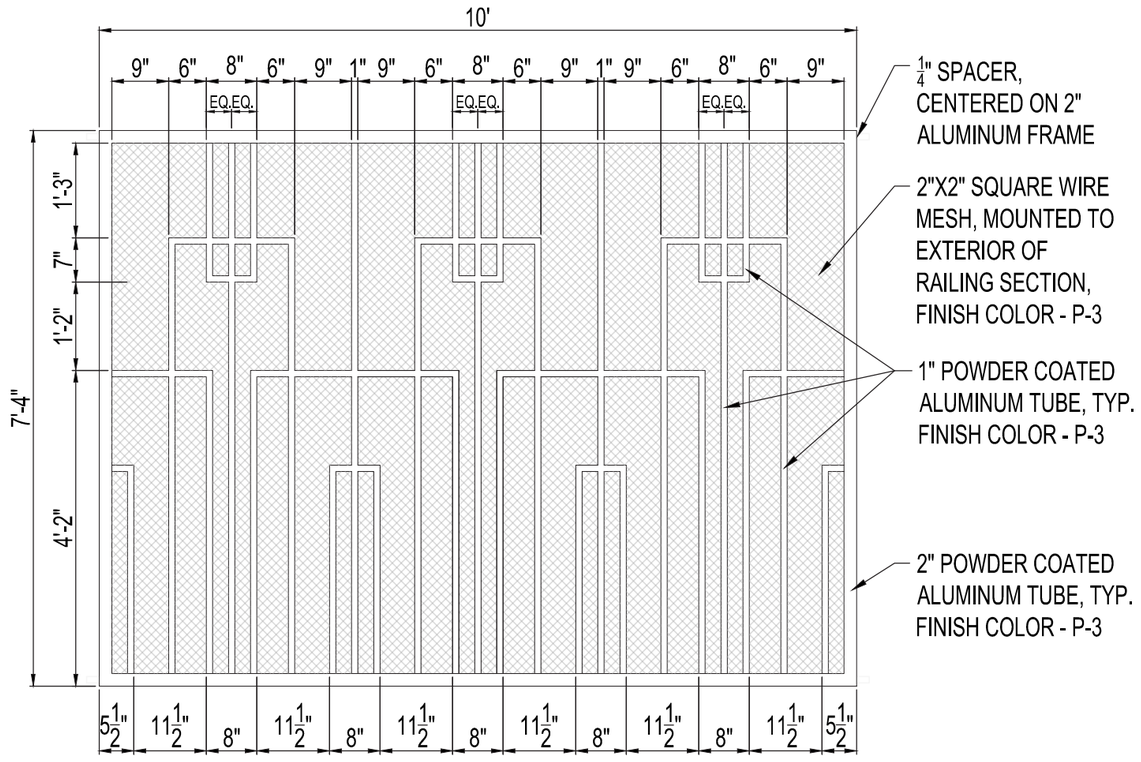
RAILING PANEL B

SCALE: 1/2" = 1'

POST AND RAILING DETAILS

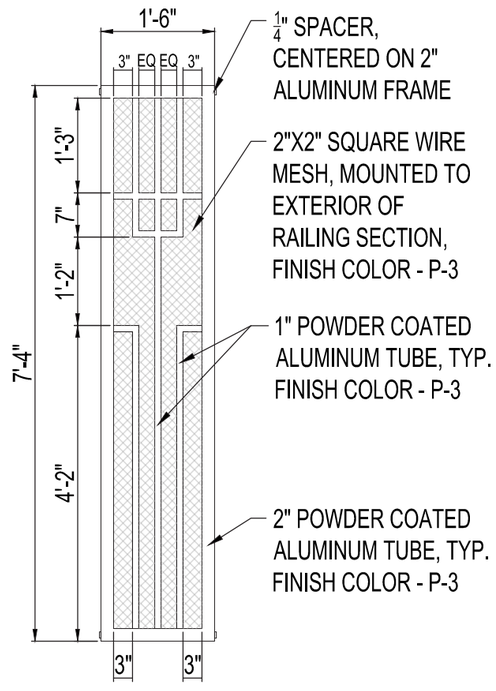
NOTES AND ASSUMPTIONS

- Railing Panel Size is based on conceptual roadway designs
- Field Conditions may impact the panel type and size of spacers needed to maintain design intent. Panel types A, B, or C may need to be interchanged to maintain the overall bridge railing rhythm.
- Spacers between railing panels and railing posts may vary between 1/4” and 2” to accommodate variations in bridge span length.
- Final design and construction requirements are the responsibility of the design/build team, but should be coordinated to match existing or previously completed bridge enhancements competed by the PCIDs as part of their bridge aesthetic program



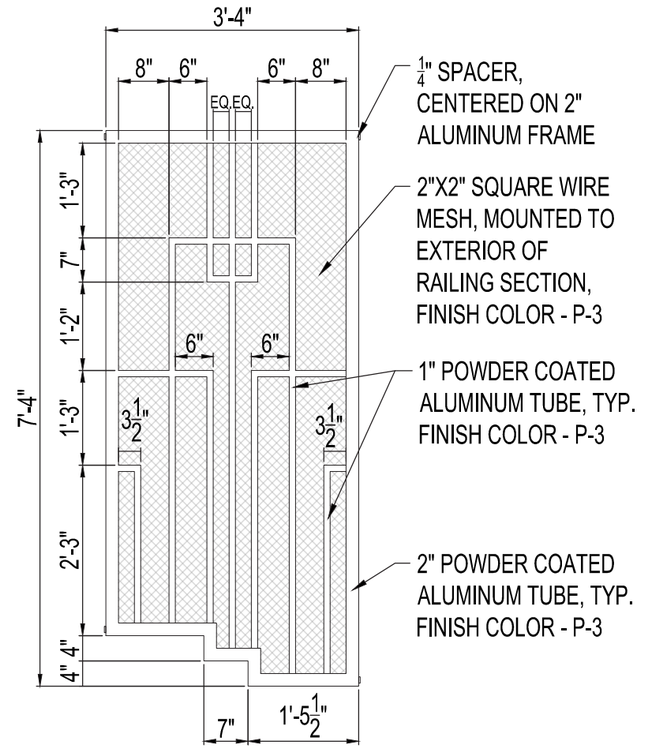
RAILING PANEL C

SCALE: 1/2” = 1’



RAILING PANEL D

SCALE: 1/2” = 1’

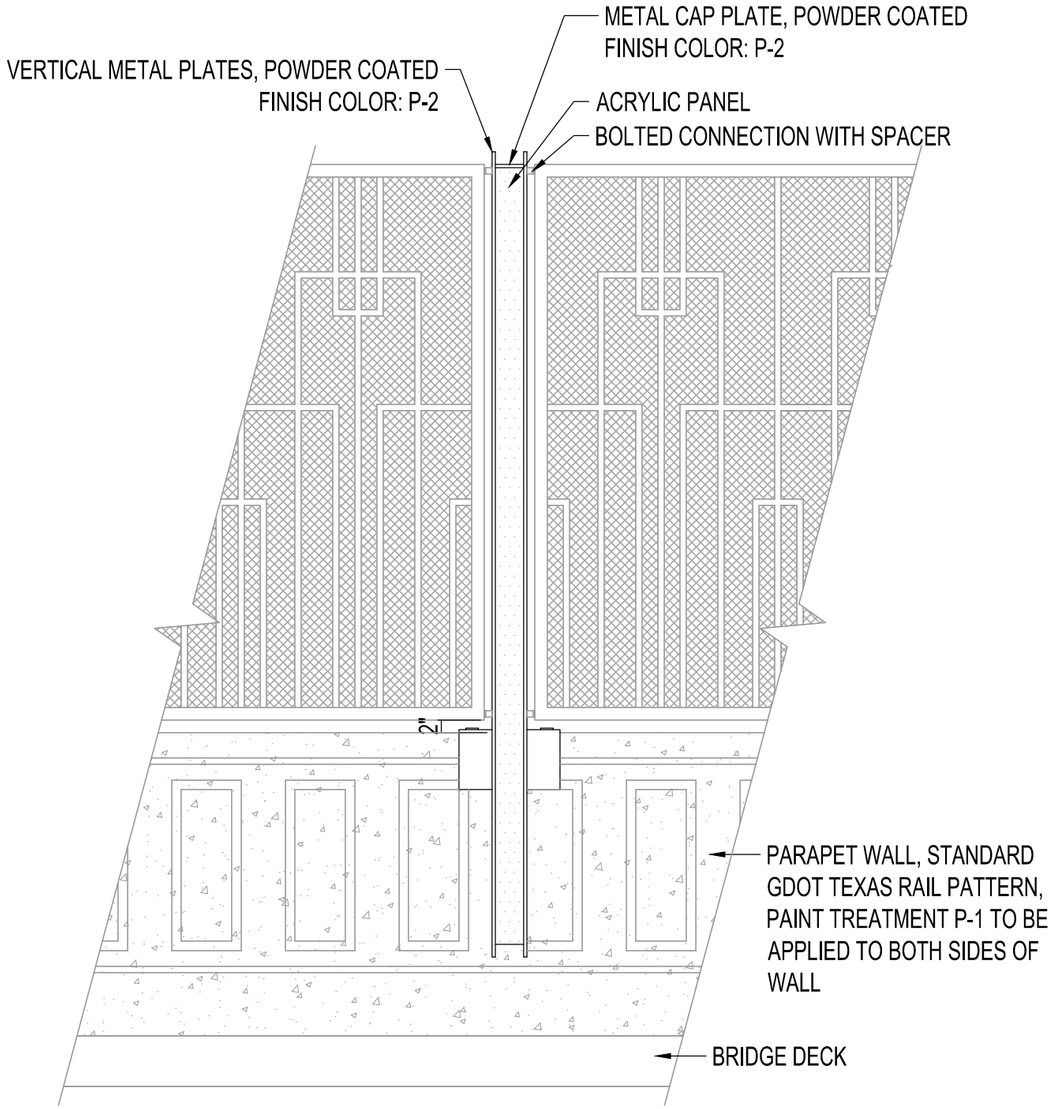


RAILING PANEL E

SCALE: 1/2” = 1’

POST AND RAILING DETAILS

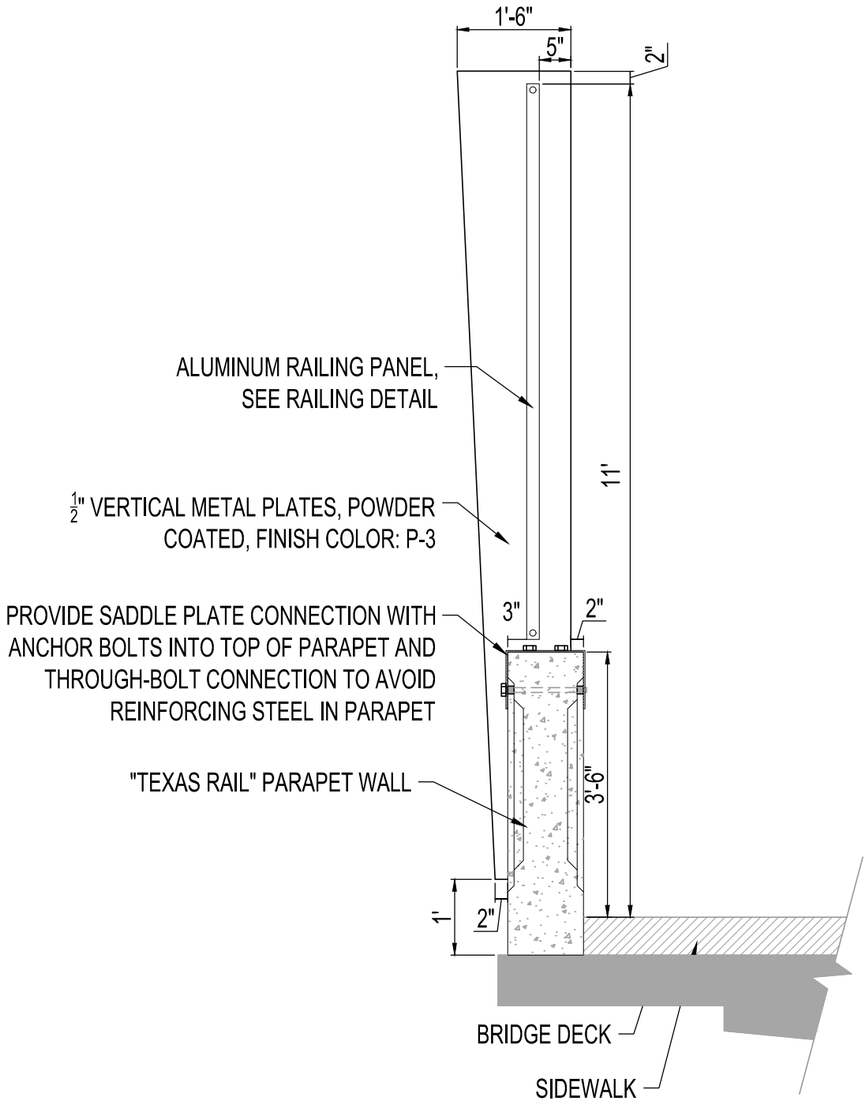
SINGLE POST RAIL RENDERING



SINGLE POST RAIL ELEVATION

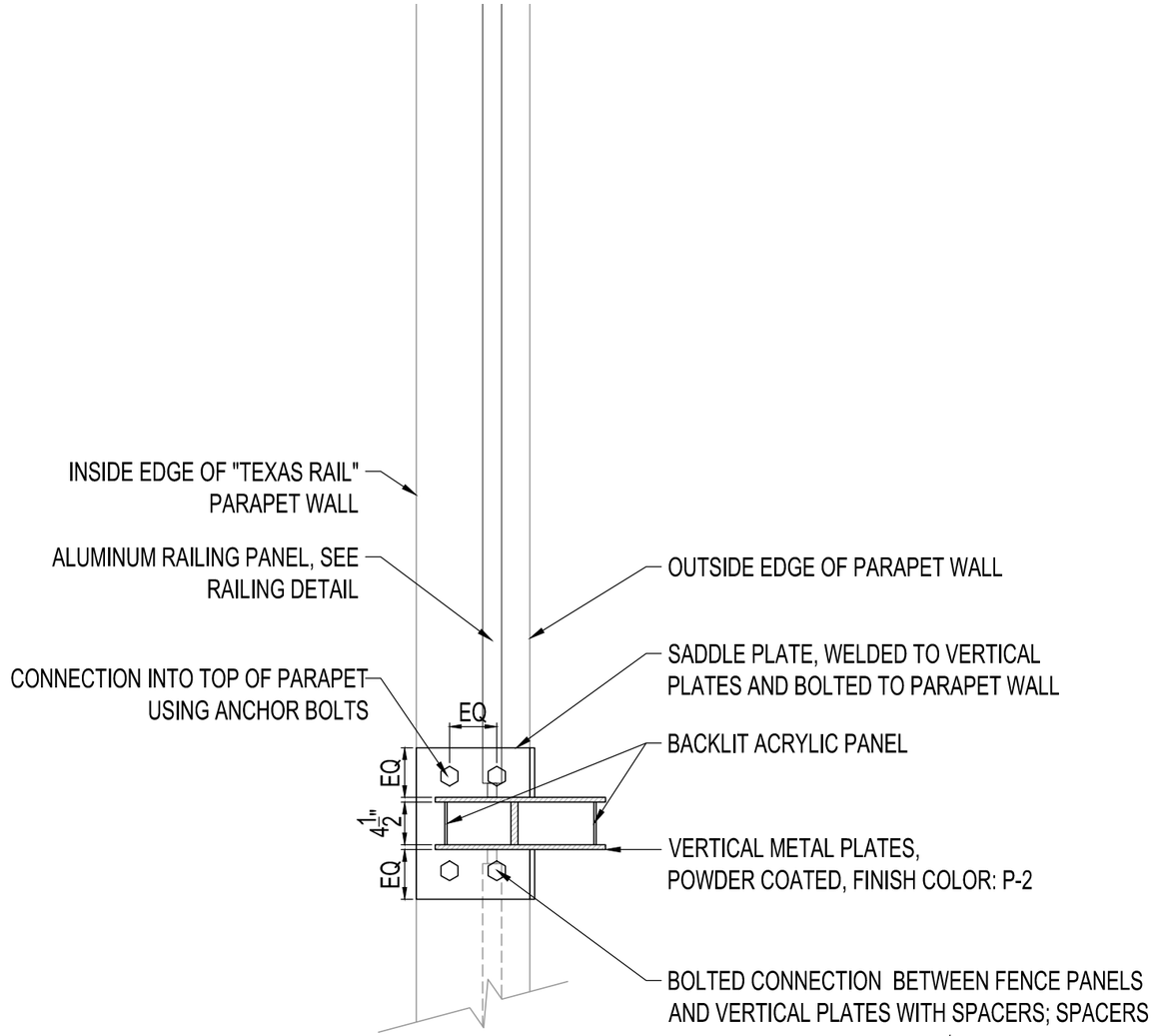
SCALE: 1/2” = 1’

