REQUEST FOR PROPOSALS

FOR

BRIDGE MAINTENANCE & REHABILITATION PROJECT

NOVEMBER 2024

CITY OF CONYERS
Celebration of Community

CITY OF CONYERS
901 O'Kelly Street, Conyers, GA 30012
770-483-4411
CONTACT: BRIAN FRIX, P.E.
brian.frix@conyersga.gov

1. INTRODUCTION:

a. Purpose

The City of Conyers, herein referred to as the City, is seeking Proposals from qualified contractors interested in providing all labor, materials, and equipment for a **Bridge Maintenance and Rehabilitation Project** at various locations in the City. The Scope of Work is provided below. All respondents to this solicitation are subject to instructions communicated in this document, and are cautioned to completely review the entire document and follow instructions carefully. The City reserves the right to modify existing provisions, include additional provisions which are not addressed herein, and reject any or all proposals.

There will be a Mandatory Pre-Proposal Meeting held on November 20, 2024 at 9:00 AM at the following location:

City of Conyers, Training Room
901 O'Kelly St
Conyers, GA 30012

A site visit to each bridge will be conducted as part of this meeting.

Failure to attend the pre-proposal meeting from beginning to end will result in disqualification of proposal response. Please bring a copy of the solicitation documents to the pre-proposal meeting as copies will not be provided to you.

Any questions and/or misunderstandings that may arise from this RFP must be submitted in writing according to instructions in paragraph 2(a.) below. Answers to questions that materially change the conditions and specifications of this RFP will be issued in an addendum and posted to the City's website at www.conyersga.com. Any discussions and/or documents will be considered non-binding unless incorporated and issued in an addendum. It is the proposer's responsibility to check the City of Conyers website for any addenda that may be issued, prior to submitting a proposal for this RFP.

b. Award Process

The City intends to make a single award to the lowest, responsive, and responsible qualified respondent meeting all requirements identified herein. Proposers are to submit at least three (3) references from projects with similar materials, process, cost, and experience. See **Exhibit F** for Contractor Questionnaire.

c. Schedule of Events

The following Schedule of Events represents the City's best estimate of the schedule that will be followed. All times indicated are Eastern Standard Time. The City reserves the right to adjust the schedule as deemed necessary.

Mandatory Pre-Proposal Meeting	**November 20, 2024 @ 9:00 AM EST**
Written Questions Due	November 27, 2024 by 5:00 PM EST
Response to Written Questions	December 2, 2024
Bid Due Date and Time	**December 5, 2024 @ 3:00 PM EST**
Notice of Award (NOA) (on or about)	December 19, 2024
Completion Date	**Six (6) Months from Notice to Proceed; with all Cherokee Run Golf Course Bridges completed by April 1, 2025.**

2. GENERAL INSTRUCTIONS:

a. Submittal of Questions and Requests for Clarification

It is the responsibility of each respondent to examine the entire solicitation document, seek clarification in writing, and review its submittals for accuracy before submitting. Questions about any aspect of the RFP, or the service, shall be submitted in writing (via e-mail) to:

Brian Frix, P.E., Email: brian.frix@conyersga.gov

All relevant and significant questions will be answered in writing and issued in an addendum. All addenda, if issued, will be posted to the City's website at http://www.conyersga.com/businesses/bid-opportunities

b. Insurance Requirements

Bidder must provide evidence of their ability to supply a current Contractor's Public Liability Insurance Policy, and must be insurable in the following amounts for these services. A statement from the supplier's insurance carrier must be submitted as **Exhibit K - Evidence of Insurability**. Statement shall list the City of Conyers as an additional insured.

Coverages:	Limits of Liability:
Workers' Compensation	Statutory
Employers' Liability	$1,000,000.00
Bodily Injury Liability	$1,000,000.00 each occurrence
except Automobile	$1,000,000.00 aggregate
Property Damage Liability	$1,000,000.00 each occurrence
except Automobile	$1,000,000.00 aggregate
Personal & Advertising Injury Limit	$1,000,000.00
Products / Completed Ops.	$2,000,000.00 aggregate
Automobile Bodily Injury	$1,000,000.00 each person
Liability	$1,000,000.00 each occurrence
Automobile Property Damage	$1,000,000.00 each occurrence
Liability	
Professional Liability/General Liability	$1,000,000.00

All insurance shall be provided by an insurer(s) acceptable to the City, and shall provide for thirty (30) days prior notice of cancellation to the City. Upon contract award, Contractor shall deliver to the City a certificate or policy of insurance evidencing Contractor's compliance with this paragraph. Contractor shall abide by all terms and conditions of the insurance and shall do nothing to impair or invalidate the coverage.

The City of Conyers, GA shall be named as Additional Insured under any General Liability, Business Auto and Umbrella Policies.

c. Statement of Agreement

With submission of a Proposal, the Bidder agrees that he/she has carefully examined the solicitation, and the Bidder agrees that it is the Bidder's responsibility to request clarification on any issues in any section of the solicitation with which the Bidder disagrees or needs clarified. The Bidder also understands that failure to mention these items in the Bid will be interpreted to mean that the Bidder is in full agreement with the terms, conditions, specifications and requirements in the therein. With submission of a Bid, the Bidder hereby certifies: (a) that this Bid is genuine and is not made in the interest or on behalf of any undisclosed person, firm, or

corporation; (b) that Bidder has not directly or indirectly included or solicited any other Bidder to put in a false or insincere Bid; (c) that Bidder has not solicited or induced any person, firm, or corporation to refrain from sending a Bid.

d. Georgia Open Records Act and Trade Secrets

All Proposers should obtain and thoroughly familiarize themselves with the Georgia Open Records Act (O.C.G.A. §50-18-70, *et seq.*) and the Georgia Open Meetings Act (O.C.G.A. §50-14-1, *et seq.*) (collectively, the "Open Government Laws") applicable to the issues of confidentiality and public information. The City will not advise a Proposer as to the nature or content of documents entitled to protection from disclosure under the Open Government Laws, as to whether or to what extent documents submitted with their Proposal are or may be exempt from the Open Government Laws, as to the interpretation of such laws, or as to the definition of "proprietary". Each Proposer shall be solely responsible for determining the application and requirements of Open Government Laws. All written correspondence, exhibits, photographs, reports, printed material, tapes, electronic discs, and other graphic and visual aids submitted to the City during this procurement process are the property of the City, may not be returned to the submitting parties, and are subject to the Open Government Laws.

Georgia law also recognizes a protection from public disclosure for information which is determined to be a "trade secret". Each Proposer shall be responsible for complying with O.C.G.A. §50-18-72(a)(34) regarding "trade secrets," and/or determining which is otherwise exempt from disclosure under O.C.G.A. §50-18-72 or any other applicable law. IN addition, and as it relates to "trade secrets," any Proposer submitting and wishing to keep records containing trade secrets confidential **shall** submit and attach to all such records an affidavit affirmatively declaring that specific information in the records constitute trade secrets pursuant to Article 27 of Chapter 1 of Title 10 of the Code. Proposers are advised that the designation of "proprietary" or "trade secret" with respect to any documents or other information submitted shall not be binding on the City or determinative of any issue relating to confidentiality. Further, blanket "proprietary" or "trade secret" designations by a Proposer shall be considered non-responsive. In no event shall the City or any of its agents, elected officials, representatives, consultants, directors, officers or employees be liable to a Proposer or Proposer team member for the disclosure of all or a portion of a Proposal response submitted under this RFP.

If the City receives a request for public disclosure of all or any portion of the materials identified as confidential (that is, materials which are proprietary or include an asserted trade secret) in a Proposal, the City will endeavor to notify the applicable Proposer of the request; but in all cases, the City will follow the requirements placed upon it under the Open Government Laws and any other applicable local, state, or federal law. The Proposer may seek, at its own cost and expense, a protective order, injunction or other appropriate remedy. If the City determines in good faith that the materials identified as "proprietary" or as a "trade secret" are not exempt from the Open Government Laws, unless otherwise ordered by a court of competent jurisdiction, the City will release the requested information. By submitting documents to the City, each Proposer agrees and affirms that the City shall have the unqualified right to make the final determination regarding whether the requested information is to be disclosed or withheld.

It should be noted that, other than private financial information and the Acquisition Price Proposal, submission contents will not be deemed proprietary information or trade secret protected.

The City accepts no financial responsibility for costs incurred by any Proposer in responding to this RFP. By responding to this RFP, the Proposer agrees to hold the City harmless in connection with the release of any information contained in its Proposal.

e. Bid Submission & Instructions

To be considered, all Proposals must be submitted in the manner set forth in this solicitation. It is the Bidder's responsibility to ensure that Bids arrive on or before the specified time. No Bids will be accepted after the time set for receipt. **Bids submitted via facsimile or e-mail will be rejected.** The City reserves the right to reject any and all submittals, and to cancel the solicitation in its entirety and possibly reissue a revised solicitation for any reason.

Two (2) Bid packages (one original and one copy) must be submitted in a sealed envelope. The outside of the envelope shall be labeled as follows:

"SEALED PROPOSAL"
RFP: Bridge Maintenance & Rehabilitation Project
Name of Firm
Address of Firm

Proposals must be physically received by the City prior to the deadline indicated in Section 1c. - Schedule of Events at the exact address listed below via Hand Delivery or postal carrier. Emailed or faxed bids will not be accepted.

City of Conyers
901 O'Kelly Street
Conyers, GA 30012

PROPOSAL EXHIBITS:

a. Proposal Response Documents:

The following list of Exhibits apply to this solicitation and **must** be returned with Proposal package, with the exception of Exhibits A and C. Failure to complete and submit the required Exhibits with Proposal will result in disqualification of Proposal response:

Exhibit A	Scope of Work & Technical Details
Exhibit B	Bid Schedule
Exhibit C	Bridge Inspection Reports (for reference), Maps, and Summary Table
Exhibit D	Bid Proposal
Exhibit E	Bid Bond
Exhibit F	Contractor Questionnaire
Exhibit G	Subcontractors Notification List
Exhibit H	Contractor E-Verify Affidavit under O.C.G.A. § 13-10-91(b)(1)
Exhibit I	Affidavit Verifying Benefit for City Public Benefit Application
Exhibit J	Business License (provided by Contractor)
Exhibit K	Evidence of Insurability (provided by Contractor)
Exhibit L	Tax Compliance Form (W-9 provided by Contractor)
Exhibit M	Contract Agreement

EXHIBIT A

SCOPE OF WORK & TECHNICAL DETAILS

1. Overview:

The City desires to enter into a turn-key contract for the purpose of providing all materials, labor, and equipment for a bridge maintenance and rehabilitation project at various locations throughout the City. Bridges are located at the Cherokee Run Golf Course, Georgia International Horse Park, and the Conyers Trail System.

2. Description:

The Work includes, but not limited to, demolition, carpentry, concrete repair, drainage repair, grading, vegetation management and tree removal at (22) bridge locations in the City. All Work shall be constructed in accordance and installed in accordance with best industry practice.

While every effort has been made to ensure the accuracy and completeness of information in this RFP, we recognize that the information may not be complete in every detail and that all work may not be expressly mentioned in these specifications. It is the responsibility of the proposing company to include in their Proposal all pertinent information in accordance with the objectives of the City.

The Contractor shall be responsible for performing with his own organization at least **thirty percent (30%)** of the Work in this contract. The Contractor shall not subcontract, transfer, assign, or otherwise dispose of the contract or any portion thereof, without the written consent of the City.

3. Construction Scheduling:

The Contractor shall make every effort to schedule construction operations so as to minimize disruptions at Cherokee Run Golf Course. At times, with the approval of the City, the Contractor will be allowed to limit the golf course to a 9-hole course. Otherwise, one bridge at a time may be closed for repairs prior to completing and moving on to a new one. Golf course bridges must be completed by April 1, 2025, in advance of the Masters week. The Georgia International Horse Park and Conyers Trail System bridges may be closed as required to complete stated repairs, at the discretion of the City, and must be completed by 6 months from the notice to proceed date.

4. Quantities:

The **Bid Schedule** is included as **Exhibit B**. This project will be paid as lump sum for the completion of the bridge maintenance and rehabilitations as described in the scope of work and inspection reports. A 10% contingency has been included for any unforeseen circumstances or items not specifically specified. The Engineer must approve any and all contingency items prior to commencement. Failure to obtain approval of contingency items in advance may be grounds for denial of payment.

5. Liquidated Damages

Time is an essential element of the Contract, and any delay in the prosecution of the work may inconvenience the public or interfere with business. For this reason, it is important that the work be pressed vigorously to completion. Should the Contractor or, in case of default, the Surety fail to complete the work within the time stipulated in the Contract or within such extra time that may

be allowed, charges shall be assessed as liquidated damages against any money due or that may become due the Contractor in the amount of $1,000.00 per calendar day.

For each calendar day, as specified, that any work shall remain uncompleted after the contract time specified for the completion of the work required by the Contract, the sum specified in the Contract will be deducted from any money due the Contractor; provided however, that due account shall be taken of any adjustment of the contract time for completion of the work granted under by the City.

The parties intend that the Liquidated Damages constitute compensation, and not a penalty. The parties acknowledge and agree that the City's harm caused by the Contractor's breach would be impossible or very difficult to accurately estimate as of the date of the contract, and that the Liquidated Damages are a reasonable estimate of the anticipated or actual harm that might arise from a Contractor Breach.

6. Scope of Work

****IMPORTANT NOTE:** Bridge inspection reports have been included in Appendix C, for reference. However, Contractor shall follow the Scope of Work below as specific repairs may be more or sometimes less than what is recommended. Bid Schedule pricing shall be based on the Scope of Work below.

Bridge A – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Cut and remove 3'-0" wide x full path width cracked section of approach slab at Bent 5. Backfill void and compact properly prior to repouring new section of approach slab.

Bridge B – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Replace entire safety rail, both sides.
4. Replace the timber back wall and wingwall at Bent 8 approach. Backfill and compact the soil to provide stability at Bent 7 and 8.
5. Replace 15' of concrete header curb that is falling away from the concrete path at Bent 8 right.
6. Install a drop inlet 15' from end of Bent 8 right (end of new concrete header curb). Install 8" x 20' long corrugated drainage pipe and install type 3 rip rap (15' X 15') at outlet end with fabric.
7. Cut back vegetation 10' from both sides of the bridge opening.
8. Remove large hickory tree at Bent 8 right.

Bridge C – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Replace entire safety rail, both sides.
4. Reconstruct the endroll at Bent 1 with well compacted soil to prevent further loss of backfill under the approach slab and fill the void under Bent 1.
5. Cut back vegetation 10' from left side of bridge.

Bridge D – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Remove the concrete approach slab at Bent 1 (approx. 10’ x 10’). Backfill voids and compact properly prior to repouring new concrete approach slab.

Bridge E – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Remove the concrete approach slab at Bent 1 (approx. 10’ x 10’). Backfill voids and compact properly prior to repouring new concrete approach slab.
4. Add 20’ of French drain after Bent 4 left, to divert drainage away from cart path and bridge.
5. Remove large water oak from Bent 1 right.