POST AND RAILING DETAILS



SINGLE POST RAIL SECTION

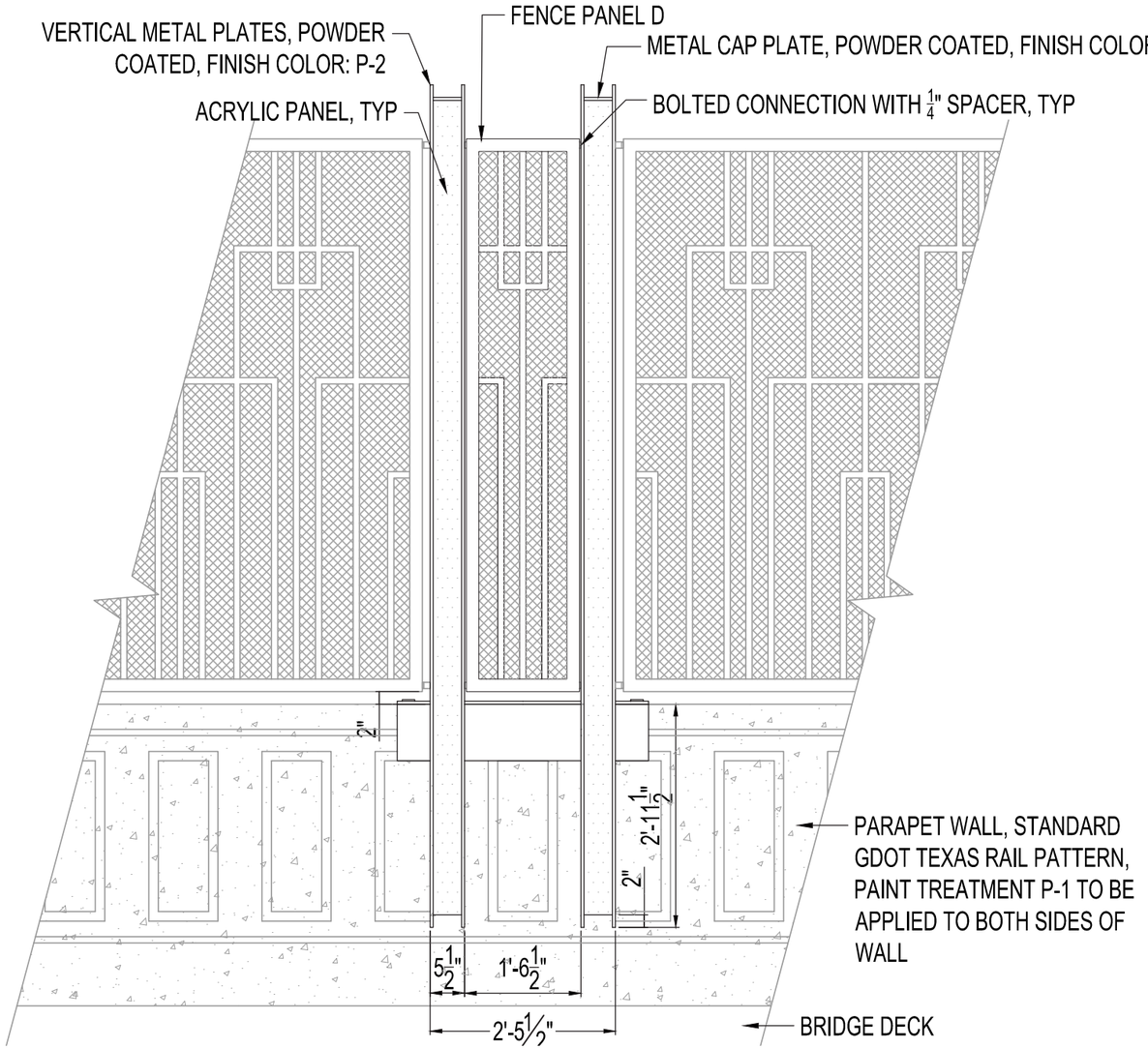
SCALE: 1/2" = 1'



SINGLE POST RAIL PLAN

SCALE: 3/4" = 1'

POST AND RAILING DETAILS

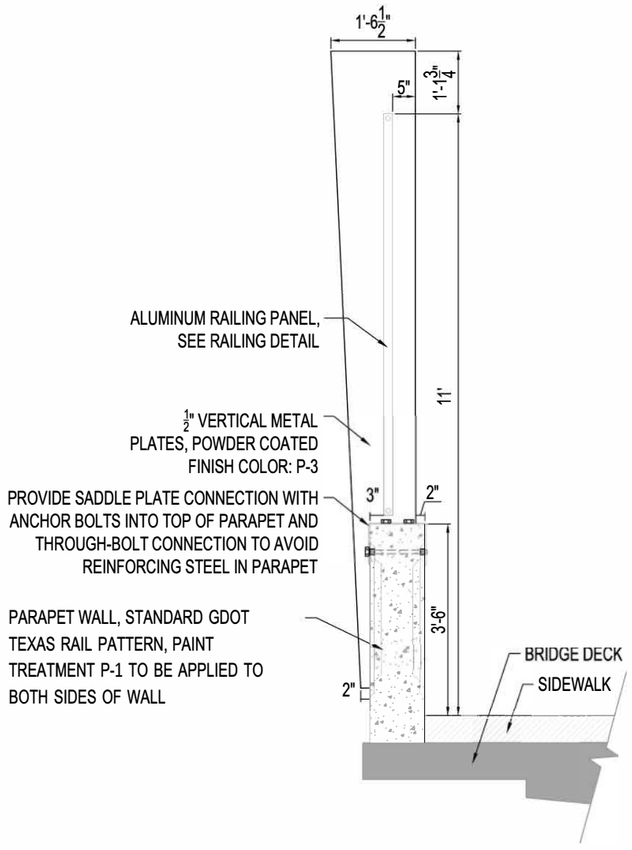


DOUBLE POST RAIL RENDERING

DOUBLE POST RAIL ELEVATION

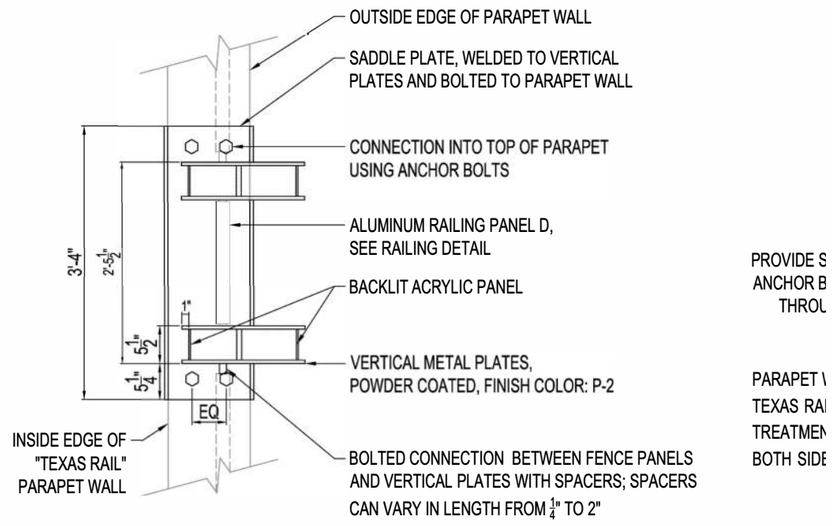
SCALE: 1/2” = 1’

POST AND RAILING DETAILS



DOUBLE POST RAIL SECTION

SCALE: 1/2” = 1’



DOUBLE POST RAIL PLAN

SCALE: 3/4” = 1’

GENERAL GUIDELINES

PAINT AND FINISHES PALETTE

P1 - PARAPET & CONCRETE
AMS - STD 27722

P-2 RAILING POST & BEAMS
AMS - STD 36081
“DARK GUNSHIP GREY”

P-3 RAILING & MESH
AMS - STD 17178
“ALUMINUM / SILVER”

P-4 ACRYLIC
AMS - STD 25550
“LIGHT BLUE”

P-5 INNER MONUMENT PANELS
Zahner
Surface Coverage
Angel Hair

CITY OF DUNWOODY LOGO
BLUE
PMS: Reflex Blue C
CMYK: 100/94/14/12
RGB: 0/22/137

CITY OF DUNWOODY LOGO
GREEN
PMS: 7741 C
CMYK: 78/25/100/10
RGB: 65/135/63

NOTES AND ASSUMPTIONS

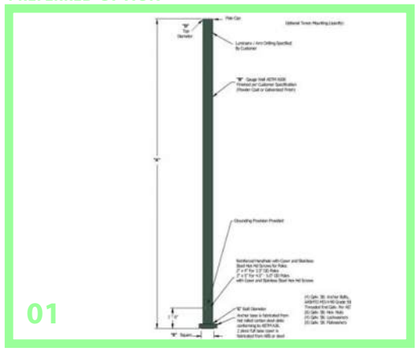
- All Parapet walls, wing walls, bridge beams, bridge bents, bridge columns, and bridge railing column bases are to be stained.
- Surfaces shall receive cleaning preparation to assure the surface is free of all laitance, dirt, dust, grease, efflorescence, curing agents, form release agents, paint, and any foreign material prior to stain application in accordance with manufacturers instructions.
- Pressure washing is the preferred method for removing laitance. Concrete must be cured for at least 30 days prior to cleaning
- Concrete surface stain shall be applied in accordance with the manufacturers written instructions for application. Qualification of applicator, rate of application, and number of coats to apply. Application shall only occur at the manufacturers recommended air temperature range. It shall not be applied upon damp surfaces, nor shall it be applied when conditions are unsatisfactory for work, in the opinion of the manufacturer or engineer
- Concrete surface stain shall create a surface finish that is breathable (allowing water vapor transmission), and that resists deterioration from water, acid, alkali, fungi, sunlight, or weathering
- Concrete Stain shall be compatible with the clear coat anti-graffiti coating that is to be applied after completing the surface staining. The Graffiti proof coating shall be a clear coating per Section 838 of the Georgia DOT. Product may be Sherman Williams Pro-Industrial Anti-Graffiti Coating, TK Products TK-1496 or approved equal
- Fence Mesh shall receive a multi-purpose polyamide epoxy coating or an acrylic aliphatic urethane enamel applied per the manufacturers specifications

GENERAL GUIDELINES

LIGHTING - STREET LIGHTS

STREET LIGHT POLE OPTIONS

PREFERRED OPTION



HAPCO

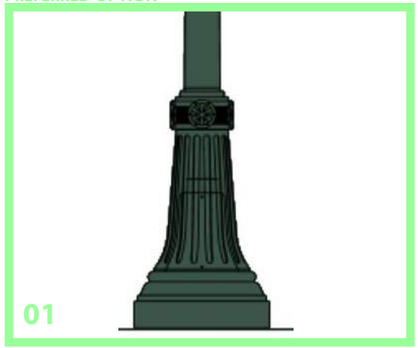
Aluminum Poles Base Mounted
30' Mounting Height
Fluted: Octoflute
Color: to match "Dark Green" by Valmont Industries

NOTE: Base must be flush with top of hardscape

26252 Hillman Highway
Abingdon, VA 24210
P: 800-368-7171

PEDESTRIAN LIGHT POLE OPTIONS

PREFERRED OPTION



HAPCO

York Series Fluted; Y7S 17" base
12' Mounting Height
Color: to match "Dark Green" by Valmont Industries

NOTE: Base must be flush with top of hardscape (tolerance: 1")

26252 Hillman Highway
Abingdon, VA 24210
P: 800-368-7171

STREET LIGHT LUMINAIRE OPTIONS

HOLOPHANE

MPL-4: Memphis Tear Drop Fixture-Standard; LED
Arm Fitter: BHLF-200-SCA-GN Color: to match "Dark Green" by Valmont Industries

Russ Lowe, Regional Sales VP
Orlando, FL 32819
P: 855-898-8038
E: SoutheastSalesSupport@holophane.com

PREFERRED OPTION

PEDESTRIAN LIGHT LUMINAIRE OPTIONS

COOPER

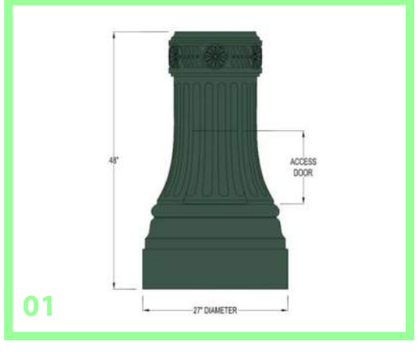
Generation ACN Post Top Fixtures
LED Series
Color: to match "Dark Green" by Valmont Industries

Eaton Center
1000 Eaton Boulevard
Cleveland, Ohio 44122
P: 1-800-386-1911

PREFERRED OPTION

MAST ARM SKIRT OPTIONS

PREFERRED OPTION

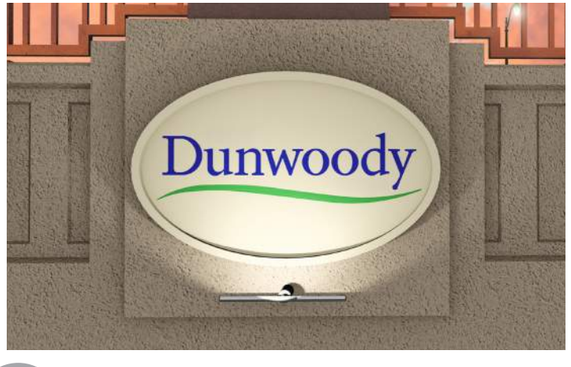


SPRING CITY ELEC. MFG. COMPANY

Model: WBNRT-27 Steel
Color: to match "Dark Green" by Valmont Industries with PCIDs logo

NOTE: Base must be flush with top of hardscape

Spring City Electrical Manufacturing Company
One South Main Street
Spring City, PA 19475
P: (610) 948-4000



LOGO MEDALLION
LIGHTING RENDERING

CROSS STREET SIGN
LIGHTING RENDERING

NOTES AND ASSUMPTIONS

- All street lights shall meet the then-current standards established in the PCID's design guidelines.
- All street lights shall be installed in accordance with manufactures written instructions
- End Column Logo to be lit using a surface mounted fixture
- Fixtures to meet all GDOT and City of Sandy Springs standards
- Fixture to provide even lighting of entire medallion
- Mounted Fixtures to match fixtures used for Mt. Vernon Highway over I-285 bridge enhancements
- Cross Street Name to be lit using a surface mounted fixture. Fixture to meet all GDOT standards
- Fixtures to provide even lighting of entire street name.
- Surface mounted light fixtures and cross street signs shall provide coverage and effects similar to those illustrated in the lighting renderings included on this page.

PCID BRIDGE ENHANCEMENTS

GEORGETOWN TRAIL

The Local Government agrees and acknowledges that the Phase Developer will design and construct the Georgetown Trail as follows:

- 10-foot-wide shared-use path connecting the cul-de-sac on Georgetown Court to the existing sidewalk in front of Wisconsin Drive connecting to Georgetown Square
- 2-foot-wide graded shoulder on one side of the trail and a 4-foot-wide graded shoulder on the other side of the trail.
- For the length of the trail, a 2-inch empty conduit and a 4-inch empty conduit with appropriately spaced junction boxes for future power and communication use.

GDOT shall use best efforts to locate the trail within the existing right of way.

In the event the Phase Developer determines additional right-of-way is necessary for the completion of the Georgetown Trail, such additional right-of-way will be the sole responsibility of the Local Government. Further, the Local Government shall acquire any additional right-of-way within twenty-four (24) months from notification that additional right-of-way is necessary. GDOT will not provide any additional right-of-way related to the Georgetown Trail. GDOT will complete the necessary environmental clearance through a NEPA Re-evaluation.

Cotillion Drive

The Local Government agrees and acknowledges that the Phase Developer as part of improvements on Cotillion Drive will design and construct a 10-foot wide shared-use path. The path should meet AASHTO standards for separation from travel lanes or be barrier protected.

North Peachtree Road Interchange

It is the city's understanding that the intersection sight-distance will not allow for a return access lane between Savoy Drive and Cotillion Drive but that the Phase Developer will make intersection improvements to mitigate one-way traffic patterns.

The Phase Developer will construct a shared-use path meeting AASHTO standards on North Peachtree Road between Cotillion Drive and Savoy Drive.

North Shallowford Road Interchange

The Local Government agrees and acknowledges that the Phase Developer will construct a shared-use path meeting AASHTO standards on North Shallowford Road between Cotillion Drive and Savoy Drive.

EXHIBIT C – PAYMENT OBLIGATIONS

Cost of Additional Enhancement Features		Time for payment to GDOT
Ashford Dunwoody Road	$870,000.00	***Upon Financial Closing***
Perimeter Center Parkway	$2,562,000.00	
Chamblee Dunwoody Road	$1,167,000.00	
TOTAL	**$4,599,000.00**	

City of Dunwoody Bridge Improvements Expedited Estimate		Most-Likely Estimate		Date of Source Estimate	9/23/2025
				Anticipated NTP 1 (MM/DD/YYYY)	12/16/2026
				Anticipated NTP 3 (MM/YYYY)	2/2028
		Estimated Percentage	Estimated Value	Anticipated Substantial Completion	2033
Estimated Design & Construction (D&C) Amount					
Estimated D&C Amount Escalation	Estimated D&C Amount Base		$ 2,668,600		
	Estimated D&C Amount Escalation		$ 606,500		
	Estimated D&C Amount		$ 3,729,000		

City of Dunwoody Bridge Enhancements

OPINION OF PROBABLE CONSTRUCTION COST

Date of Estimate: 08/15/25

			ITEM DESCRIPTION	UNITS	QUANTITY
Dunwoody MMIP					
					1.5
Perimeter Center Parkway 1176 LF	Railing System	0	Railing removal	LF	2350
		643-8300	7'6" Ornamental Fence	LF	2352
		0	Railing Column	EA	10
		610-9099	Parapet Wall Removal	LF	90
		500-2110	Concrete Parapet, Spcl design	LF	100
		0	Freestanding Ped Lights (680-4220)	EA	0
		0	PCIDS Standard Bridge Light (minus cost of standard light)	EA	0
		0	Electrical service and conduit to both sides of bridge	LS	0
	Paint/ Finishes	0	Formliner on Parapet Walls and Structure	SF	0
		0	Pedestrian Safety Barrier Painted single Color	SY	0
		0	Underbridge Painted single color (with markup for anticipated lane closures)	SY	2681
		0	Parapet Wall Painted single color	SY	5120
		0	Single Color Painted Columns/Bent	SY	883
		0	Single Color Painted Retaining Wall / RipRap	SY	0
	Bike/Pedestrian enhancements	500-2100	Concrete Barrier (pedestrian safety barrier)	LF	0
		441-0106	Concrete Sidewalk, 6 in (above GDOT min.)	SY	0
		0	Concrete Paver surface treatment	SF	0
Chamblee Dunwoody Road 325 LF	Railing System	0	Railing removal	LF	0
		643-8300	7'6" Ornamental Fence	EA	650
		0	Railing Column	EA	10
		610-9099	Parapet Wall Removal	LF	0
		500-2110	Concrete Parapet, Spcl design	LF	0
		0	Freestanding Ped Lights (680-4220)	EA	7
		0	PCIDS Standard Bridge Light (minus cost of standard light)	EA	4
		0	Electrical service and conduit to both sides of bridge	LS	1
	Paint/ Finishes	0	Formliner on Parapet Walls and Structure	SF	0
		0	Pedestrian Safety Barrier Painted single Color	SY	650
		0	Underbridge Painted single color (with markup for anticipated lane closures)	SY	738
		0	Parapet Wall Painted single color	SY	664
		0	Single Color Painted Columns/Bent	SY	910
		0	Single Color Painted Retaining Wall / RipRap	SY	623
	Bike/Pedestrian enhancements	500-2100	Concrete Barrier (pedestrian safety barrier)	LF	325
		441-0106	Concrete Sidewalk, 6 in (above GDOT min.)	SY	0
		0	Concrete Paver surface treatment	SF	0

EXHIBIT D – PERFORMANCE AND MEASUREMENT TABLES

The Parties agree that the performance requirements below may be updated from time to time in accordance with Section 1.5 (*Updates to Exhibits*).

Attachment 19-1 - Baseline Performance and Measurement Table for O&M Work During the D&C Period

Notes to Performance and Measurement Table

Note 1:	*For Part A (Element Categories 1 through 13) representing physical assets, the Defect Remedy Period headings are as follows:* *"Cat. 1 Hazard Mitigation" shall be the maximum time period permitted for completing an action taken by the Phase 1 Developer to mitigate a hazard to Users or imminent risk of damage or deterioration to property or the environment.* *"Cat. 2 Permanent Repair" shall be the maximum time period permitted for completing an action taken by the Phase 1 Developer to restore the condition of an Element for which a Defect has been recorded to the standard required for new construction*
Note 2:	*For Part B (Roadside Management, Amenities, and Operational Activity Categories 14 through 17) representing roadside management, amenity and operational activities, the Response Period headings are as follows:* *"Cat. 1 Response" shall be the maximum time period permitted for completing a response by the Phase 1 Developer where there is a hazard to Users or imminent risk of damage or deterioration to property or the environment.* *"Cat. 2 Response" shall be the maximum time period permitted for completing a response by the Phase 1 Developer in all circumstances that are not assigned as Cat. 1. Response.*
Note 3:	*Unless stated otherwise, measurements shall be conducted using procedures, techniques, and measuring equipment consistent with the O&M Standards. Unless otherwise stated, pavement Performance Criteria relate to 0.1-mile Performance Sections.*

PART A: PHYSICAL ASSETS

ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
1) GENERAL PAVEMENT								
	1.1	Ride quality	All roadways have a smooth surface course (including bridge deck approaches, covers, gratings, frames and boxes)	24 hours	180 days	a. Physical measurement b. 10 foot straightedge used to measure discontinuities for localized areas	1.1.1	No discontinuity (e.g., bump or depression) greater than 0.5 inches
	1.2	Wet surface crash performance	Road users warned of potential skidding hazards	7 days	N/A	Number of crashes within 1.0 mile performance sections identified using Georgia Electronic Accident Reporting System (GEARS) data	1.2.1	Road Users warned of potential skidding hazard where 12 or more wet surface crashes have occurred within any 1.0 mile roadway length in either direction in the most current complete calendar year
	1.3	Edge drop-offs	All roadways are free from edge drop-offs exceeding Performance Criteria thresholds	24 hours	28 days	Physical measurement	1.3.1	No instances of continuous edge drop-off between shoulder and adjacent non-vehicular area greater than 2 inches for more than 10 feet in length
	1.4	Accident Investigation Sites	All Accident Investigation Sites are free from surface defects and free from debris	24 hours	28 days	Visual inspection	1.4.1	Occurrence or severity of surface defects or debris at Accident Investigation Site not greater than the reference condition in the BECR

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
2) CONCRETE PAVEMENT								
	2.1	Faulting	All roadways are free from faulting	24 hours	45 days	a. Pavement surface distresses measured using the methods identified in the Phase 1 Standards b. Visual inspection	2.1.1	No slab faulting within the concrete pavement areas between the travel lanes that is greater than 0.75 inches in elevation difference are present
	2.2	Joints in concrete	Roadway is free of longitudinal or transverse joint discontinuity exceeding Performance Criteria thresholds	24 hours	28 days	Physical measurement	2.2.1	No instances of longitudinal or transverse joint discontinuity exceeding 0.5 inches
			Roadway is free of expansion joint separation exceeding Performance Criteria thresholds				2.2.2	No instances of expansion joint separation exceeding 1 inch
	2.3	Spalled Cracks	All roadways are free from spalled cracks	24 hours	90 days	a. Pavement surface distresses measured using the methods identified in the Phase 1 Standards b. Visual inspection	2.3.1	No instances of spalled cracks greater than the reference condition in the BECR
	2.4	Punchouts	All roadways are free from punchouts	24 hours	28 days		2.4.1	No instances of punchouts with a maximum dimension of 24 inches or more exceeding 0.25 inches vertical fault dimension compared to adjacent intact slab
	2.5	Failed Joints and Cracks	All roadways are free from failed joints and cracks	24 hours	28 days		2.5.1	No instances of failed joints and cracks greater than 1 inch wide and greater than 3 feet in length
	2.6	Shattered Slabs	All roadways are free from shattered slabs	24 hours	45 days		2.6.1	No instances of shattered slabs
3) ASPHALT PAVEMENT								
	3.1	Ruts	All roadways are free from surface depressions in wheel path exceeding Performance Criteria thresholds	24 hours	180 days	a. Depth as measured using an automated device in compliance with the Phase 1 Standards b. 10-foot straight edge used to measure rut depth for localized areas	3.1.1	No instances of rut depth greater than 0.5 inches
	3.2	Raveling	All roadways are free from raveling exceeding Performance Criteria thresholds	24 hours	180 days	a. Pavement surface distresses measured using the methods identified in the Phase 1 Standards b. Visual inspection	3.2.1	No instances of raveling greater than 100 square feet in any Performance Section
	3.3	Potholes	All roadways are free from potholes exceeding Performance Criteria thresholds	24 hours	30 days		3.2.2	No instances of potholes greater than 1 square foot in area and greater than 1 inch deep

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
4) STRUCTURES								
	4.1	Structures General	Structures are not subject to abrupt differential settlement between bridge and adjacent pavement of more than 0.5 inches	24 hours	180 days	a. AASHTO Manual for Bridge Element Inspection (MBEI) b. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 c. The Federal Highway Administration's Bridge Inspector's Reference Manual d. Visual Inspection	4.1.1	Performance objective met or differential settlement does not exceed the reference condition in BECR
	4.2	Structures Condition Rating	Structures are not subject to deterioration of overall condition ratings or Element Condition States throughout the construction period	24 hours	180 days		4.2.1	No instances of defects in bridges greater than the reference condition as identified in the BECR
	4.3	Bridge Deck Drainage	The deck drainage system is free of all debris and operates as intended	24 hours	180 days		4.3.1	Performance objective met. No instances of defects in deck drainage exceeding reference condition in BECR
	4.4	Load ratings	All structures maintain the design load capacity and no load restrictions for Georgia legal loads (including legally permitted vehicles)	24 hours	180 days	a. Load rating calculations in accordance with the AASHTO Manual for Bridge Evaluation and the GDOT Bridge Inspection Manual b. Load restriction requirements as per the Federal Highway Administration's Bridge Inspector's Reference Manual	4.4.1	No instances of structures with load restrictions for Georgia legal loads (including legally permitted vehicles)

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	4.5	Sign gantries, signal gantries, bridge mounted sign structures, light structures, ITS and ETCS structures, and high masts	Sign gantries, signal gantries, bridge mounted sign structures, light structures, ITS and ETCS structures, and high masts are structurally sound and free of: • Defects in surface protection systems • Loose nuts and bolts	24 hours	90 days	Visual inspection	4.5.1	Performance objectives met or no instances of defects in a gantry or structure greater than in the BECR
	4.6	Bridge Culverts	Bridge culverts are not subject to deterioration of overall condition ratings or Element Condition States throughout the construction period	24 hours	90 days	a. AASHTO Manual for Bridge Element Inspection (MBEI) b. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 c. The Federal Highway Administration's Bridge Inspector's Reference Manual d. Visual Inspection	4.6.1	No instances of defects in bridges greater than the reference condition as identified in the BECR
	4.7	Retaining Walls - General	Retaining walls are free of any defect not recorded in the BECR including: • Instances of erosion greater than 1 foot deep • Evidence of movement or settlement	24 hours	180 days	Visual inspection	4.7.1	Performance objectives met. No instances of defects in retaining walls greater than the reference condition in the BECR

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
5) DRAINAGE								
	5.1	Pipe System	Each element of the pipe system is free of any defect not recorded in the applicable condition as identified in the BECR, including: • Blockage or obstruction greater than 25% of the drainage device cross sectional area due to vegetation, debris, sediment or other objects • Cracks (cracks < 0.1" are acceptable) and/or joint separation • Joint separation • Collapsed pipe • Corrosion • Root intrusion • Leakage • Liner damage • Lack of stabilization	24 hours	90 days	Visual inspection	5.1.1	Performance objectives met. No instances of defects in the pipe system greater than the reference condition in the BECR
	5.2	Ditches, Channels, Swales	Ditches, Channels, Swales, and all components are free of any defect not recorded in the applicable condition as identified in the BECR, including: • Concrete liner cracks, including damage from equipment or motor vehicles (cracks < 0.1" are acceptable) • Joint separation, or blowout • Obstruction due to debris, sediment, animal activity, excessive vegetation, or other objects • Lack of stabilization due to undermining or scouring of soils beneath channel linings • Root intrusion • Out of bank flow (surcharged flow) • Lack of adequate vegetative cover for grass-lined channels	24 hours	90 days	Visual inspection	5.2.1	Performance objectives met. No instances of defects in the ditches, channels, or swales greater than the reference condition in the BECR
	5.3	Manholes, Junction Boxes, Catch Basins, Inlets, Outlets	Manholes, junction boxes, catch basins, inlets, and outlets are free of free of any defect not recorded in the applicable condition as identified in the BECR, including: • Structural damage including from motor vehicles (cracks <0.1" are acceptable) • Cracks at inlet and outlet connections • Joint separation at inlet and outlet connections • Leaking due to cracks and joint separation • Top covers broken or missing • Corrosion • Blockage in structure due to debris, sediment, vegetation, or other objects	24 hours	90 days	Visual inspection	5.3.1	Performance objectives met and no instances of defects in the manholes, junction boxes, catch basins, inlets, or outlets are greater than the reference condition in the BECR