Bridge F – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Remove the concrete approach slab at Bent 1 (approx. 10’x5’). Repair void at Bent 1 under the approach slab prior to repouring new concrete approach slab.
4. Repair the backfill at Bent 6 and install a timber backwall to properly retain the backfill.
5. Clean the drain at the drop inlet at Bent 6 left. Repair the void and stream bank below the drop inlet and adjust the drop inlet to ensure proper function.
6. Place fabric and type 3 rip rap to protect the stream bank at Bent 6.

Bridge G – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Replace missing sections of the utility facade.
4. Replace missing type 3 rip rap at Bent 5.

Bridge H – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Replace timber facade.
4. Install a (4) drop inlets: Bent 1 left and right, and Bent 5 left and right. Install 8” corrugated drainage pipe and install type 3 rip rap (approx. 10’ X 10’) at each outlet end with fabric.
5. Backfill and compact erosion/scour at Bent 1 wingwalls and piles.
6. Resecure PVC pipe along left side of structure and incase with new timber facade.
7. Fill and compact erosion channel at Bent 5 created by PVC pipe.

Bridge J – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Replace Beam 6 in Span 19.
4. Remove and replace the concrete approach slab at Bent 1 (approx.. 10’ x 10’). Add and compact backfill prior to pouring new concrete slab to address the settlement issue.
5. Remove and replace the concrete approach slab at Bent 27 (approx. 11’-6” x 10’). Add and compact backfill prior to pouring new concrete slab to address the settlement issue.

6. Cut back vegetation 10’-0” from both sides of the bridge deck.
7. Remove vegetation growth (vines) from bridge elements.

Bridge K – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Replace timber utility facade.
4. Add additional type 3 rip rap and fabric to Bent 4 to address the scour at Bent 4.

Bridge L – Cherokee Run Golf Course

1. Replace deck boards.
2. Replace brush curbs.
3. Remove (2) medium trees from Bent 2.

Bridge H-1 – Georgia International Horse Park

1. Remove vine growth from bridge structure.
2. Replace bridge and ramp handrails.
3. Replace missing handrail paneling.

Bridge H-2 – Georgia International Horse Park

1. Replace the deck boards for both the timber approach and bridge structure.
2. Replace entire handrail on right side.
3. Install a new handrail on left side, to match the right side.
4. Add (2) additional 4”x4” stringers, equally spaced, to the superstructure to strengthen the deck.

Bridge H-3 – Georgia International Horse Park

1. Replace the timber handrails along the right and left side of the culvert and approach.

Bridge H-4 – Georgia International Horse Park

1. Replace deck boards.
2. Replace brush curbs.

Bridge H-6 – Georgia International Horse Park

1. Replace left exterior beam and regrade approach to prevent contact with the ground.

Bridge H-8 – Georgia International Horse Park

1. Add cross framing to stiffen the vertical posts of the handrail at midspan.
2. Re-tension the bottom cable of the handrail.

Bridge H-9 – Georgia International Horse Park

1. Replace the rotten members of the roof structure.
2. Add cross framing to the roof and handrails to stiffen the roof structure.

Bridge T-1 – Conyers Trail System

1. Replace deck boards that have areas of rot and section loss (approx. 8 deck boards).
2. Apply a water seal (weather sealer) to all deck boards.
3. Clean and paint handrail and steel cables, with a brush on galvanize compound (zinc rich coating, “Z.R.C.”).

4. Clean and treat the exposed ends of the intermediate bent caps with a fungicide solution to slow down the brown rot degradation.
5. Cut back vegetation 10’-0” from the bridge opening.

Bridge T-2 – Conyers Trail System

1. Replace deck boards that have areas of rot and section loss (approx. 10 deck boards).
2. Apply a water seal (weather sealer) to all deck boards.
3. Clean and paint handrail and steel cables, with a brush on galvanize compound (zinc rich coating, “Z.R.C.”).
4. Clean and treat the exposed ends of the intermediate bent caps with a fungicide solution to slow down the degradation due to the brown rot.
5. Cut back vegetation 10’-0” from the bridge opening.
6. Clean off dirt and moss from right edge of deck in Spans 3 and 4 as well as the exterior face of Beam 5 in these spans.

Bridge T-3 – Conyers Trail System

1. Apply a water seal (weather sealer) to all deck boards.
2. Clean and paint handrail and steel cables, with a brush on galvanize compound (zinc rich coating, “Z.R.C.”).
3. Cut back vegetation 10’-0” from the bridge opening.

Bridge T-4 – Conyers Trail System

1. Cut back vegetation 10’-0” from the bridge opening.
2. Replace missing type 3 rip rap and adjust the existing rip rap to cover the existing filter fabric.

EXHIBIT B

BID SCHEDULE

BRIDGE MAINTENANCE & REHABILITATION PROJECT
CITY OF CONYERS, GEORGIA

Contract Scope: The work consists of supplying the necessary materials, labor, and equipment for the Bridge Maintenance & Rehabilitation Project as shown and described in **Exhibits A & C.**

Vendor: _____

Signature: _____

Bridge ID	Bridge Location	Amount (Lump Sum)
A	Cherokee Run Golf Club	
B	Cherokee Run Golf Club	
C	Cherokee Run Golf Club	
D	Cherokee Run Golf Club	
E	Cherokee Run Golf Club	
F	Cherokee Run Golf Club	
G	Cherokee Run Golf Club	
H	Cherokee Run Golf Club	
J	Cherokee Run Golf Club	
K	Cherokee Run Golf Club	
L	Cherokee Run Golf Club	
H-1	Georgia International Horse Park	
H-2	Georgia International Horse Park	
H-3	Georgia International Horse Park	
H-4	Georgia International Horse Park	

Bridge ID	Bridge Location	Amount (Lump Sum)
H-6	Georgia International Horse Park	
H-8	Georgia International Horse Park	
H-9	Georgia International Horse Park	
T-1	Conyers Trail System	
T-2	Conyers Trail System	
T-3	Conyers Trail System	
T-4	Conyers Trail System	
	PROJECT COST =	
	10% CONTINGENCY =	
	BID TOTAL =	

Vendor: _____

Signature: _____

EXHIBIT C

BRIDGE INSEPCTION REPORTS (For Reference)
MAPS
SUMMARY TABLE

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
T: 678.336.7740

Bridge A – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of 4 spans with a total bridge length of 38’-3”. The deck measures 10’-0” out-to-out with a minimum horizontal clearance between the brush curbs of 9’-0”. The deck consists of 3”x8” timber deck boards and 4”x6” timber brush curbs along both sides. The deck is supported by (6) – 3”x12” timber beams that are supported by timber bents consisting of (2) – 3”x12” caps and (2) – 10” diameter piles each.

Top Side

Elevation

NBIS Ratings

Deck Rating: 7

Superstructure Rating: 7

Substructure Rating: 7

Inspection Findings

- Inspection Date: 12/12/2023
- Temperature: 30°F
- Direction of Inventory: East

Deck

- Deck boards have minor wear and abrasion throughout with an area in Span 4 that measures 5’-0”L x 2’-6”W that has moderate abrasion.
- Brush curb in Span 4 left, has splitting along the top face that measures 4’-3” long.

Superstructure

- No deficiencies were noted at the time of inspection.

Substructure

- Top of intermediate bent piles have soft areas with up to 1” of awl penetration. Soft areas are approximately 20% of the cross-sectional area.

- Back face of Pile 1 at Bent 2, has a split under the cap beam that measures 1’-4” long and up to 3” wide and 1.5” to 2” deep, with soft areas extending off from the split.
- Debris pile building in the creek channel at Bent 4.

General

- Approach span at Bent 1 is cracked at the midspan with settlement, however, the approach slab is still flush with the bridge deck.
- The approach span at Bent 5 is cracked 3’-0” ahead of the end bent with settlement. There is a void behind the end wall at Bent 5, however, the approach slab is still flush with the bridge deck.

Recommended Repairs

- Replace deck boards and brush curbs.
- Remove debris from around Bent 4.
- Cut and remove 3’-0” wide cracked section of approach slab at Bent 5. Backfill void and compact properly prior to repouring new section of approach slab.

Pictures


Area of moderate abrasion in Span 4 deck


Splitting in top of brush curb in Span 4 left


Typical underside of bridge (looking ahead)


Debris build up on Bent 4


Split in Pile 1 at Bent 2


Soft area in top of piles with up to 1” of awl penetration

Typical of Bent 5 (looking ahead)

Cracking of approach span at Bent 5

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
T: 678.336.7740

Bridge B – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of 7 spans with a total bridge length of 75’-3”, measured along the right brush curb. The deck measures 10’-0” out-to-out with a minimum horizontal clearance between the brush curbs of 9’-0”. The deck consists of 3”x8” timber deck boards and 4”x6” timber brush curbs along both sides. This bridge has a timber handrail along both sides consisting of 4”x6” vertical posts with 3”x8” top and middle railings. The deck is supported by (6) – 3”x12” timber beams that are supported by timber bents consisting of (2) – 3”x12” caps and (2) – 8” diameter piles each. Bents 4, 5 and 6 have cross framing consisting of (2) – 2”x8” timbers with the tallest pile being 13’-0” measured at Bents 4 and 5.

Top Side

Elevation

NBIS Ratings

Deck Rating: 7

Superstructure Rating: 7

Substructure Rating: 4

Inspection Findings

- Inspection Date: 12/12/2023
- Temperature: 31°F
- Direction of Inventory: South

Deck

- Deck boards have minor wear and abrasion throughout.
- The vertical post of handrail at Bent 1 left is loose, possibly from impact damage.
- The top handrail board along both sides of the deck has mold growth throughout. This mold growth is causing the boards to become soft.

Superstructure

- No deficiencies were noted at the time of inspection.

Substructure

- Top of intermediate bent piles have soft areas with up to 1" of awl penetration. Soft areas are approximately 20% of the cross-sectional area. The worst location being that of Pile 2 of Bent 8.
- Bent 6, Pile 2 inside face of pile has a split that is 3'-6"T x 3"W and up to 1" D at the lower cross frame attachment. The surrounding area sounds solid when sounded with a hammer.
- The soil between Bent 7 and 8, along the right side of the bridge has major erosion, with a large area of the soil having sloughed off. The erosion appears to be a combination of poor drainage from the golf cart path and scour from the creek below.
- There is a scour hole forming at the bottom of the area where the soil has sloughed. This hole measures 4'-0"T x 6'-0"W x 2'-0"D.
- Pile 2 at Bent 8 is battered at the top to the outside of the bridge. It is difficult to determine if this was done during construction or movement in the pile from the surrounding soil failure.
- Pile 2 and Bent 7 appears to have lost some of the surrounding soil that could affect the lateral stability and capacity.

General

- The approach span at Bent 8 has a void at the timber backwall. This void measures approximately 4'-6"T x 5'-6"W x 3'-0"D. This erosion has caused separation between the concrete curb and path and movement of the timber wing wall.
- It appears that the large oak tree at Bent 8 right is providing stability to the remaining soil. This tree is currently leaning indicating that it is not stable. Significant movement and stress, or possible failure of Bent 8, could occur if the oak tree were to fall from up-rooting as it will impact the remaining soil at Bent 8.

Recommended Repairs

- Replace deck boards, brush curbs and handrail top boards.
- Reinforce the connection of the handrail to the brush curb at Bent 1, left.
- Repair the timber back wall and wingwall at Bent 8 approach. Backfill and compact the soil to provide stability at Bent 7 and 8.
- Provide drainage structures at Bent 8 to properly direct the water from the golf cart path away from the endroll and abutment.
- Cut back vegetation 10'-0" from both sides of the bridge opening.

Pictures

Typical area of deck boards with minor abrasion

Vertical post of hand rail at Bent 1 pulling away from bridge deck from possible impact

Typical underside of bridge (looking ahead)

Heavy vegetation growing along both sides of bridge

Split in Pile 2 at Bent 6

Soft area in top of piles with up to 1” of awl penetration (Bent 8 Pile 2 shown)

Soil failure at Bent 8

Soil failure at Bent 7 (Pile 2 at Bent 7 shown)

Scour hole forming at the bottom of soil failure between Bents 7 and 8

Top of Pile 2 at Bent 8 that is battered outward at the top of pile

Soil failure at Bent 8, red arrows are pointing at tree root system

Top of Bent 8, Pile 1 is below grade

Timber wing wall failing at Bent 8 right (looking back)

Bent 8 wing wall and curb failing (looking back)
Note the oak tree leaning away from bridge

Curb at Bent 8 right failing between concrete pathway

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
T: 678.336.7740

Bridge C – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of 9 spans with a total bridge length of 84'-0". The deck measures 10'-0" out-to-out with a minimum horizontal clearance between the brush curbs of 9'-0". The deck consists of 3"x8" timber deck boards and 4"x6" timber brush curbs along both sides. This bridge has a timber handrail along both sides consisting of 4"x6" vertical posts with 3"x8" top railings. The deck is supported by (6) – 3"x12" timber beams that are supported by timber bents consisting of (2) – 3"x12" caps and (2) – 8" diameter piles each. Bents 2 through 8 have cross framing consisting of (2) – 2"x8" timbers with the tallest pile being 14'-0" measured at Bent 5. There is a 2" diameter PVC utility along the right side of the bridge, exterior of Beam 6.

Top Side

Elevation

NBIS Ratings

Deck Rating: 5

Superstructure Rating: 7

Substructure Rating: 6

Inspection Findings

- Inspection Date: 12/12/2023
- Temperature: 47°F
- Direction of Inventory: West

Deck

- Deck boards, brush curbs and top handrails have heavy abrasion and rot throughout, with section loss up to 1".
- The abrasion and section loss along the deck boards are causing the nail heads to protrude up to a ¼" above the deck boards. This creates a potential hazard to the golf cart tires.
- The top handrail boards are warping and pulling up the nail heads.

Superstructure

- No deficiencies were noted at the time of inspection.

Substructure

- The endroll at Bent 1 has eroded away and has created a 2’-0” diameter void that is approximately 3’-0”T, exterior of Pile 2.
- It appears that the soil behind the timber back wall at Bent 1 has eroded away but it is difficult to measure due to heavy gage filter fabric still present.

General

- Heavy vegetation growing along the left side of bridge with vines growing on bents.

Recommended Repairs

- Replace deck boards, brush curbs and handrail boards.
- Reconstruct the endroll at Bent 1 with well compacted soil to prevent further loss of backfill under the approach slab and fill the void under Bent 1.
- Cut back vegetation 10’-0” from left side of bridge.

Pictures

Typical area of deck boards with heavy abrasion

Typical splits and rot along top of brush curbs

Splitting and rotting of handrail top board

Nail head protruding above deck board, typical

Section loss and rot of deck boards

Erosion of endroll at Bent 1 (looking back), red arrow points to 2’-0” diameter hole at Pile 2

 Heavy vegetation along left side of bridge (looking ahead)	 2” diameter PVC utility along right side of bridge deck

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Bridge D – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of 4 spans with a total bridge length of 35’-0”. The deck measures 10’-0” out-to-out with a minimum horizontal clearance between the brush curbs of 9’-0”. The deck consists of 3”x8” timber deck boards and 4”x6” timber brush curbs along both sides. The deck is supported by (6) – 3”x12” timber beams that are supported by timber bents consisting of (2) – 3”x12” caps and (2) – 8” diameter piles each.