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	5.4	Non-bridge class culverts	Non- bridge class culverts are free of any defect not recorded in the applicable reference condition (on a location-specific basis) as identified in the BECR, including: • Any combination of vegetation, debris, or silt causing > 10% loss in cross-section of the structure • Defects in sealants to movement joints • Scour damage • Corrosion of rebar • Impact damage	24 hours	90 days	Visual inspection	5.4.1	Performance objectives met. No instances of defects in non-bridge class culverts greater than the reference condition as identified in the BECR
	5.5	Drainage treatment devices	Drainage treatment and balancing systems, flow and spillage control devices function correctly, are free of any defect not recorded in the applicable reference condition in the BECR	24 hours	90 days	Visual inspection	5.6.1	Performance objectives met. No instances of defects in the drainage treatment devices greater than the reference condition as identified in the BECR
	5.6	Travel way	The travel way is free from standing water of 0.5 inches or greater	1 hour	90 days	Visual inspection	5.7.1	No instances of hazardous water build-up exceeding the performance objective. Note: Defect Remedy Period shall commence for this Performance Criteria when the Phase 1 Developer is made aware of such Defect by means including Authority notification, Road User complaint, or Public Communications (e.g., media reporting)
	5.7	Discharge systems	Surface water discharge systems perform their proper function and discharge to groundwater and waterways complies with the relevant legislation and permits	24 hours	90 days	Visual inspection	5.8.1	Surface water discharge systems perform their proper function and discharge in compliance with the relevant legislation and permits
	5.8	Protected species	Named species and habitats are protected	24 hours	90 days	Visual inspection	5.9.1	Protection of named species and habitats
	5.9	Erosion	No erosion greater than 12 inches including erosion greater than 12 inches deep over an area greater than 100 square feet along the pipe system, ditches, swales, ponds, and channels or around manholes, junction boxes, catch basins, inlets, and outlets	24 hours	90 days	Visual inspection	5.10.1	Performance objective met or no instances of erosion greater than BECR
	5.10	Curb & Gutter	Curb & gutter are free of: • Vegetation, sediment, trash, debris, chemicals, metals, fauna victims, other pollutants, or any material adversely impacting the drainage flow • Degradation of the functionality of water drainage • Cracking, settlement, joint separation, misalignment and/or deterioration • Missing grates and/ or curb and gutter components	24 hours	90 days	Visual inspection	5.12.1	Performance objectives met or no Defects in curb and gutter greater than BECR

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
6) PAVEMENT MARKINGS, OBJECT MARKERS, BARRIER MARKERS & DELINEATORS								
	6.1	Pavement markings (striping, words, symbols, etc.)	Pavement markings are: • Clean and visible during the day and at night • Whole and complete and of the correct color, type, width and length • Placed to meet the MUTCD and GDOT's Pavement Marking Standard Sheets	24 hours	45 days	a. Markings - General: Portable retroreflectometer, which uses 30 meter geometry, meeting the requirements described in ASTM E 1710	6.1.1	Performance objectives met. No instances of marking visibility condition on a location-specific basis less than the reference condition in the BECR
						b. Profile Markings: Visual inspection	6.1.2	Profile marking condition at least equal to the reference condition in the BECR
	6.2.	Temporary pavement markings	Temporary pavement markings are replaced with sufficient frequency to meet the requirements in TP Attachment 18-1 (Temporary Traffic Control).	24 hours	N/A	Visual inspection	6.2.1	Performance objective met
	6.3	Raised Reflective Markings	Raised reflective pavement markers are: • Clean and clearly visible • Of the correct color and type • Reflective or retroreflective in accordance with GDOT standards • Correctly located, aligned and at the correct level • Are firmly fixed • Are in a condition that will ensure that they remain at the correct level	24 hours	60 days	Visual inspection	6.3.1	Performance objectives met. No instances of raised reflective marker Defects greater than the reference condition in the BECR
	6.4	Markers	Object markers are: • Clean and visible • Of the correct color and type • Legible and reflective • Straight and vertical	24 hours	90 days	Visual inspection	6.4.1	Performance objective met. No instances of marker defects greater than the reference condition in the BECR
	6.5	Delineators	Delineators are: • Clean and visible • Of the correct color and type • Legible and reflective • straight and vertical	24 hours	30 days	Visual inspection	6.5.1	Performance objectives met. No instances of delineator Defects greater than the reference condition in the BECR
	6.6	Contrast Pavement Markings	Contrast pavement markings are: • Clean and visible during the day and at night • Whole and complete and of the correct color, type, width and length • Placed to meet the MUTCD and GDOT's Pavement Marking Standard Sheets • Properly adhered to roadway • Free of raveling or loss of cohesion with the pavement	24 hours	60 days	Visual inspection	6.6.1	Performance objectives met. No instances of contrast marking Defects greater than the reference condition in the BECR

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
7) GUARDRAILS, SAFETY BARRIERS, GLARE SCREENS, AND IMPACT ATTENUATORS								
	7.1	Guardrails	Guardrails are appropriately placed, and correctly installed at the correct heights and at the correct distances from roadway obstacles Guardrails are maintained free of FHWA Damage Category 1 Defects (Non-Functional): • Rail element is no longer continuous • Three or more posts broken off or no longer attached to rail • Deflection of rail element more than 12 inches • Rail element torn non-functional	24 hours	21 days	a. FHWA. W-Beam Guardrail Repair. A Guide for Highway and Street Maintenance Personnel b. Visual Inspection	7.1.1	Performance objectives met. Guardrail condition, correct height, and offset at least equal to the reference condition in the BECR. Installation and repairs shall be carried out in accordance with the requirements of FHWA. W-Beam Guardrail Repair. A Guide for Highway and Street Maintenance Personnel. Materials used shall be in compliance with NCHRP 350 requirements.
			Guardrails are maintained free of undesirable vegetation and are maintained free of FHWA Damage Category 2 defects (Damaged but should function under majority of impacts): • Rail element is continuous (can be bent) • Two or fewer posts are broken or separated from the rail element • Deflection of rail element is less than 12 inches	24 hours	28 days		7.1.2	Performance objectives met. Guardrail condition, correct height, and offset at least equal to the reference condition in the BECR. Installation and repairs shall be carried out in accordance with the requirements of FHWA. W-Beam Guardrail Repair. A Guide for Highway and Street Maintenance Personnel. Materials used shall be in compliance with NCHRP 350 requirements.
			Guardrails are maintained free of undesirable vegetation and are maintained free of FHWA Damage Category 3 defects (Damaged but should not impair the guardrail's ability to perform): • Rail element is continuous (can be crushed or flattened) • No posts are broken off or separated from the rail element • Deflection of rail element is less than 6 inches	24 hours	60 days		7.1.3	Performance objectives met. Guardrail condition, correct height, and offset at least equal to the reference condition in the BECR. Installation and repairs shall be carried out in accordance with the requirements of FHWA. W-Beam Guardrail Repair. A Guide for Highway and Street Maintenance Personnel.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	7.2	Impact Attenuators and End Terminals	All impact attenuators and end terminals are appropriately placed, correctly installed, and functional End treatments are maintained free of FHWA Damage Category 1 Defects (Non-functional): • One or more broken posts • Torn or loose rail • Dents in the rail element	24 hours	28 days	Visual inspection	7.2.1	Performance objectives met. Impact attenuator and end terminal condition at least equal to the reference condition in the BECR
			All impact attenuators and end terminals meet reflectivity requirements End treatments are maintained free of FHWA Damage Category 2 Defects (End treatment should function adequately under a majority of impacts and FHWA Category 3 defects (Should not impair the end treatment's ability to perform)	24 hours	30 days		7.2.2	Performance objectives met. Impact attenuator and end terminal reflectivity at least equal to the reference condition in the BECR
	7.3	Concrete Barrier	All concrete barriers are maintained free of Defects including: • Cracks greater than 6 inches in length and 1/8 inches in width • Any broken pieces measuring more than 10% of barrier • Settlement of 0.25 inches or greater • Exposed rebar of more than 4 inches • Vegetation present	24 hours	60 days	Visual inspection	7.3.1	Performance objectives met. Concrete barrier condition at least equal to the reference condition in the BECR
	7.4	Glare Screens	Glare screen panels are continuous throughout the system with no missing, damaged, or broken sections	24 hours	90 days	Visual inspection	7.4.1	Performance objective met. Glare screen condition at least equal to the reference condition in the BECR

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
8) TRAFFIC SIGNS								
	8.1	Mounted overhead signs (including bridge mounted signs)	• Signs are visible, legible and reflective both during day and night • Signs are clean, correctly located, at the correct height and free from structural and electrical Defects • Identification markers are provided, correctly located, visible, clean and legible • Visibility distances meet the stated requirements • Obsolete and redundant signs are removed or replaced as appropriate • Sign information is of the correct size, location, type and wording to meet its intended purpose and any statutory requirements • All structures and elements of the signing system are kept clean and free from debris and have clear access provided • All replacement and repair materials and equipment are in accordance with the requirements of the MUTCD and GDOT Signing and Marking Design Guidelines	24 hours	90 days	a. Retroreflectivity Retroreflectivity measurement device	8.1.1	Performance objectives met. Retroreflectivity of gantry-mounted signs at least equal to the reference condition in the BECR
						b. Face damage Visual inspection	8.1.2	Performance objectives met. No instances of defects in gantry mounted signs are greater than the reference condition in the BECR
						c. Placement Visual inspection	8.1.3	Gantry-mounted signs correctly placed. Note: missing regulatory signs will require a Category 1 hazard mitigation
						d. Obsolete signs Visual inspection	8.1.4	Gantry-mounted obsolete signs removed
						e. Sign Information Visual inspection	8.1.5	Gantry-mounted signs information correctly displayed
	8.2	Ground Mounted Regulatory Signs, Warning Signs, Guide Signs	• Signs are visible, legible and reflective both during day and night • Signs are clean, correctly located, at the correct height and free from structural and electrical Defects identification markers are provided, correctly located, visible, clean and legible • Visibility distances meet the stated requirements • Obsolete and redundant signs are removed or replaced as appropriate • Sign information is of the correct size, location, type and wording to meet its intended purpose and any statutory requirements • All structures and elements of the signing system are kept clean and free from debris and have clear access provided • All replacement and repair materials and equipment are in accordance with the requirements of the MUTCD and GDOT Signing and Marking Design Guidelines	8 hours	14 days	a. Retroreflectivity Retroreflectivity measurement device	8.2.1	Performance objectives met. Retroreflectivity of ground mounted signs at least equal to the reference condition in the BECR
						b. Face damage Visual inspection	8.2.2	Performance objectives met. No instances of defects in ground mounted signs greater than the reference condition in the BECR
						c. Placement Visual inspection	8.2.3	Ground-mounted signs correctly placed. Note: missing regulatory signs will require a Category 1 hazard mitigation
						d. Obsolete signs Visual inspection	8.2.4	Ground-mounted obsolete signs removed
						e. Sign Information Visual inspection	8.2.5	Ground-mounted signs information correctly displayed
	8.3	Temporary Sign Coverings	Sign coverings are: • Free from Defects • Fully functional • Correctly placed • Properly secured	24 hours	28 days	Visual inspection	8.3.1	Performance objectives met

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
9) TRAFFIC SIGNALS								
	9.1	Traffic Signal System	Traffic signal systems and their associated equipment are: • Clean and visible • Correctly aligned and operational • Free from damage caused by accident or vandalism • Continuously powered, with exception of power failure or loss due to conditions outside Phase 1 Developer control • Free from communication defects Signal timing and operation are correct Contingency plans are in placed to rectify Category 1 Defects not immediately repairable to assure alternative traffic control is available during a period of failure All pedestrian elements and vehicle detectors are correctly positioned and fully functional at all times	24 hours	7 days	a. Visual inspection b. Traffic signal technical inspection c. Traffic signal issue reporting log	9.1.1	Performance objectives met. No instances of Defects in traffic signal systems greater than the reference condition in the BECR
	9.2	Identification marking	Signals have identification markers and the telephone number for reporting faults are correctly located, clearly visible, clean and legible	24 hours	28 days	Visual inspection	9.3.1	Performance objectives met
10) LIGHTING								
	10.1	Roadway Lighting	• All lighting is free from Defects and provides acceptable uniform lighting quality • Lanterns are clean and correctly positioned • Lighting units are free from any damage or vandalism • Columns are upright, correctly founded, visually acceptable and structurally sound • All roadway lighting pull boxes are easily accessible, clean, free from water, and free from damage and defects to box and lids	24 hours	28 days	Night time inspection or automated logs	10.1.1	Performance objectives met. No instances of defects in roadway lighting greater than the reference condition in the BECR
	10.2	Electrical Supply	Electricity supply, feeder pillars, cabinets, switches and fittings are electrically, mechanically and structurally sound and functioning	24 hours	28 days	Testing to meet NEC regulations, visual inspection	10.2.1	Condition of electrical supply at least equal to the reference condition in the BECR
	10.3	Access Panels	All access panels in place at all times	24 hours	28 days	Visual Inspection	10.3.1	Condition of access panels at least equal to the reference condition in the BECR
	10.4	Underbridge Lighting	All bridge inspection lighting is functioning in accordance with original design requirements and specifications	24 hours	28 days	Night time inspection or automated logs	10.4.1	Condition of bridge inspection lighting at least equal to the reference condition in the BECR

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
11) FENCES, WALLS AND SOUND ABATEMENT								
	11.1	Bridge Fencing	All bridge fencing must be maintained and fully functional	24 hours	28 days	Visual inspection	11.1.1	Performance objective is met. No instances of Defects in bridge fencing are greater than the reference condition in the BECR
	11.2	Right-of-Way Fencing	All ROW fencing maintained and fully functional	24 hours	90 days	Visual inspection	11.1.1	Performance objective met. No instances of Defects in ROW fencing greater than the reference condition in the BECR
	11.3	Noise barriers	All noise barriers are clean and free from graffiti, vegetation, and any other aesthetic deteriorations. All noise barriers are structurally sound, free of impact damage and continue to serve the purpose for which they were intended	24 hours	90 days	Visual inspection	11.2.1	Performance objective met. No instances of defects in noise barriers greater than the reference condition in the BECR
	11.4	Environmentally Sensitive Area (ESA) Fencing - Orange Barrier Fencing	All ESA fencing is properly installed, free of Defects, fully visible, and fully functional	24 hours	28 days	Visual inspection	11.3.1	Performance objective met
12) EARTHWORKS, EMBANKMENTS AND CUTTINGS								
	12.1	Slopes	• All structural or natural failures of the embankment and cut slopes of Phase 1 are repaired • Slopes are maintained in general conformance to the original graded cross-sections, the replacement of landscaping materials, reseeding and re-vegetation for erosion control purposes and removal and disposal of all eroded materials from the roadway and shoulders • Slopes are maintained to prevent erosion leading to further deterioration • Where permanent erosion control measures such as rock or concrete riprap are utilized: repair undermined or damaged erosion control measures and keep concrete slope protection joints sealed and free from vegetation	24 hours	90 days	Visual inspection	12.1.1	Performance objective met