Top Side

Elevation

NBIS Ratings

Deck Rating: 6

Superstructure Rating: 7

Substructure Rating: 7

Inspection Findings

- Inspection Date: 12/12/2023
- Temperature: 50°F
- Direction of Inventory: South

Deck

- Deck boards and brush curbs have moderate abrasion on 25% of the deck surface.

Superstructure

- No deficiencies were noted at the time of inspection.

Substructure

- There is a void under Bent 1 that extends across the entire width of the cap. Total size of the void is 8’-0”L x 1’-8”T x 2’-6”D.

General

- There is differential settlement of the approach slab at Bent 1 creating a 1.5” vertical drop on to bridge.
- The 10’-0” long approach slab at Bent 1 is cracked 6’-0” to the rear of Bent 1.

Recommended Repairs

- Replace deck boards and brush curbs.
- Remove the approach slab at Bent 1. Backfill voids and compact properly prior to repouring new approach slab.

Pictures

Moderate abrasion on 25% of deck and brush curbs

1.5” vertical drop at Bent 1 (looking back)

Void under Bent 1

Approach slab at Bent 1 cracking with differential settlement

Typical underside (looking back)

Typical end bent (Bent 2 shown)

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Bridge E – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of 3 spans with a total bridge length of 29’-6”. The deck measures 10’-0” out-to-out with a minimum horizontal clearance between the brush curbs of 9’-0”. The deck consists of 3”x8” timber deck boards and 4”x6” timber brush curbs along both sides. The deck is supported by (6) – 3”x12” timber beams in Spans 1 and 3, and (8) – 4” x 12” timber beams in Span 2. The beams are supported by timber bents consisting of (2) – 3”x12” caps and (2) – 8” diameter piles each. There is a 2” diameter PVC utility along the left side of the bridge covered with a timber façade.

Top Side

Elevation

NBIS Ratings

Deck Rating: 7

Superstructure Rating: 7

Substructure Rating: 7

Inspection Findings

- Inspection Date: 12/12/2023
- Temperature: 50°F
- Direction of Inventory: South

Deck

- Deck boards and brush curbs have minor abrasion throughout.

Superstructure

- No deficiencies were noted at the time of inspection.

Substructure

- No deficiencies were noted at the time of inspection.

General

- Water is ponding on the approach at Bent 4. The source of the water is unknown. It is either from the irrigation system or ground water.
- Water is dripping from the approach at Bent 4, onto the rip rap and surrounding backfill at Bent 4, slowly causing some erosion of the slope.

Recommended Repairs

- Replace deck boards and brush curbs.
- Address drainage at Bent 4 approach by installing drainage drop inlets at the approach.

Pictures

Timber façade covering 2” diameter PVC utility

Typical end bent (Bent 4 shown)

Water ponding at Bent 4

Concrete rip rap added around Bent 4, water is dripping down rip rap from ponding above

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Bridge F – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of 5 spans with an average total bridge length of 47’-3”. The deck measures 10’-0” out-to-out with a minimum horizontal clearance between the brush curbs of 9’-0”. The deck consists of 3”x8” timber deck boards and 4”x6” timber brush curbs along both sides. The deck is supported by (6) – 3”x12” timber beams that are supported by timber bents consisting of (2) – 3”x12” caps and (2) – 8” diameter piles each. There is a timber wall built between Bents 5 and 6 where a drainage pipe is located.

Top Side

Elevation

NBIS Ratings

Deck Rating: 6

Superstructure Rating: 7

Substructure Rating: 6

Inspection Findings

- Inspection Date: 12/12/2023
- Temperature: 54°F
- Direction of Inventory: North

Deck

- The deck boards and brush curbs have moderate abrasion throughout, with heavy abrasion and rot on approximately 15% of the total deck area.
- The top of the brush curbs has mold growth throughout.
- There is a section of the deck in Span 5 that has up to 1” of section loss. This area measures 3’-0”W x 2’-0” long.

Superstructure

- No deficiencies were noted at the time of inspection.

Substructure

- Span 1 overhangs Bent 1 by 2’-0”. There is no backfill between the backwall and cap at Bent 1. There is a void behind the timber backwall at Bent 1 that extends under the approach slab. This void measures 2’-0”T x 1’-2”L x 6’-6”W (along the width of the abutment).
- The piles at Bents 2, 3 and 4 are battered to the outside of the horizontal curve at the top of the pile.
- The backfill at Bent 6 is eroding away exposing tree roots that are assisting with retaining the backfill.

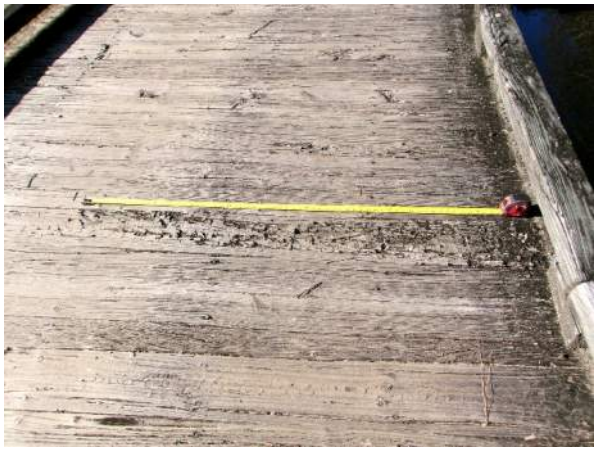
General

- The drain at the drop inlet at Bent 6 left, is clogged with dirt and debris. There is a scour hole forming/bank erosion directly below the drop inlet that measures 3’-3”T x 6’-0”W x 2’-6”D on average and up to 3’-6”D at the deepest section.

Recommended Repairs

- Replace deck boards and brush curbs.
- Repair void at Bent 1 under the approach slab.
- Repair the backfill at Bent 6 and install a timber backwall to properly retain the backfill.
- Clean the drain at the drop inlet at Bent 6 left. Repair the void and stream bank below the drop inlet.
- Place rip rap to protect the stream bank at Bent 6. (Similar to Bridge G).

Pictures


Typical area of deck boards with heavy abrasion


Typical splits and rot along top of brush curbs


Area of section loss in Span 5 that measures 3’-0” x 2’-0” and up to 1” deep


Span 1 overhanging Bent 1


Void behind the back wall at Bent 1 under approach slab


Typical pile battered “in”
(Bent 3 shown, Bents 2 and 4 similar)

 Void behind back wall at Bent 6 with roots extending out from void	 Bank erosion/scour forming below clogged drop inlet at Bent 6

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Bridge G – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of 5 spans with an average total bridge length of 40'-3". The deck measures 10'-0" out-to-out with a minimum horizontal clearance between the brush curbs of 9'-0". The deck consists of 3"x8" timber deck boards and 4"x6" timber brush curbs along both sides. The deck is supported by (6) – 3"x12" timber beams that are supported by timber bents consisting of (2) – 3"x12" caps and (2) – 8" diameter piles at Bents 1, 2 and 3. Bent 4 is supported by (2) – 10" diameter piles and Bent 5 piles are below grade. There are (2) – 2 ½" and (1) – 4" diameter utilities along the right side of the deck that are covered with a timber façade.

Top Side

Elevation

NBIS Ratings

Deck Rating: 5

Superstructure Rating: 7

Substructure Rating: 7

Inspection Findings

- Inspection Date: 12/12/2023
- Temperature: 54°F
- Direction of Inventory: North

Deck

- The deck boards and brush curbs have heavy abrasion, splitting and rotting on approximately 75% of the total bridge deck area.
- The section loss in the deck boards is causing the nail heads to protrude above the deck boards up to ¼".
- The top of the brush curbs has mold growth throughout.

Superstructure

- There are sections of the façade that cover the utility along the right side of the bridge that are missing.

Substructure

- Rip rap that has been added to the endroll at Bent 4 is sliding down the embankment exposing the filter fabric below.

General

- Drop inlets have been added on both sides of the concrete path at Bent 5.

Recommended Repairs

- Replace deck boards and brush curbs.
- Replace missing sections of the utility façade.
- Replace missing rip rap at Bent 5.

Pictures

Typical area of deck boards with heavy abrasion

Typical splits and rot along top of brush curbs

Typical underside of bridge (looking back)

Missing sections of utility façade

Rip rap missing exposing filter fabric

New drop inlets and rip rap added to Bent 5

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Bridge H – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of 4 spans with a total bridge length of 37’-3”. The deck measures 10’-0” out-to-out with a minimum horizontal clearance between the brush curbs of 9’-0”. The deck consists of 3”x8” timber deck boards and 4”x6” timber brush curbs along both sides. The deck is supported by (6) – 3”x12” timber beams that are supported by timber bents consisting of (2) – 3”x12” caps and (2) – 8” diameter piles each. There are 6” and 1” diameter utilities along the left side of the deck that are covered with a timber façade.

Top Side

Elevation

NBIS Ratings

Deck Rating: 5

Superstructure Rating: 7

Substructure Rating: 6

Inspection Findings

- Inspection Date: 12/14/2023
- Temperature: 38°F
- Direction of Inventory: East

Deck

- Deck boards have moderate abrasion throughout with localized areas of heavy abrasion.
- Areas of deck boards with heavy abrasion have section loss causing the nail heads to protrude above the deck boards.
- Span 2 has a deck board with heavy abrasion and section loss that has created holes in the deck. The holes measure 5”W x 1”L, 6”W x ½”L and 8”W x ¼”L.
- Span 3 has a deck board with heavy abrasion and section loss that has created a 2”W x 1”L hole in the deck.
- The brush curbs have moderate abrasion and splits throughout.

Superstructure

- The timber façade that is covering the utility along the left side of the bridge is failing, with most of the timber resting on the ground.

Substructure

- Scour holes are forming at the ends of both wing walls at Bent 1.
- There is a scour/erosion hole that has undermined the pile supporting the wing wall at Bent 1, left.
- There is an erosion channel extending out from under a concrete overpour at Bent 1 endroll. It appears that the water is coming from behind the timber back wall at Bent 1.
- Bent 5, left, has an unknown PVC pipe that terminates at the back face of the timber back wall. A scour hole is forming at this location and along the face of the backwall.
- There is an erosion channel extending from the timber back wall at Bent 5 to the stream channel.

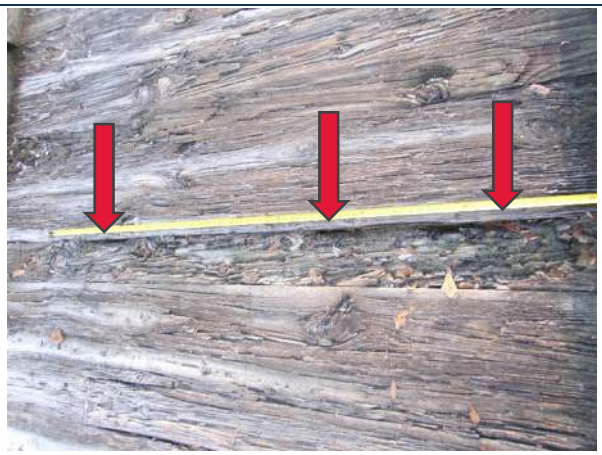
General

- No additional deficiencies were noted at the time of inspection.

Recommended Repairs

- Replace deck boards and brush curbs.
- Replace timber façade.
- Add drainage to both sides of the concrete approaches at Bent 1 and Bent 5.
- Backfill and compact erosion/scour at Bent 1 wingwalls and piles.
- Relocate PVC pipe at Bent 5 back wall.
- Fill and compact erosion channel at Bent 5 created by PVC pipe.

Pictures



Area of heavy abrasion in Span 2 deck board (holes highlighted by red arrows)

Typical of brush curbs and moderate abrasion of deck boards

Timber utility façade failing

Typical scour hole forming at ends of wing walls at Bent 1

Erosion hole undermining wing wall pile at Bent 1, left

Erosion channel extending out from under concrete overpour at Bent 1 endroll

Typical bridge underside (looking back)

Scour/erosion hole forming below PVC pipe that terminates at the timber backwall of Bent 5

Erosion channel extending from timber backwall at Bent 5 to the stream channel

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Bridge J – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of 26 spans with an average bridge length of 249’-3”. The deck measures 10’-0” out-to-out with a minimum horizontal clearance between the brush curbs of 9’-0”. The deck consists of 3”x8” timber deck boards and 4”x6” timber brush curbs along both sides. The deck is supported by (6) – 3”x12” timber beams that are supported by timber bents consisting of (2) – 3”x12” caps and (2) – 8” diameter piles. The span lengths vary between 9’-0” and 9’-6” with Span 3 being the shortest, measured at 4’-6”.

Top Side

Elevation

NBIS Ratings

Deck Rating: 5

Superstructure Rating: 6

Substructure Rating: 7

Inspection Findings

- Inspection Date: 12/14/2023
- Temperature: 45°F
- Direction of Inventory: North

Deck

- The deck boards have moderate abrasion throughout with approximately 50% of the total deck surface having heavy abrasion. Areas of the deck with heavy abrasion have up to 1” of section loss.
- The brush curbs have splits along the top face with approximately 20% of the curbs having heavy splitting and sound hollow when sounded with a hammer.
- Deck nails are protruding above the deck boards along the curb line. The nails protrude ¼” to up to 1” in some locations.

Superstructure

- The exterior beams are toenailed to the top of the bent caps causing the bottom of the beams to split and reducing the available bearing area.
- Beam 6 in Span 19 has a horizontal split that is reflected on both sides of the timber web. This split spans the total beam length (9'-6" long) and is 8" from the bottom of the beam.

Substructure

- No deficiencies were noted at the time of inspection.

General

- There is heavy vegetation around both sides of the bridge in Spans 1 through 6. Vines are growing onto the structure and trees are growing out from under the deck.
- The rear concrete approach slab at Bent 1 measures 10'-0" in length and is cracked 4'-0" to the rear of Bent 1. The 4'-0" section has settled 1" and the left curb at the approach is separating from the concrete slab. The crack spans the width of the concrete slab.
- The forward concrete approach slab at Bent 27 measures 11'-6" in length and is cracked 4'-0" ahead of Bent 27. The crack spans the width of the concrete slab.

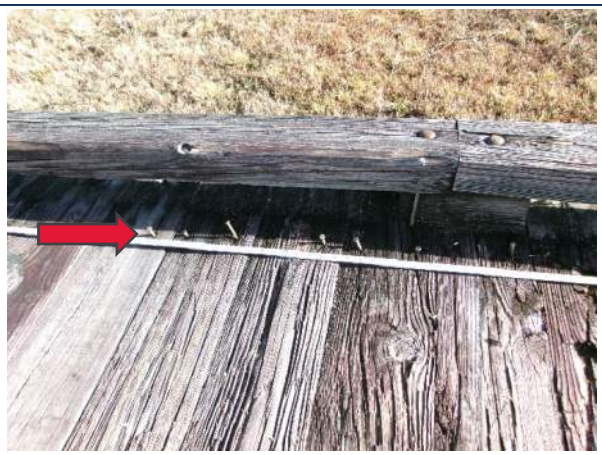
Recommended Repairs

- Replace deck boards and brush curbs.
- Replace Beam 6 in Span 19.
- Remove and replace the approach slab at Bent 1. Add and compact backfill prior to pouring new concrete slab to address the settlement issue.
- Cut back vegetation 10'-0" from both sides of the bridge deck.
- Remove vegetation growth (vines) from bridge elements.