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
13) ITS EQUIPMENT								
	13.1	ITS Equipment - General	All ITS equipment is fully functional and its housing is functioning and free of Defects. This includes: • Equipment and cabinet identification numbers are visible, sites are well drained and access is clear • Steps, handrails and accesses are kept in a good condition • Access to all communication hubs, ground boxes, cabinets and sites is clear • All drainage is operational and all external fixtures and fittings are in a satisfactory condition • All communications cable markers, cable joint markers and duct markers are visible and missing markers are replaced	48 hours	14 days	Visual inspection ATMS system verification	13.1.1	Performance objective met. No instances of defects in ITS equipment greater than the reference condition in the BECR
	13.2	Pull Boxes and Electrical Communication Boxes	All pull boxes and electrical communication boxes are easily accessible, clean, free from water, and free from damage and defects to box and lids	48 hours	14 days	Visual inspection	13.2.1	Performance objective met. No instances of defects in pull boxes and electrical communication boxes greater than the reference condition in the BECR
	13.3	CCTV Equipment	CCTV Equipment is free from faults or defects that limit the availability of operators to monitor the system	48 hours	N/A	Visual inspection ATMS system verification	13.3.1	Performance objective met. No instances of defects in CCTV systems greater than the reference condition in the BECR
	13.4	Dynamic Messaging Signs	Dynamic Message Signs are free from hardware faults or defects that limit connectivity or functionality. All structures and elements of the signing system are kept clean and free from debris and have clear access provided	48 hours	N/A	Visual inspection ATMS system verification	13.4.1	Performance objective met. No instances of defects in DMS are greater than the reference condition in the BECR
	13.5	Vehicle Detection System	All equipment functioning and free of defects that limit connectivity and functionality	48 hours	N/A	Visual inspection ATMS system verification	13.5.1	Performance objective met. No instances of defects in VDS greater than the reference condition in the BECR
	13.6	Fiber Optic Network	Fiber Optic Network, including trunk cable, conduit, drop cable, etc. is free from defects that limit connectivity and communication	48 hours	N/A	Visual inspection ATMS system verification	13.6.1	Performance objective met. No instances of defects in FON are greater than the reference condition in the BECR
	13.7	Electrical Power Service	All components of the electrical power service are free from defects that would limit power connectivity to ITS devices	48 hours	N/A	Visual inspection ATMS system verification	13.7.1	Performance objective met. No instances of defects in electrical power service are greater than the reference condition in the BECR
	13.8	Ramp Meters	All components of the ramp meter system, including supports, are fully functional and free from defects	48 hours	N/A	Visual inspection ATMS system verification	13.8.1	Performance objective met. No instances of defects in ramp meter systems greater than the reference condition in the BECR

Attachment 19-1 - Baseline Performance and Measurement Table for O&M Work During the D&C Period

Notes to Performance and Measurement Table

Note 1:	*For Part A (Element Categories 1 through 13) representing physical assets, the Defect Remedy Period headings are as follows:* *"Cat. 1 Hazard Mitigation" shall be the maximum time period permitted for completing an action taken by the Phase 1 Developer to mitigate a hazard to Users or imminent risk of damage or deterioration to property or the environment.* *"Cat. 2 Permanent Repair" shall be the maximum time period permitted for completing an action taken by the Phase 1 Developer to restore the condition of an Element for which a Defect has been recorded to the standard required for new construction*
Note 2:	*For Part B (Roadside Management, Amenities, and Operational Activity Categories 14 through 17) representing roadside management, amenity and operational activities, the Response Period headings are as follows:* *"Cat. 1 Response" shall be the maximum time period permitted for completing a response by the Phase 1 Developer where there is a hazard to Users or imminent risk of damage or deterioration to property or the environment.* *"Cat. 2 Response" shall be the maximum time period permitted for completing a response by the Phase 1 Developer in all circumstances that are not assigned as Cat. 1. Response.*
Note 3:	*Unless stated otherwise, measurements shall be conducted using procedures, techniques, and measuring equipment consistent with the O&M Standards. Unless otherwise stated, pavement Performance Criteria relate to 0.1-mile Performance Sections.*

PART B: ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITIES

MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY CATEGORY	REF	MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY	PERFORMANCE OBJECTIVE	RESPONSE PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (Phase 1 Developer shall record in the OMMS a Cat.1 Response of Cat. 2 Response for each failure to comply with a Performance Criterion)
				Cat.1 Response	Cat. 2 Response			
14) ROADSIDE MANAGEMENT								
	14.1	Obstruction of Sight Distance by Vegetation or Grass	Vegetation or grass that obstructs the view of the traveling public in any way, including but not limited to, sight distance at an intersection, around a turn, blocking a sign and/ or trees that threatens to fall onto the roadway, shoulder, or within the clear zone are not present	24 hours	28 days	a. Physical measurement	14.1.1	Performance objective met
	14.2	Invasive Species	The Right-of-Way and its assets are free of invasive species in accordance with the Non-native Invasive Plants Georgia list of the Principal Landscape	24 hours	90 days	Visual inspection GDOT Standards Specifications - Section 893	14.2.1	Performance objective met
	14.3	General Waste	The Right-of-Way and its assets are free from obstructions and hazardous debris	30 minutes	N/A	Visual inspection	14.3.1	All obstructions and hazardous waste removed from the roadway. Note: Response Period shall commence for this Performance Criteria when the Phase 1 Developer is made aware of the presence of general waste by means including Authority notification, Road User complaint, or Public Communications (i.e., media reporting)
				24 hours	7 days		14.3.2	All hazardous debris removed from the shoulder and from the right of way outside of the shoulder
	14.4	Hazardous Waste	The Right-of-Way and its assets are free of hazardous waste and illicit discharge, including chemicals, paints, herbicides, and any associated residue, debris, or supplies	1 hour	7 days	Incident and disposal documentation	14.4.1	Performance objective met
	14.5	Image and Investment Control	The Right-of-Way and its assets are free from illegal advertisement and all graffiti (obscene or apparent gang-related graffiti is Category 1)	8 hours	28 days	Visual inspection	14.5.1	Performance objective met
	14.6	Tree Safety Hazards	The Right-of-Way is free of dead and diseased trees, limbs, or leaning trees	8 hours	28 days	Visual inspection	14.6.1	Performance objective met
	14.7	Grass - Mowing	Conduct seven mowing cycles per year in accordance with TP Section 19.5.4 (Roadside Management and Amenity Activities) and TP Attachment 19-5 (Requirements for the OMMP)	24 hours	28 days	Visual inspection. Mowing and maintenance records.	14.7.1	Objective met
	14.8	Physical Marker System	Physical markers are installed properly, visible, and free from obstructions	28 days	90 days	Visual inspection	14.8.1	Performance objective met

PART B: ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITIES								
MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY CATEGORY	REF	MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY	PERFORMANCE OBJECTIVE	RESPONSE PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (Phase 1 Developer shall record in the OMMS a Cat.1 Response of Cat. 2 Response for each failure to comply with a Performance Criterion)
				Cat.1 Response	Cat. 2 Response			
15) SWEEPING AND CLEANING								
	15.1	Sweeping	• Keep all channels, hard shoulders, gore areas, ramps, intersections, and islands swept clean with vacuum sweepers • Buildup of dirt, rock, debris, etc. on roadways and bridges not to accumulate greater than 24 inches wide or 0.5 inches deep • Clear and remove debris from traffic lanes, hard shoulders, merge areas, and gore areas • Remove all sweepings without stockpiling in the right of way and dispose of at approved tip	24 hours	28 days	Visual inspection	15.1.1	Performance objectives met Inspection records showing compliance with requirements for sweeping
	15.2	Litter	• Conduct Litter pick-up cycles monthly. • Coordinate litter pick-up in advance of mowing operations	N/A	28 days	Visual inspection. Inspection Records.	15.2.1	Objectives met Inspection records showing compliance with requirements regarding litter pick-up
16) USER RESPONSE								
	16.1	Response to Inquiries	Timely and effective response to customer inquiries and complaints	48 hours	N/A	Contact the customer within 48 hours following initial customer inquiry	16.1.1	All customer responses within specified times demonstrated by O&M Records
				48 hours	N/A	All work resulting from customer requests (not to exceed Performance Requirements) is scheduled within 48 hours of customer contact	16.1.2	All work resulting from customer requests is scheduled within the MMS as demonstrated by O&M Records
				72 hours	N/A	Follow-up contact with the customer within 72 hours of initial inquiry	16.1.3	Customer follow up completed as demonstrated by O&M Records
				Response Period	N/A	All customer concerns/requests (not to exceed performance requirements) are resolved within the applicable Defect Remedy Period	16.1.4	Customer concerns resolved as demonstrated by O&M Records
	16.2	Customer Contact Line	Telephone line staffed during business hours and 24 hour availability of messaging system	24 hours	N/A	Instances of line out of action or not staffed	16.2.1	Customer contact line available in accordance with performance objective

PART B: ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITIES								
MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY CATEGORY	REF	MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY	PERFORMANCE OBJECTIVE	RESPONSE PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (Phase 1 Developer shall record in the OMMS a Cat.1 Response of Cat. 2 Response for each failure to comply with a Performance Criterion)
				Cat.1 Response	Cat. 2 Response			
17) INCIDENT RESPONSE								
	17.1	Attendance at Significant Incident	Attend and provide support at Significant Incident in accordance with TP Section 19.6.5.3 (General Incident Attendance and Response Obligations during the D&C Period)	1 hour	N/A	Phase 1 Developer confirms onsite attendance with GDOT TMC.	17.3.1	Performance objective met, attendance logged in Incident report. Note: Response Period shall commence for this Measurement Record Performance Criteria when the Phase 1 Developer is made aware of the Significant Incident by Authority notification.
	17.2	Hazardous Materials Clearance	For any hazardous materials spill, comply with the requirements in TP Section 19.2.12.3 (Hazardous Materials Management)	1 hour	N/A	Operations records showing compliance	17.3.1	Performance objective met
	17.3	Automated Vehicle Locator (AVL)	AVL system is functional and performs in accordance with TP Section 19.7.1 (Inspection General Requirements)	24 hours	72 hours	Fleet Manager System records	17.4.1	Performance objective met
	17.4	Shoulder closure restrictions	Provide a staged wrecker service in accordance with TP Section 18.4.6.1 (Modifications to Shoulder Closure Restrictions)	10	N/A	Operations records showing compliance	17.4.1	Performance objective met

Attachment 19-2: Performance and Measurement Table for O&M Work During the Operating Period

Notes to Performance and Measurement Table

Note 1:	*For Part A (Maintenance Element Categories 1 through 13) representing physical assets, the Defect Remedy Period headings are as follows: "Cat. 1 Hazard Mitigation" shall be the maximum time period permitted for completing the action taken by the Phase 1 Developer to mitigate a hazard to Users or imminent risk of damage or deterioration to property or the environment. "Cat. 1 / Cat. 2 Permanent Repair" shall be the maximum time period permitted for completing an action taken by the Phase 1 Developer to restore the condition of a Maintained Element for which a Defect has been recorded to the standard required for new construction.*
Note 2:	*For Part B (O&M Element Categories 14 through 17) representing roadside management, amenities, and operational activities, the Response Period headings are as follows: "Cat. 1 Response" shall be the maximum time period permitted for completing a response by the Phase 1 Developer where there is a hazard to Users or imminent risk of damage or deterioration to property or the environment. "Cat. 2 Response" shall be the maximum time period permitted for completing a response by the Phase 1 Developer in all circumstances that are not assigned as Cat. 1 Response.*
Note 3:	*Unless stated otherwise, measurements shall be conducted using procedures, techniques, and measuring equipment consistent with the O&M Standards. Unless otherwise stated, pavement Performance Criteria relate to 0.1-mile Performance Sections.*
Note 4:	*For Element Category 1.1 (Ride Quality) the inspection and measurement method Ref. 1.1.1 shall apply to all ramps and Cross Streets greater than or equal to 0.5 mile in length within the O&M Limits.*
Note 5:	*For Element Category 1.1 (Ride Quality) the inspection and measurement method Ref. 1.1.2 shall apply to paved areas that are not measured and reported using the Road Profiler described in GDOT GDT 126, or inconclusive measurements are recorded due to physical constraints or limitations of the automated IRI profile reported in 1.1.1 or 1.1.3.*
Note 6:	*For Element Category 4 (Structures), for each Performance Criterion where the Performance Requirement requires a percentage (e.g. by area of Element) to be maintained in Condition State 1, the Phase 1 Developer shall be excused from the obligation to achieve Element Condition State 1 to the extent that such Element is subject to impact damage (other than damage caused by a Phase 1 Developer-related Entity) and any area of such Element, following Permanent Repair, does not achieve Condition State 1. For clarification, following Permanent Repair of any Element subject to impact damage (other than damage caused by a Phase 1 Developer-related Entity), the repaired area shall be excluded from the compliance calculation for Element Condition State 1 only and there shall be no relaxation of the requirements for Element Condition States 2 or lower.*

PART A: PHYSICAL ASSETS

ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
1) GENERAL PAVEMENT								
	1.1	Ride quality	All roadways have a smooth surface course (including bridge deck approaches, covers, gratings, frames and boxes)	24 hours	180 days	a. Measurement of IRI: Refer to GDOT GDT 126. Refer to FHWA Highway Performance Monitoring System (HPMS) Field Manual for IRI reporting guidance.	1.1.1	For all Performance Sections measured excluding Performance Sections with bridge deck and/or bridge approach slab, average IRI (Mean Roughness Index reported to HPMS) is less than or equal to: • Mainlines: 95 inches per mile • Ramps and cross streets (with length greater than or equal to 0.5 miles): 110 inches per mile
						b. 10-foot straightedge used to measure discontinuities for localized areas.	1.1.2	• For all Performance Sections measured in localized areas, excluding bridge decks and the 100-foot length of pavement on either side of the bridge decks, maximum 0.5-inch variation of the pavement surface from the testing edge of the straightedge between any two straightedge contact points with the pavement surface. • For all Performance Sections that include a bridge deck and/or bridge approach slab, maximum 0.25-inch variation of the pavement surface from the testing edge of the straightedge between any two straightedge contact points with the pavement surface, measured at any location within the 100-foot length of pavement on either side of the bridge deck. For clarification this measurement shall allow one contact point of the straightedge on the traveled surface supported by the structure and the other contact point on the pavement approach to the structure.
						c. IRI. Refer to GDOT GDT 134. Refer to FHWA Highway Performance Monitoring System (HPMS) Field Manual for IRI reporting guidance.	1.1.3	• For all mainline Performance Sections that include a bridge deck and/or bridge approach slab, excluding the IRI profile lengths on bridge deck and the 100-foot of pavement on either side of the bridge deck, average IRI (Mean Roughness Index reported to HPMS) for each Performance Section is less than or equal to 95 inches per mile. • For 100% of all Performance Sections, no localized roughness deviations allowed, including: Bumps: Positive deviations greater than +0.25 inches Dips: Negative deviations greater than -0.25 inches