Pictures

Typical area of deck boards with heavy abrasion

Section loss of deck boards in area with heavy abrasion



Nail heads protruding above deck boards along the curb line

Splitting of brush curbs, this length of curb had a hollow sound when sounded with a hammer

Vegetation growing on and under the bridge in Spans 1-6

Typical of toenail in exterior beams at bent caps

Horizontal split in Beam 6, Span 19

Crack in approach span at Bent 1

Settlement in approach span at Bent 1

Left curb separating from approach slab at Bent 1

Crack in approach slab at Bent 27

Typical bridge underside (looking ahead)

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Bridge K – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of 3 spans with an overall bridge length of 29’-9”. The deck measures 10’-0” out-to-out with a minimum horizontal clearance between the brush curbs of 9’-0”. The deck consists of 3”x8” timber deck boards and 4”x6” timber brush curbs along both sides. The deck is supported by (6) – 3”x12” timber beams that are supported by timber bents consisting of (2) – 3”x12” caps and (2) – 8” diameter piles. There are 6”, 2” and 1” diameter utilities along the left side of the deck that are covered with a timber façade.

Top Side

Elevation

NBIS Ratings

Deck Rating: 6

Superstructure Rating: 7

Substructure Rating: 6

Inspection Findings

- Inspection Date: 12/12/2023
- Temperature: 50°F
- Direction of Inventory: North

Deck

- The deck boards have moderate abrasion throughout.
- The top of the brush curbs and the deck boards below the curbs have mold growth and moss that is softening the timber boards.

Superstructure

- The timber utility façade is failing and pulling away from the bridge deck in Span 3.

Substructure

- Rip rap/stacked concrete has been added to the endroll at Bent 4. Scour/bank erosion is occurring under the rip rap creating a void that measures 8’-0”W x 1’-6”T x up to 1’-0”D.

General

- No additional deficiencies noted at the time of inspection.

Recommended Repairs

- Replace deck boards and brush curbs.
- Replace timber utility façade.
- Add additional rip rap to Bent 4 to address the scour at Bent 4.

Pictures

Typical area of deck boards with moderate abrasion

Typical splits and mold along top of brush curbs

Timber utility façade failing in Span 3

Utilities along left side of bridge deck

Typical underside (looking back)

Rip rap/stacked concrete at Bent 4

Scour/bank erosion occuring under rip rap/stacked concrete

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Bridge L – Cherokee Run Golf Course

General Bridge Description

This timber bridge consists of a single span with a total bridge length of 20'-6". The deck measures 10'-0" out-to-out with a minimum horizontal clearance between the brush curbs of 9'-0". The deck consists of 3"x8" timber deck boards and 4"x6" timber brush curbs along both sides. The deck is supported by (8) – 4"x12" timber beams that are supported by timber bents consisting of (2) – 3"x12" caps and timber piles. The piles at Bent 1 are below grade and the piles at Bent 2 have been encased in concrete. Concrete wing walls have been added to both sides of Bent 2.

Top Side

Elevation

NBIS Ratings

Deck Rating: 6

Superstructure Rating: 7

Substructure Rating: 8

Inspection Findings

- Inspection Date: 12/12/2023
- Temperature: 54°F
- Direction of Inventory: North

Deck

- The deck boards and brush curbs have moderate abrasion and splitting throughout with awl penetration up to 1 ½" in the splits.
- The brush curbs have splits and areas with rot occurring throughout.

Superstructure

- No deficiencies were noted at the time of inspection.

Substructure

- No deficiencies were noted at the time of inspection.

General

- Crack in approach at Bent 1 that was listed in the 2015 report appears to have been repaired.

Recommended Repairs

- Replace deck boards and brush curbs.

Pictures

Typical of deck boards with abrasion and 1 ½” of awl penetration

Typical splits and rot along top of brush curbs

Typical underside of bridge (looking back), Bent 1 piles are below grade

Bent 2 abutment has been encased in concrete and wing walls added

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Bridge H-1 – Georgia International Horse Park

General Bridge Description

This timber bridge structure consists of 5 spans with a total bridge length of 37'-6". Spans 1 and 5 are approximately 9'-6", Span 2 is 7'-0", and Spans 3 and 4 are 6'-6". The deck measures 11'-1" out-to-out with a minimum horizontal clearance 9'-9". The deck is supported by (7) – 6"x6" timber beams spaced 1'-8" and are continuous across Bent 3. The timber substructure at Bents 2 and 5 consist of a doubled up bent configuration of (4) – 6"x6" columns and a 6"x6" bent cap that are sandwiched together. Bents 3 and 4 consist of a single bent configuration of (3) – 6"x6" columns and a 6"x6" bent cap. The left side of the bridge at midspan features a dirt ramp providing access to the deck level. There is a roof structure that is supported by 6"x6" posts positioned at bents 1,2, 5, & 6. The vertical clearance to the roof structure is 10'-9".

Top Side

Elevation

NBIS Ratings

Deck Rating: 6

Superstructure Rating: 7

Substructure Rating: 7

Inspection Findings

- Inspection Date: 12/19/2023
- Temperature: 37°F
- Direction of Inventory: East

Deck

- There is dirt along the top of deck up to 2 inches deep (it appears this is intentional).

Superstructure

- No deficiencies were noted at the time of inspection.

Substructure

- There is dirt building up on the bent caps near the centerline of the bridge.
- The back face of column 3 at bent 5 has a nail protruding through. No other damage was noted.

General

- There is heavy vine growth growing along the bridge handrail and roof structure.
- The handrail paneling is falling off with large sections missing.
- The handrail on the ramp is rotting and collapsing.

Recommended Repairs

- Remove vine growth from bridge structure.
- Repair bridge and ramp handrails and replace missing handrail paneling.

Pictures

Handrail paneling missing

Typical of roof structure and vines growing on bridge elements

Dirt ramp tie-in to bridge deck

Ramp handrail failing

Typical underside of bridge (looking ahead)

Typical of abutment and endroll

Dirt building up on top of intermediate bent caps along bridge centerline

Nail protruding from back face of Column 3 at Bent 5

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Bridge H-2 – Georgia International Horse Park

General Bridge Description

This structure consists of a 28’-4” long timber deck approach that rests on a masonry wall foundation that transitions onto the main timber bridge with a length of 24’-3”. The bridge portion consists of 7 spans with an average span length of 3’-6”. The deck measures 5’-3” out-to-out. The timber decking is constructed from 2”x12” deck boards. A timber handrail is present on only the right side of the approach and bridge. The deck is supported by (2) – 4”x4” stringers spaced 4’-6” apart. The substructure consists of 4”x4” caps supported by 4”x4” posts with 2”x4” cross framing. Additionally, the posts are sitting on the masonry wall foundation.

Top Side

Elevation

NBIS Ratings

Deck Rating: 3

Superstructure Rating: 6

Substructure Rating: 6

Inspection Findings

- Inspection Date: 12/19/2023
- Temperature: 42°F
- Direction of Inventory: East

Deck

- The deck boards on both approach and bridge structure are soft with 3 deck boards in spans 5 and 6 failing due to section loss and rot.
- There is black mold growing on the top of deck.
- The inspection team did not find the deck safe enough to walk on but could inspect all major elements from the ground.