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	1.2	Wet surface crash performance and skid resistance	Within each 1.0 mile section where wet surface crashes exceed twelve wet surface crashes in one direction of travel within any 1.0 mile section in the current calendar year, perform site investigation. Submit site investigation report including summary of findings, photographs of site, site condition survey, and crash investigation details.	7 days	Not used	Number of crashes within 1.0 mile sections identified using Georgia Electronic Accident Reporting System (GEARS) data.	1.2.1	Site investigation performed and site investigation report submitted.
			Road users warned of potential skidding hazards	7 days	Not used		1.2.2	Road Users warned of potential skidding hazard where 12 or more wet surface crashes have occurred within any 1.0 mile roadway length in either direction in the most current complete calendar year.
			Skid resistance maintained	7 days	180 days	Skid resistance test measured using ASTM E274/E274M-11 Standard Test Method for Skid Resistance Testing of paved surfaces at 40 MPH using a full scale smooth tire meeting the requirements of ASTM E524-08.	1.2.3	Average test value 25 or higher within any 1.0 mile section.
	1.3	Edge drop-offs	All roadways are free from edge drop-offs exceeding Performance Criteria thresholds	24 hours	28 days	Physical measurement	1.3.1	No instances of continuous edge drop-off between shoulder and adjacent non-vehicular area greater than 2 inches for lengths greater than 4 feet.
	1.4	Accident Investigation Sites	All Accident Investigation Sites are free from surface defects and free from debris	24 hours	28 days	Visual inspection	1.4.1	Performance objectives met.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
2) CONCRETE PAVEMENT			*** Concrete Pavement Shoulders and Ramps must maintain same requirements as mainline**					
	2.1	Faulting	All roadways are free from faulting	24 hours	45 days	a. Pavement surface distresses measured using the methods identified in the O&M Standards. b. Visual inspection.	2.1.1	No slab faulting within the concrete pavement areas affecting the travel lanes (transverse or longitudinal) that is greater than 0.5 inches in elevation difference are present.
	2.2	Joints in concrete	All joints exceeding Performance Criteria thresholds in concrete paving are sealed	24 hours	180 days	Physical measurement.	2.2.1	No unsealed joints with width greater than 0.25 inches.
			No tied longitudinal joint separation exceeding Performance Criteria thresholds				2.2.2	No tied longitudinal joint width greater than 0.25 inches.
			No longitudinal or transverse joint discontinuity/faulting exceeding Performance Criteria thresholds				2.2.3	No individual longitudinal or transverse joint with discontinuity/faulting greater than 0.25 inches between two sides of any joint.
			No expansion joint separation exceeding Performance Criteria thresholds				2.2.4	No unsealed expansion joint separation width greater than 0.75 inches.
	2.3	Spalled Cracks	All roadways are free from spalled cracks	24 hours	180 days	a. Pavement surface distresses measured using the methods identified in the O&M Standards. b. Visual inspection.	2.3.1	No spalled cracks as described in the O&M Standards.
	2.4	Punchouts	All roadways are free from punchouts	12 hours	180 days		2.4.1	No punchouts as described in the O&M Standards.
	2.5	Longitudinal Cracking	All roadways are free from longitudinal cracks exceeding Performance Criteria thresholds	24 hours	180 days		2.5.1	No unsealed cracks with width greater than an 0.125 inches and a length of 2 feet or greater.
	2.6	Failed Joints and Cracks	All roadways are free from failed joints and cracks	24 hours	180 days		2.6.1	No failed joints as described in the O&M Standards.
	2.7	Shattered Slabs	All roadways are free from shattered slabs.	24 hours	180 days		2.7.1	No shattered slabs as described in the O&M Standards.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
3) ASPHALT PAVEMENT			**** Asphalt Pavement Shoulders and Ramps must maintain same requirements as mainline***					
	3.1	Ruts	All roadways are free from surface depressions in wheel path exceeding Performance Criteria thresholds	24 hours	180 days	a. Pavement surface distresses / failures measured using the methods identified in the O&M Standards. b. Visual inspection.	3.1.1	No ruts greater than 0.5 in. in depth in each Performance Section.
	3.2	Longitudinal Cracking	All roadways are free from cracking exceeding Performance Criteria thresholds	24 hours	180 days		3.2.1	No unsealed longitudinal cracking on non-porous roadway surfaces in any Performance Section with a width greater than 0.25 inches at any point throughout the width of the pavement. Cracks on porous surfaces larger than 0.25 inches shall be addressed in a manner to retain the integrity of the porous surface.
	3.3	Transverse Cracking	All roadways are free from cracking exceeding Performance Criteria thresholds	24 hours	180 days		3.3.1	No unsealed transverse cracking on non-porous roadway surfaces in any Performance Section with a width greater than 0.25 inches at any point throughout the width of the pavement. Cracks on porous surfaces larger than 0.25 inches shall be addressed in a manner to retain the integrity of the porous surface.
	3.4	Alligator Cracking	All roadways are free from cracking exceeding Performance Criteria thresholds	24 hours	180 days		3.4.1	Total area of alligator cracking shall not exceed 10% of pavement surface area in any Performance Section (where there are multiple areas of alligator cracking within a Performance Section, these areas shall be added to determine whether the 10% criterion is exceeded).
	3.5	Block Cracking	All roadways are free from cracking exceeding Performance Criteria thresholds	24 hours	180 days		3.5.1	Total area of block cracking shall not exceed 10% of pavement length in any Performance Section (where there are multiple areas of block cracking within a Performance Section, these areas shall be added to determine whether the 10% criterion is exceeded).
	3.6	Raveling	All roadways are free from raveling exceeding Performance Criteria thresholds	24 hours	180 days		3.6.1	Total area of raveling shall not exceed 10% of pavement surface area in any Performance Section (where there are multiple areas of raveling within a Performance Section, these areas shall be added to determine whether the 10% criterion is exceeded).
	3.7	Potholes	All roadways are free from potholes	12 hours	30 days		3.7.1	No potholes existing in any Performance Section.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
4) STRUCTURES								
	4.1	Differential Settlement	Maintain substructure settlement within specified requirements	24 hours	180 days	a. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 b. The Federal Highway Administration's Bridge Inspector's Reference Manual c. Visual Inspection	4.1.1	Differential settlement of bridge approach slabs. Less than 1 inch total settlement and less than 0.5 inches differential between end of approach slabs.
							4.1.2	Post-construction settlement of bridge piers and abutments: Less than 1 inches total settlement and less than 0.5 inches differential between adjacent piers or abutments.
	4.2	Superstructure and Substructure General	(i) Superstructures and substructures are free of: • undesirable vegetation • debris and bird droppings • blocked drains, weep pipes, manholes, and chambers • blocked drainage holes in structural components • defects in joint sealants • defects in pedestrian protection measure • scour damage • corrosion of rebar • paint system failures • impact damage • graffiti and damages resulting from acts of vandalism (ii) All non-structural items such as hoists and electrical fixings, operate correctly, are clean and lubricated as appropriate, in accordance with the manufacturer's recommendations and certification of lifting devices is maintained	24 hours	180 days	a. AASHTO Manual for Bridge Element Inspection (MBEI) b. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 c. The Federal Highway Administration's Bridge Inspector's Reference Manual d. Visual Inspection	4.2.1	Performance objectives met. Records maintained as required in the Federal Highway Administration's Bridge Inspector's Reference Manual.

PART A: PHYSICAL ASSETS

ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	4.3	Bridge Decks *(EN 12)*	Minimum Element Condition State achieved for deck top surface, deck bottom surface, fascia, sidewalk, pedestrian approach, wearing surface, false decking/maintenance sheeting/stay-in-place forms. **GDOT Bridge Deck Evaluation Condition State Definitions (takes precedence over MBEI):** <u>CS 1 - Good</u> • Delamination/Spall - None • Exposed Rebar - None • Cracking - Insignificant cracks or moderate width cracks that have been sealed or bridge deck that has polymer overlay applied <u>CS 2 - Fair</u> • Delamination/Spall - Delaminated. Spall 1 in. or less. Patches that are sound. • Exposed Rebar - Present without measurable section loss • Cracking - Unsealed moderate width cracks or map cracking <u>CS 3 - Poor</u> • Delamination/Spall - Spall greater than 1 in. deep and greater than 6 in. diameter • Exposed Rebar - Present with measurable section loss • Cracking - Wide cracks with heavy pattern cracking <u>CS 4 - Severe</u> The Condition warrants structural review to determine strength or serviceability of the element	24 hours	180 days	a. AASHTO Manual for Bridge Element Inspection (MBEI) b. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 c. The Federal Highway Administration's Bridge Inspector's Reference Manual d. Visual Inspection	4.3.1	At least 95% of deck area for each bridge is in Element Condition State 1 (excluding areas subject to repair of impact damage, see Note 6). For clarification, no more than 5% of deck area for each bridge is in Element Condition State 2.
							4.3.2	No part of deck area for each bridge is in Element Condition State 3 or worse.
	4.4	Bridge Joints *(EN 300, 301, 304)*	Expansion joints free of: • dirt, debris and vegetation • defects in drainage system • loose nuts and bolts • defects in gaskets and/or seals	24 hours	45 days	a. AASHTO Manual for Bridge Element Inspection (MBEI) b. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 c. The Federal Highway Administration's Bridge Inspector's Reference Manual d. Visual Inspection	4.4.1	Performance objectives met. Records maintained as required in the Federal Highway Administration's Bridge Inspector's Reference Manual.
			Minimum Element Condition State achieved for bridge joints				4.4.2	At least 95% of bridge joints are in Element Condition State 1 (excluding joints subject to repair of impact damage, see Note 6). For clarification, no more than 5% of bridge joints for each bridge are in Element Condition State 2.
							4.4.3	No bridge joints are in Element Condition State 3 or worse.
	4.5	Bridge Deck Drainage	The deck drainage system is free of all debris and operates as intended	24 hours	180 days		4.5.1	Performance objectives met. Records maintained as required in the Federal Highway Administration's Bridge Inspector's Reference Manual.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	4.6	Bridge Barriers/Railings/ Parapets *(EN 330, 331)*	Maintain functionality and reliability of barriers and railing on a bridge as intended in the Design Documents and free of displacement and deterioration including corrosion of rebar, steel corrosion, unsound concrete, delaminated concrete, spalled concrete, paint system failure, rust, loose nuts and bolts, corrosion, cracks, loss of section, debris and vegetation on pedestals and anchorages, blockages of hollow section drain holes, and impact damage.	24 hours	180 days	a. AASHTO Manual for Bridge Element Inspection (MBEI) b. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 c. The Federal Highway Administration's Bridge Inspector's Reference Manual d. Visual Inspection	4.6.1	Performance objectives met. Records maintained as required in the Federal Highway Administration's Bridge Inspector's Reference Manual.
			Minimum Element Condition State achieved for bridge barriers/railings/parapets				4.6.2	At least 95% of bridge barriers, railings and parapets for each bridge are in Element Condition State 1 (excluding areas subject to repair of impact damage, see Note 6). For clarification, no more than 5% of bridge barriers, railings and parapets for each bridge are in Element Condition State 2.
							4.6.3	No bridge barriers, railings, and parapets for each bridge are in Element Condition State 3 or worse.
	4.7	Bridge Bearings and Bearing Seats *(EN 310 - 316)*	Bearings and bearing seats are: • properly aligned horizontally and vertically • clean and in full contact with each other Movable Bearings (EN 311): • Sliding and roller surfaces are clean and greased to ensure satisfactory performance. • properly aligned laterally and vertically	24 hours	180 days	a. AASHTO Manual for Bridge Element Inspection (MBEI) b. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 c. The Federal Highway Administration's Bridge Inspector's Reference Manual d. Visual Inspection	4.7.1	Performance objectives met. Records maintained as required in the Federal Highway Administration's Bridge Inspector's Reference Manual.
			GDOT Bridge element Evaluation Condition State Definitions (takes precedence over MBEI): Bulging, Splitting or Tearing (2230) CS 1 - Good No bulging splitting or tearing (where bulging within acceptable tolerance for new construction occurred during the D&C Period, no instances of bulging exceeding that recorded in the bridge inspection prior to Services Commencement)				4.7.2	At least 95% of bridge bearings and bearing seats for each bridge are in Element Condition State 1 (excluding areas subject to repair of impact damage, see Note 6). For clarification, no more than 5% of bridge bearings and bearing seats for each bridge are in Element Condition State 2.
							4.7.3	No bridge bearings and bearing seats for each bridge are in Element Condition State 3 or worse.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	4.8	Bridge girders/beams (EN 109)	Minimum Element Condition State achieved for bridge girders/beams: GDOT Bridge element Evaluation Condition State Definitions (takes precedence over MBEI): Defects for Reinforced Concrete and Prestressed concrete Elements Delamination/Spall/Patched Area (1080) CS 1 - Good No delamination. No spalling. Patched areas that are sound and where patching has been completed in accordance with the Technical Provisions shall not exceed 1% of the total surface area for each girder/beam.	24 hours	180 days	a. AASHTO Manual for Bridge Element Inspection (MBEI) b. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 c. The Federal Highway Administration's Bridge Inspector's Reference Manual d. Visual Inspection	4.8.1	Performance objectives met. Records maintained as required in the Federal Highway Administration's Bridge Inspector's Reference Manual.
							4.8.2	All Bridge girders and beams are in Element Condition State 1 (excluding areas subject to repair of impact damage, See Note 6).
	4.9	Bridge Pier Caps *(EN 231, 233, 234)*	Minimum Element Condition State achieved for bridge pier caps.	24 hours	180 days	a. AASHTO Manual for Bridge Element Inspection (MBEI) b. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 c. The Federal Highway Administration's Bridge Inspector's Reference Manual d. Visual Inspection	4.9.1	At least 95% of bridge pier caps for each bridge are in Element Condition State 1 (excluding areas subject to repair of impact damage, see Note 6). For clarification, no more than 5% of bridge per caps for each bridge are in Element Condition State 2.
							4.9.2	No bridge pier caps for each bridge are in Element Condition State 3 or worse.
	4.10	Load ratings	All structures maintain the as-built load rating capacity and no load restrictions for Georgia legal loads (including legally permitted vehicles) Ensure any damage to bridge does not impact the as-built load ratings as indicated on the approved structure plans for that location.	24 hours	90 days	a. Load rating calculations in accordance with the AASHTO Manual for Bridge Evaluation. b. Load restriction requirements as per the Federal Highway Administration's Bridge Inspector's Reference Manual.	4.10.1	Performance objectives met.
	4.11	Sign gantries, signal gantries, bridge mounted sign structures, light structures, and high masts.	Sign gantries, signal gantries, Toll gantries, bridge mounted sign structures, and high masts are structurally sound and free of: • defects in surface protection systems • loose nuts and bolts	24 hours	90 days	Federal Highway Administration Guidelines for the Installation, Inspection, Maintenance and Repair of Structural supports for Highway Signs, Luminaires, and Traffic Signals	4.11.1	Performance objectives met.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	4.12	Access points	All hatches and points of access have fully operational and lockable entryways.	24 hours	90 days	Visual inspection	4.12.1	Performance objectives met.
	4.13	Bridge Culverts	Minimum Element Condition State achieved for culverts and wingwalls. No blockage or buildup of debris, silt, or vegetation greater than 25% of the drainage device cross sectional area.	24 hours	90 days	a. AASHTO Manual for Bridge Element Inspection (MBEI) b. The National Bridge Inspection Standards (NBIS) of the Code of Federal Regulations, 23 Highways – Part 650 c. The Federal Highway Administration's Bridge Inspector's Reference Manual d. Visual Inspection	4.13.1	All culvert and wingwall areas are in Element Condition State 2 or better.
	4.14	Retaining Walls - General	• No instances of erosion greater than 1 ft deep along wall coping, erosion exposing the top of the leveling pad (where pad is not on rock), or exposed straps or mesh • No instances of bowed wall: variance from constructed alignment greater than 3/4 inch horizontal movement within 10' vertical	24 hours	180 days	Visual inspection	4.14.1	Performance objectives met.
	4.15	MSE Retaining Walls	MSE Retaining walls are free of: • undesirable vegetation and overgrowth of trees • graffiti and any other aesthetic deteriorations. • defects in pedestrian protection • scour damage • corrosion of rebar • paint system failure • concrete spalling • impact damage • weep hole blockage	24 hours	90 days	Visual inspection	4.15.1	Performance objectives met.
	4.16	Non-MSE Retaining Walls	Non-MSE Retaining walls are free of: • undesirable vegetation and overgrowth of trees • graffiti and any other aesthetic deteriorations. • defects in pedestrian protection • scour damage • corrosion of rebar • paint system failure • concrete spalling • impact damage • weep hole blockage	24 hours	180 days	Visual inspection	4.16.1	Performance objectives met.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
5) DRAINAGE								
	5.1	Pipe System	Each element of the pipe system is maintained in its proper function. The pipe system and its components are free of: • Blockage or obstruction greater than 25% of the drainage device cross sectional area due to vegetation, debris, sediment or other objects • Cracks (cracks < 0.1" are acceptable) • Joint separation • Collapsed pipe • Corrosion • Root intrusion • Leakage • Liner damage • Lack of stabilization	24 hours	90 days	a. GDOT Storm Water System Inspection and Maintenance Manual b. Visual inspection	5.1.1	Performance objectives met.
	5.2	Ditches, Channels, Swales	Ditches, Channels, Swales, and all components are maintained in their proper function and free of: • Concrete liner cracks, including damage from equipment or motor vehicles. (cracks < 0.1" are acceptable) • Joint separation, or blowout • Obstruction due to debris, sediment, animal activity, excessive vegetation, or other objects • Lack of stabilization due to undermining or scouring of soils beneath channel linings • Root intrusion • Out of bank flow (surcharged flow) • Lack of adequate vegetative cover for grass-lined channels	24 hours	90 days	a. GDOT Storm Water System Inspection and Maintenance Manual b. Visual inspection	5.2.1	Performance objectives met.
	5.3	Manholes, Junction Boxes, Catch Basins, Inlets, Outlets	Manholes, junction boxes, catch basins, inlets, and outlets are free of: • Structural damage including from motor vehicles • Cracks/joint at inlet and outlet connections (cracks < 0.1" are acceptable) • Joint separation at inlet and outlet connections • Leaking due to cracks and joint separation • Top covers broken or missing • Corrosion • Blockage in structure due to debris, sediment, vegetation, or other objects	24 hours	90 days	a. GDOT Storm Water System Inspection and Maintenance Manual b. Visual inspection	5.3.1	Performance objectives met.
	5.4	Non-bridge class culverts (box and pipe culverts)	Non- bridge class culverts are free of: • any combination of vegetation, debris, or silt causing > 10% loss in cross-section of the structure • Defects in sealants to movement joints • Scour damage • corrosion of rebar • impact damage	24 hours	90 days	Visual inspection	5.4.1	Performance objective met.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	5.5	Post-Construction Stormwater Best Management Practices (BMPs)	Minimum performance condition achieved for all post-construction stormwater BMPs, including: • Filter Strips • Grass Channels • Enhanced Swales • Infiltration Trenches • Sand Filters • Dry Detention Basins • Wet Detention Ponds • Stormwater Wetlands • Bioslopes • Bioretention Basins • Open Graded-Friction Course • Other Components	24 hours	28 days	a. GDOT Storm Water System Inspection and Maintenance Manual b. Visual inspection	5.5.1	Percentage of post-construction BMPs in performance condition 2 or better.
	5.6	Drainage treatment devices	Drainage treatment and balancing systems, flow and spillage control devices function correctly, are free of silt and debris and their location and means of operation is recorded adequately to permit their correct operation in Emergency	24 hours	28 days	Visual inspection	5.6.1	Performance objectives met.
	5.7	Travel way	The travel way is free from standing water of 0.5 in. or greater	1 hour	28 days	a. Pavement depressions measured using the methods consistent with O&M Standards b. Visual inspection	5.7.1	Performance objectives met. Note: Defect Remedy Period shall commence for this Performance Criteria when the Phase 1 Developer is made aware of such defect by means including Authority notification, Road User complaint, or Public Communications (i.e. media reporting).
	5.8	Discharge systems	Surface water discharge systems perform their proper function and discharge to groundwater and waterways complies with the relevant legislation and permits	24 hours	28 days	Visual inspection	5.8.1	Performance objectives met.
	5.9	Protected species	Named species and habitats are protected	24 hours	28 days	Visual inspection	5.9.1	Performance objectives met.
	5.10	Erosion	No erosion greater than 12 in. including erosion greater than 12 in. deep over an area greater than 100 sf. along the pipe system, ditches, swales, ponds, and channels or around manholes, junction boxes, catch basins, inlets, and outlets.	24 hours	28 days	Visual inspection	5.10.1	Performance objectives met.
	5.11	Curb & Gutter	Curb & gutter are free from: • vegetation, sediment, trash, debris, chemicals, metals, fauna victims, other pollutants, or any material adversely impacting the drainage flow • degradation of the functionality of water drainage. • cracking, settlement, joint separation, misalignment and/or deterioration • missing grates and/ or curb and gutter components	24 hours	60 days	Visual inspection	5.12.1	Performance objectives met.

PART A: PHYSICAL ASSETS

ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
6) PAVEMENT MARKINGS, OBJECT MARKERS, BARRIER MARKERS & DELINEATORS								
	6.1	Pavement Markings (Striping, Words, Symbols, etc.)	Pavement markings are: • clean and visible during the day and at night • whole and complete and of the correct color, type, width and length • placed to meet the MUTCD and GDOT's Pavement Marking Standard Sheets	24 hours	45 days	a) Markings - General Portable retroreflectometer, which uses 30 meter geometry, meeting the requirements described in ASTM E 1710	6.1.1	The entire length and area of pavement markings in each Performance Section mee or exceed the minimum retroreflectivity: White: 175 mcd/lux/m2 Yellow: 125 mcd/lux/m2
						Physical measurement	6.1.2	Pavement markings in each Performance Section have no more than 5% loss of area of material at any point.
							6.1.3	Pavement markings in each Performance Section have spread (length and area) no more than 10% of specified dimensions.
						b) Profile Markings Visual inspection	6.1.4	At least 90% of total length of long line pavement marking and 100% of the area of other pavement markings in each Performance Section meet the performance objective and are compliant with relevant regulations.
								At least 80% of total auxiliary pavement marking in each Performance Section meet the performance objective and are compliant with relevant regulations.
	6.2	Raised Reflective Pavement Markings	Raised reflective pavement markers are: • clean and clearly visible • of the correct color and type • reflective or retroreflective in accordance with GDOT standards • correctly located, aligned and at the correct level • are firmly fixed • are in a condition that will ensure that they remain at the correct level.	24 hours	45 days	Visual inspection	6.2.1	No two or more consecutive markers associated with road markings that are ineffective in any 10 consecutive markers (ineffective includes missing, damaged, settled or sunk).
							6.2.2	A minimum of four markers are visible at 40' spacing when viewed under low beam headlights.
							6.2.3	Uniformity (replacement raised reflective pavement markers have equivalent physical and performance characteristics to adjacent markers) and alignment with striping.
	6.3	Markers	Object markers are: • clean and visible • of the correct color and type • legible and reflective • straight and vertical	24 hours	45 days	Visual inspection	6.3.1	No object markers in each Performance Section are defective or missing.
	6.4	Delineators	Delineators are: • visible • of the correct color and type • legible and reflective • straight and vertical	24 hours	28 days	Visual inspection	6.4.1	Performance objectives met, no more than one consecutive delineator missing in any Performance Section and no more than 5 total missing or defective delineators in each Performance Section.
	6.5	Contrast Pavement Markings	Contrast pavement markings are: • clean and visible during the day and at night • whole and complete and of the correct color, type, width and length • placed to meet the MUTCD and GDOT's Pavement Marking Standard Sheets • properly adhered to roadway • free of raveling or loss of cohesion with the pavement	24 hours	45 days	Visual inspection	6.5.1	Performance objectives met.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
7) GUARDRAILS, SAFETY BARRIERS, GLARE SCREENS, AND IMPACT ATTENUATORS								
	7.1	Guardrails	Guardrails are appropriately placed, and correctly installed at the correct heights and at the correct distances from roadway obstacles. Guardrails are maintained free of FHWA Damage Category 1 defects (Non-Functional): • Rail element is no longer continuous • 3 or more posts broken off or no longer attached to rail • Deflection of rail element more than 12 in. • Rail element torn non-functional	24 hours	21 days	a. FHWA. W-Beam Guardrail Repair. A Guide for Highway and Street Maintenance Personnel b. Visual Inspection	7.1.1	Performance objectives met. Installation and repairs have been carried out in accordance with the requirements of FHWA. W-Beam Guardrail Repair. A Guide for Highway and Street Maintenance Personnel. Materials used shall be in compliance with NCHRP 350 requirements.
			Guardrails are maintained free of undesirable vegetation Guardrails are maintained free of FHWA Damage Category 2 defects (Damaged but should function under majority of impacts): • Rail element is continuous (can be bent or crushed significantly) • 2 or fewer posts are broken or separated from the rail element • Deflection of rail element is less than 12 in. Guardrails are maintained free of FHWA Damage Category 3 defects (Damaged but should not impair the guardrail's ability to perform): • Rail element is continuous (can be crushed or flattened) • No posts are broken off or separated from the rail element • Deflection of rail element is less than 6 inches	28 days	60 days		7.1.2	Performance objectives met. Installation and repairs have been carried out in accordance with the requirements of FHWA. W-Beam Guardrail Repair. A Guide for Highway and Street Maintenance Personnel. Materials used shall be in compliance with NCHRP 350 requirements.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	7.2	Impact Attenuators and End Terminals	All impact attenuators and end terminals are appropriately placed, correctly installed, and functional. End treatments are maintained free of FHWA Damage Category 1 defects (Non-functional): • One or more broken posts • Torn or loose rail • Dents in the rail element	24 hours	7 days	a. FHWA. W-Beam Guardrail Repair. A Guide for Highway and Street Maintenance Personnel b. Visual Inspection	7.2.1	Performance objectives met.
			All impact attenuators and end terminals meet reflectivity requirements. End treatments are maintained free of FHWA Damage Category 2 defects (End treatment should function adequately under a majority of impacts and FHWA Category 3 defects (Should not impair the end treatment's ability to perform)	24 hours	30 days		7.2.2	All impact attenuators and end terminals appropriately meet reflectivity requirements in accordance with GDOT's Signing and Marking Design Guidelines.
	7.3	Concrete Barrier	All concrete barriers are maintained free of defects including: • cracks greater than 6 inches in length and 1/8 inch in width • Any broken pieces measuring more than 10% of barrier • settlement of 0.25 inches or greater • exposed rebar of more than 4 inches • vegetation present	24 hours	60 days	Visual inspection	7.3.1	Performance objectives met.
	7.4	Glare Screens	Glare screen panels are continuous throughout the system with no missing, damaged, or broken sections	24 hours	90 days	Visual inspection	7.4.1	Performance objectives met.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
8) TRAFFIC SIGNS								
	8.1	Mounted overhead signs (including bridge mounted signs)	• Signs are visible, legible and reflective both during day and night • Signs are clean, correctly located, at the correct height and free from structural and electrical defects • Identification markers are provided, correctly located, visible, clean and legible • Visibility distances meet the stated requirements • Obsolete and redundant signs are removed or replaced as appropriate • Sign information is of the correct size, location, type and wording to meet its intended purpose and any statutory requirements • All structures and elements of the signing system are kept clean and free from debris and have clear access provided • All replacement and repair materials and equipment are in accordance with the requirements of the MUTCD and GDOT Signing and Marking Design Guidelines	24 hours	90 days	a. Retroreflectivity Retroreflectivity measurement device. Retroreflectivity measured in accordance with the requirements of MUTCD.	8.1.1	Retroreflectivity is no less than that required by MUTCD, Part 2 Signs.
						b. Face damage Visual inspection	8.1.2	Signs have face damage no greater than 10% of area.
						c. Placement Visual inspection	8.1.3	All signs are placed in accordance with GDOT's Signing and Marking Design Guidelines and MUTCD, Part 2 Signs.
						d. Obsolete signs Visual inspection	8.1.4	All obsolete signs have been removed.
						e. Sign Information and other performance objectives Visual inspection	8.1.5	All performance objectives are met including sign information is of the correct size, location, type and wording.
	8.2	Ground Mounted Regulatory Signs, Warning Signs, Guide Signs	• Signs are visible, legible and reflective both during day and night • Signs are clean, correctly located, at the correct height and free from structural and electrical defects identification markers are provided, correctly located, visible, clean and legible • Visibility distances meet the stated requirements • Obsolete and redundant signs are removed or replaced as appropriate • Sign information is of the correct size, location, type and wording to meet its intended purpose and any statutory requirements • All structures and Elements of the signing system are kept clean and free from debris and have clear access provided • All replacement and repair materials and equipment are in accordance with the requirements of the MUTCD and GDOT Signing and Marking Design Guidelines	8 hours	28 days	a. Retroreflectivity Retroreflectivity measurement device. Retroreflectivity measured in accordance with the requirements of MUTCD.	8.2.1	Retroreflectivity is no less than that required by MUTCD, Part 2 Signs.
						b. Face damage Visual inspection	8.2.2	Signs have face damage no greater than 10% of area.
						c. Placement Visual inspection	8.2.3	All signs are placed in accordance with GDOT's Signing and Marking Design Guidelines and MUTCD, Part 2 Signs. Note: missing regulatory signs will require a Category 1 hazard mitigation.
						d. Obsolete signs Visual inspection	8.2.4	All obsolete signs have been removed.
						e. Sign Information and other performance objectives Visual inspection	8.2.5	All performance objectives are met including sign information is of the correct size, location, type and wording.
	8.3	Temporary Sign Coverings	Sign coverings are: • free from defects • fully functional • correctly placed • properly secured	24 hours	28 days	Visual inspection	8.3.1	Performance objectives met.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
9) TRAFFIC SIGNALS (NOT USED)								
10) LIGHTING								
	10.1	Roadway Lighting	• All lighting is free from defects and provides acceptable uniform lighting quality • Lanterns are clean and correctly positioned • Lighting units are free from any damage or vandalism • Columns are upright, correctly founded, visually acceptable and structurally sound • All roadway lighting pull boxes are easily accessible, clean, free from water, and free from damage and defects to box and lids	24 hours	28 days	Night time inspection or automated logs	10.1.1	Performance objectives met. At least 90% of lights function correctly at all times and there are no instances of two or more adjacent lights out at the same time.
	10.2	Electrical Supply	Electricity supply, feeder pillars, cabinets, switches and fittings are electrically, mechanically and structurally sound and functioning	24 hours	28 days	Testing to meet NEC regulations, visual inspection	10.2.1	Performance objectives met with inspection records showing safe installation and maintenance.
	10.3	Access Panels	All access panels in place at all times	8 hours	28 days	Visual Inspection	10.3.1	No instances of missing or damaged access panels.
	10.4	Under bridge Lighting	All under bridge lighting is functioning in accordance with original design requirements and specifications	24 hours	28 days	Night time inspection or automated logs	10.4.1	No instances of under bridge lighting where failures could adversely impact safety or security of inspections or access.
	10.5	High-Mast Lighting	• All obstruction lights are present and working (as needed) • Compartment door is secure with all bolts in place • All winch and safety equipment is functioning and maintained without rusting or corrosion	24 hours	28 days	Visual inspection Night time inspections or automated logs	10.5.1	Performance objectives met. No instances of two or more lamps not working per high mast pole.
11) FENCES, WALLS, AND SOUND ABATEMENT								
	11.1	Right-of-Way Fencing	No damage to fencing that allows trespassing onto the Right of Way	24 hours	90 days	Visual inspection	11.1.1	Performance objectives met.
	11.2	Noise barriers	All noise barriers are clean and free from graffiti, overhanging vegetation, vegetation having potential to cause structural damage, and any other aesthetic deteriorations All noise barrier maintenance vehicle access envelopes are clear and accessible. All noise barriers are structurally sound, free of impact damage and continue to serve the purpose for which they were intended.	24 hours	90 days	Visual inspection	11.2.1	Performance objectives met.
	11.3	Environmentally Sensitive Area (ESA) Fencing - Orange Barrier Fencing	All ESA fencing is properly installed, free of defects, fully visible, and fully functional.	24 hours	28 days	Visual inspection	11.3.1	Performance objectives met.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
12) EARTHWORKS, EMBANKMENTS AND CUTTINGS								
	12.1	Slopes	• All structural or natural failures of the embankment and cut slopes of Phase 1 are repaired. • Slopes are maintained in general conformance to the original graded cross-sections, the replacement of landscaping materials, reseeding and re-vegetation for erosion control purposes and removal and disposal of all eroded materials from the roadway and shoulders. • Slopes are maintained to prevent erosion leading to further deterioration. • Where permanent erosion control measures such as rock or concrete riprap are utilized: repair undermined or damaged erosion control measures and keep concrete slope protection joints sealed and free from vegetation.	24 hours	90 days	Visual inspection	12.1.1	Performance objective met.
13) ITS AND ETCS EQUIPMENT								
	13.1	ITS and ETCS Equipment - General	All ITS and ETCS equipment is fully functional and its housing is functioning and free of defects. This includes: • Equipment and cabinet identification numbers are visible, sites are well drained and access is clear • Steps, handrails and accesses are kept in a good condition. • Access to all communication hubs, ground boxes, cabinets and sites is clear • All drainage is operational and all external fixtures and fittings are in a satisfactory condition • All communications cable markers, cable joint markers and duct markers are visible and missing markers are replaced	48 hours	14 days	Visual inspection ATMS system verification Operations records showing compliance	13.1.1	Performance objective-met.
	13.2	Pull Boxes and Electrical Communication Boxes	All pull boxes and electrical communication boxes are easily accessible, clean, free from water, and free from damage and defects to box and lids	48 hours	14 days	Visual inspection	13.2.1	Performance objective met.
	13.3	CCTV Equipment	CCTV Equipment is free from faults or defects that limit the availability of operators to monitor the system, such as: • Failure of CCTV Systems to provide GDOT TMC with access and control of CCTV images • Failure of a CCTV camera or its video transmission system. • Failure of a Pan / Tilt unit or its control system. • Moisture ingress onto CCTV camera lens • Faults that result in significant degradation of CCTV images	48 hours	14 days	Visual inspection ATMS system verification Operations records showing compliance	13.3.1	Performance objective met.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	13.4	Dynamic Message Signs	Dynamic Message Signs structures and elements of the signing system are kept clean and free from debris and have clear access provided. Dynamic Message Signs are free from hardware faults or defects that limit connectivity or functionality, such as: • Any signal displaying an message which is deemed to be a safety hazard • Failure of system to clear sign settings when prompted • Two or more contiguous sign failures that prevent Phase 1 Developer TMC from setting strategic diversions • Signs displaying an incorrect message. • Failure to provide GDOT TMC with access and control of DMS messaging upon request or as directed	48 hours	48 hours	Visual inspection ATMS system verification Operations records showing compliance	13.4.1	Performance objective met.
	13.5	Vehicle Detection System	All equipment functioning and free of defects that limit connectivity and functionality, such as: • Inoperable loops • Malfunctioning camera controllers • Side-fire Radar • Bluetooth probe data collection • Provides accuracy per equipment manufacturer specificiations	48 hours	48 hours	Visual inspection ATMS system verification Operations records showing compliance	13.5.1	Performance objective met.
	13.6	Fiber Optic Network	Fiber Optic Network, including trunk cable, conduit, drop cable, etc. is free from defects that limit connectivity and communication	48 hours	48 hours	Visual inspection ATMS system verification Operations records showing compliance	13.6.1	Performance objective met.
	13.7	Electrical Power Service	All components of the electrical power service are free from defects that would limit power connectivity to ITS devices	48 hours	48 hours	Visual inspection ATMS system verification Operations records showing compliance	13.7.1	Performance objective met.

PART A: PHYSICAL ASSETS								
ELEMENT CATEGORY	REF	ELEMENT	PERFORMANCE OBJECTIVE	DEFECT REMEDY PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (One Defect to be recorded for each failure to comply with a Performance Criterion)
				Cat. 1 Hazard Mitigation	Cat. 2 Permanent Repair			
	13.8	Ramp Meters	All components of the ramp meter system, including supports, are fully functional and free from defects that limit connectivity and functionality, such as: • Inoperable vehicle detection (e.g., loops) • Malfunctioning signals • Communication failure between ramp meter and mainline vehicle detectors • Failure to provide GDOT TMC access to operate the ramp meter system as directed or requested as part of GDOT's regional operations	48 hours	48 hours	Visual inspection ATMS system verification Operations records showing compliance	13.8.1	Performance objective met.
	13.9	Data Exchange	All Data Exchange Requirements are met as defined in TP Section 17.4.3.5.2 (Data Exchange Requirements).	24 hours	N/A	Visual inspection Operations records showing compliance	13.10.1	Performance objective met.

Attachment 19-2: Performance and Measurement Table for O&M Work During the Operating Period

Notes to Performance and Measurement Table

Note 1:	*For Part A (Element Categories 1 through 13) representing physical assets, the Defect Remedy Period headings are as follows: "Cat. 1 Hazard Mitigation" shall be the maximum time period permitted for completing an action taken by the Phase 1 Developer to mitigate a hazard to Users or imminent risk of damage or deterioration to property or the environment. "Cat. 2 Permanent Repair" shall be the maximum time period permitted for completing an action taken by the Phase 1 Developer to restore the condition of an Element for which a Defect has been recorded to the standard required for new construction.*
Note 2:	*For Part B (O&M Categories 14 through 17) representing roadside management, amenity and operational activities, the Response Period headings are as follows: "Cat. 1 Response" shall be the maximum time period permitted for completing a response by the Phase 1 Developer where there is a hazard to Users or imminent risk of damage or deterioration to property or the environment. "Cat. 2 Response" shall be the maximum time period permitted for completing a response by the Phase 1 Developer in all circumstances that are not assigned as Cat. 1 Response.*
Note 3:	*Unless stated otherwise, measurements shall be conducted using procedures, techniques, and measuring equipment consistent with the O&M Standards. Unless otherwise stated, pavement Performance Criteria relate to 0.1-mile Performance Sections.*
Note 4:	*For Element Category 1.1 (Ride Quality) the inspection and measurement method Ref. 1.1.1 shall apply to all ramps and Cross Streets greater than or equal to 0.5 mile in length within the Maintenance Limits.*
Note 5:	*For Element Category 1.1 (Ride Quality) the inspection and measurement method Ref. 1.1.2 shall apply to paved areas that are not measured and reported using the Road Profiler described in GDOT GDT 126, or inconclusive measurements are recorded due to physical constraints or limitations of the automated IRI (International Roughness Index) profile reported in 1.1.1 or 1.1.3.*

PART B: MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITIES

ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY CATEGORY	REF	ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY	PERFORMANCE OBJECTIVE	RESPONSE PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (Phase 1 Developer shall record in the OMMS a Cat.1 Response or Cat. 2 Response for each failure to comply with a Performance Criterion)
				Cat.1 Response	Cat. 2 Response			
14) ROADSIDE MANAGEMENT								
	14.1	Obstruction of Sight Distance or Minimum Deflection Distances of Roadside Safety Devices by Vegetation or Grass	Vegetation, grass, or other obstruction that obstructs the view of the traveling public in any way or the minimum deflection distances of roadside safety devices, including but not limited to, sight distance at an intersection, around a turn, blocking a sign and/ or trees/limbs that threatens to fall onto the roadway, shoulder, mainline, or within the clear zone are not present.	24 hours	28 days	a. Measurement of IRI: Refer to GDOT GDT 126. Refer to FHWA Highway Performance Monitoring System (HPMS) Field Manual for IRI reporting guidance.	14.1.1	For all Performance Sections measured excluding Performance Sections with bridge deck and/or bridge approach slab, average IRI (Mean Roughness Index reported to HPMS) is less than or equal to: • Mainlines: 95 inches per mile • Ramps and cross streets (with length greater than or equal to 0.5 miles): 110 inches per mile
	14.2	Invasive Species	The Right-of-Way and its assets are free of invasive species in accordance with the Non-native Invasive Plants Georgia list of the Principal Landscape	24 hours	90 days	Visual inspection GDOT Standard Specifications - Section 893	14.2.1	Performance objective met.
	14.3	General Waste	The Right-of-Way and its assets are free from obstructions and hazardous debris.	30 minutes	N/A	Visual inspection	14.3.1	• For all mainline Performance Sections that include a bridge deck and/or bridge approach slab, excluding the IRI profile lengths on bridge deck and the 100-foot of pavement on either side of the bridge deck, average IRI (Mean Roughness Index reported to HPMS) for each Performance Section is less than or equal to 95 inches per mile. • For 100% of all Performance Sections, no localized roughness deviations allowed, including: Bumps: Positive deviations greater than +0.25 inches Dips: Negative deviations greater than -0.25 inches
				24 hours	7 days		14.3.2	All hazardous debris removed from the shoulder and from the right of way outside of the shoulder.
	14.4	Image and Investment Control	The Right-of-Way and its assets are free from illegal advertisement and all graffiti (obscene or apparent gang-related graffiti is Category 1)	8 hours	28 days	Visual inspection	14.4.1	Performance objective met.
	14.5	Tree Safety Hazards	The Right-of-Way is free of dead and diseased trees, limbs, or leaning trees	8 hours	28 days	Visual inspection	14.5.1	Performance objective met.

PART B: MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITIES								
ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY CATEGORY	REF	ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY	PERFORMANCE OBJECTIVE	RESPONSE PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (Phase 1 Developer shall record in the OMMS a Cat.1 Response or Cat. 2 Response for each failure to comply with a Performance Criterion)
				Cat.1 Response	Cat. 2 Response			
	14.6	Grass - Mowing	Conduct seven mowing cycles per year in accordance with TP Section 19.5.4 (Roadside Management and Amenity Activities) and TP Attachment 19-5 (Requirements for the OMMP).	24 hours	28 days	Visual inspection. Mowing and maintenance records.	14.6.1	Objective met.
	14.7	Physical Marker System	Physical markers are installed properly, visible, and free from obstructions	28 days	90 days	Visual inspection	14.7.1	Performance objective met.
15) SWEEPING AND CLEANING								
	15.1	Sweeping	• Keep all channels, hard shoulders, gore areas, ramps, intersections, and islands swept clean with vacuum sweepers • Buildup of dirt, rock, debris, etc. on roadways and bridges not to accumulate greater than 24 inches wide or 0.5 inches deep • Clear and remove debris from traffic lanes, hard shoulders, merge areas, and gore areas • Remove all sweepings without stockpiling in the right of way and dispose of at approved tip	24 hours	28 days	Visual inspection	15.1.1	Performance objectives met. Inspection records showing compliance with requirements for sweeping.
	15.2	Litter	• Conduct Litter pick-up cycles monthly. • Coordinate litter pick-up in advance of mowing operations.	N/A	28 days	Visual inspection. Inspection Records.	15.2.1	Objectives met. Inspection records showing compliance with requirements regarding litter pick-up.
16) USER RESPONSE								
	16.1	Response to Inquiries	Timely and effective response to customer inquiries and complaints.	48 hours	N/A	Contact the customer within 48 hours following initial customer inquiry	16.1.1	All customer responses within specified times demonstrated by O&M Records.
				48 hours	N/A	All work resulting from customer requests (not to exceed Performance Requirements) is scheduled within 48 hours of customer contact	16.1.2	All work resulting from customer requests is scheduled within the OMMS as demonstrated by Maintenance Records.
				72 hours	N/A	Follow-up contact with the customer within 72 hours of initial inquiry	16.1.3	Customer follow up completed as demonstrated by O&M Records.
				Defect Remedy / Response Period	Defect Remedy / Response Period	All customer concerns/requests (not to exceed performance requirements) are resolved within the applicable Defect Remedy or Response Period	16.1.4	Customer concerns resolved as demonstrated by O&M Records.
	16.2	Customer Contact Line	Telephone line staffed during business hours and 24 hour availability of messaging system.	24 hours	N/A	Instances of line out of action or not staffed	16.2.1	Customer contact line available in accordance with performance objective.

PART B: MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITIES								
ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY CATEGORY	REF	ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY	PERFORMANCE OBJECTIVE	RESPONSE PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (Phase 1 Developer shall record in the OMMS a Cat.1 Response or Cat. 2 Response for each failure to comply with a Performance Criterion)
				Cat.1 Response	Cat. 2 Response			
17) INCIDENT RESPONSE								
	17.1	Incident Site Response (5am-7pm)	Upon detection or notification, arrive to the site(s) of an Emergency.	15 minutes	N/A	Operations records showing compliance	17.1.1	Physical attendance at the Incident Site within the Response Period.
		Incident Site Response (5am-7pm)	Upon detection or notification, arrive to the site(s) of an Incident or a stranded User other than an Emergency.	30 minutes	N/A	Operations records showing compliance	17.1.2	Physical attendance at the Incident Site within the Response Period.
		Incident Site Response (7pm-5am)	Upon detection or notification, arrive to the site(s) of an Incident, stranded User, or Emergency.	30 minutes	N/A	Operations records showing compliance	17.1.3	Physical attendance at the Incident Site within the Response Period.
	17.2	Incident Clearance (Minor Incident)	Clear the closed travel lane after closure resulting from a minor Incident as defined by the GDOT TIM Guidelines.	30 minutes	N/A	Operations records showing compliance	17.2.1	Clearance of scene within the Response time and free flow of traffic.
		Incident Clearance (Intermediate Incident)	Clear the closed travel lane after closure resulting from an intermediate Incident as defined by the GDOT TIM Guidelines.	60 minutes	N/A	Operations records showing compliance	17.2.2	Clearance of scene within the Response time and free flow of traffic.
		Incident Clearance (Major Incident)	Clear the closed travel lane after closure resulting from an major Incident as defined by the GDOT TIM Guidelines.	90 minutes	N/A	Operations records showing compliance	17.2.3	Clearance of scene within the Response time and free flow of traffic.

PART B: MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITIES								
ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY CATEGORY	REF	ROADSIDE MANAGEMENT, AMENITIES, AND OPERATIONAL ACTIVITY	PERFORMANCE OBJECTIVE	RESPONSE PERIOD		INSPECTION AND MEASUREMENT METHOD	REF	PERFORMANCE CRITERIA (Phase 1 Developer shall record in the OMMS a Cat.1 Response or Cat. 2 Response for each failure to comply with a Performance Criterion)
				Cat.1 Response	Cat. 2 Response			
	17.3	Hazardous Materials Clearance	For any hazardous materials spill, comply with the requirements in TP Section 19.2.12.3 (Hazardous Materials Management)	1 hour	N/A	Operations records showing compliance	17.3.1	Performance objective met.
	17.4	Automated Vehicle Locator (AVL)	AVL system is functional and performs in accordance with TP Section 19.7.1 (Inspection General Requirements)	24 hours	72 hours	Fleet Manager System records	17.4.1	Performance objective met.
	17.5	Transportation Management Center (TMC)	Operate Phase 1 and implement the function of a Transportation Management Center (TMC) in accordance with the TMC Operations Plan. The TMC shall operate 24/7/365.	24 hours	N/A	Operations records showing compliance	17.5.1	Performance objective met.
	17.6	Fire Extinguishers (on elevated structures per TP Section 13 (Structures))	Fire extinguishers must be certified annually by a licensed professional and labeled accordingly. Housings are intact, extinguishers are present, and seals are unbroken. Any discharged, damaged, or missing extinguishers must be replaced or recharged within 48 hours.	48 hours	N/A	Visual inspection and Operations records showing compliance	17.6.1	Performance objective met.