Superstructure

- The 4”x4” stringers did not have any deficiencies of note other than age and weathering at the time of inspection.

Substructure

- There is mold and mildew growing on the left side of each intermediate bent.

General

- The timber handrail along the right side of the bridge and approach has horizontal members that have collapsed.
- The vertical posts of the handrail are connected to the 2”x12” deck boards allowing for the handrail system to flex when a load is applied.

Recommended Repairs

- Replace the deck boards for both the timber approach and bridge structure.
- Replace failing handrail elements and stiffen the vertical posts to strengthen the handrail.
- Add (2) additional 4”x4” stringers equally spaced, to the superstructure to strengthen the deck.

Pictures

Topside of timber approach and handrail

Elevation of timber approach sitting directly on top of masonry wall

Rotten and failing deck boards in Spans 5-7

Typical of superstructure, deck boards supported by 4”x4” stringers (looking ahead)

Typical of substructure with mold and mildew on elements

Failing handrail elements

 Vegetation growing on right side of masonry wall and substructure elements	 Handrail of timber approach with 2”x4” kicker braces

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Bridge H-3 – Georgia International Horse Park

General Bridge Description

This structure is a single barrel culvert with dirt approaches. The transition from the approaches to the culvert is marked by (2)- timber members spanning the width of the culvert (12'-0") that help retain the fill along the top of the culvert. There is a timber handrail along the top of the culvert and approaches with a height over 42". The vertical opening of the culvert measures 6'-8"W x 3'-6"T. The headwalls are masonry walls, and the culvert barrel is timber. The primary framing members are 6"x6 timber "beams" with the timber truss consisting of (2) – 6"x6" vertical members and (2) – 2"x12" timber chords. The culvert foundation is supported by a masonry wall with an unknown foundation.

Top Side

Elevation

NBIS Ratings

Culvert Rating: 7

Deck Rating: N/A

Superstructure Rating: N/A

Substructure Rating: N/A

Inspection Findings

- Inspection Date: 12/19/2023
- Temperature: 33°F
- Direction of Inventory: North

General

- The timber handrail along the right side of the culvert has section loss in the vertical posts and cross framing due to rot at the groundline.
- The top handrail at the right approach has section loss due to rot.
- The masonry headwalls have heavy efflorescence from cracks in the grout.

- There is dirt building up on top of the masonry footing that is leading to rot of the truss members at the top of footing causing minor section loss.
- There is a large drift pile in the channel downstream from the culvert.

Recommended Repairs

- Replace the timber handrail along the right side of the culvert and approach.
- Remove drift pile and vegetation from the downstream channel.

Pictures

Section loss in handrail members at groundline along right side of culvert

Rot and section loss in top of handrail at right approach

Typical of heavy efflorescence in masonry headwall

Typical underside of timber culvert (looking downstream)

Minor section loss in 6”x6” vertical timbers at the top of the masonry wall

Large debris pile and vegetation downstream of culvert

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Bridge H-4 – Georgia International Horse Park

General Bridge Description

This timber structure consists of a single span with a total length of 14’-3”. The deck measures 6’-4” out-to-out with a minimum horizontal clearance of 5’-8” measured between the brush curbs. The deck consists of 2”x6” deck boards supported by (7) – 2”x10” timber beams spaced 1’-0” apart. The structure has 6”x6” posts at each corner that anchor it to the ground.

Top Side

Elevation

NBIS Ratings

Structure Rating: 6

Inspection Findings

- Inspection Date: 12/19/2023
- Temperature: 46°F
- Direction of Inventory: East

Notes

- There is moderate abrasion of the deck boards.
- There is dirt and debris build up along both brush curbs that extends out 1’-0” from the face of the brush curbs that is causing soft rot.
- Deck boards along the left brush curb, at the beginning of the structure and near midspan, have areas of rot with section loss that measures 1”-2” deep.
- The right brush curb is loose beginning at the middle of the structure to the ahead abutment. There are bolts missing that attach the brush curb to the deck.
- Difficult to observe the underside due to low vertical clearance.

Recommended Repairs

- Replace the deck boards with section loss at the beginning of the structure and near midspan.
- Replace missing bolts of the right brush curb.
- Clean and maintain the brush curb gutter lines to keep them free of dirt and debris.

Pictures

Rot and section loss in deck board along left brush curb at beginning of structure

Rot and section loss in deck board along left brush curb at midspan of structure

Loose 4”x4” brush curb with missing bolts along right side

Structure date of construction marker

Typical underside (looking back)

Typical underside (looking ahead)

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Peachtree Corners, GA 30092
T: 678.336.7740

Bridge H-6 – Georgia International Horse Park

General Bridge Description

This timber structure consists of a single span with a total length of 12’-0”. The deck measures 6’-4” out-to-out with a minimum horizontal clearance of 6’-0” between the 2”x6” brush curbs. The deck consists of 2”x6” deck boards supported by (7) – 2”x10” timber beams spaced 1’-0” apart. The structure has 4”x6” posts at each corner that anchor it to the ground.

Top Side

Elevation

NBIS Ratings

Structure Rating: 6

Inspection Findings

- Inspection Date: 12/19/2023
- Temperature: 45°F
- Direction of Inventory: North

Notes

- There is moderate abrasion of the deck boards.
- There is dirt and debris build up along both brush curbs that extends out 1’-0” from the face of the brush curbs that is causing soft rot with an average of ½” of awl penetration.
- The left exterior beam at the beginning and end of the structure has rot and section loss where the beam is in contact with the ground.
- Difficult to observe the underside due to low vertical clearance.

Recommended Repairs

- Clean and maintain the brush curb gutter lines to keep them free of dirt and debris.
- Replace left exterior beam and regrade approach to prevent contact with the ground.

Pictures

½” of awl penetration in areas of soft rot along curb lines

Typical underside (looking back)

Rot and section loss in left exterior beam at beginning of structure

Rot and section loss in left exterior beam at end of structure

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
T: 678.336.7740

Bridge H-8 – Georgia International Horse Park

General Bridge Description

This timber bridge structure spans a total length of 20’-0”. The out-to-out measurement of the deck matches the minimum horizontal clearance of 4’-0”. The deck consists of 2”x6” deck boards with an average spacing of 7½” that leaves an average gap between the deck boards of 1¾”. There are (3) – 4”x6” vertical posts on each side that support handrail cables with the top handrail cable being anchored to the ground. The deck is supported by (2) – 7” diameter beams spaced 2’-2” apart.

Top Side

Elevation

NBIS Ratings

Structure Rating: 5

Inspection Findings

- Inspection Date: 12/19/2023
- Temperature: 47°F
- Direction of Inventory: North

Deck

- There is moderate abrasion and splits across the deck boards.
- The deck boards have mold and moss growing along the edges with soft rot and up to 1” of awl penetration.

Superstructure

- Beam 1 has a splits along the bottom face 6’-0” ahead of Bent 1 with 1” of awl penetration and is hollow when sounded. The area that is hollow sounding measures 3’-0” long.
- The beams appear to be repurposed utility poles with inspection tags.

Substructure

- Appears to be no substructure.
- The beams appear to rest directly on the embankment.

General

- The bottom handrail cables are loose and no longer taut.
- The vertical posts at mid span supporting the handrail cable are loose and can be moved by hand.

Recommended Repairs

- Add cross framing to stiffen the vertical posts of the handrail at midspan.
- Re-tension the bottom cable of the handrail.
- Recommend replacing the bridge in the next 5 to 10 years.

Pictures

Typical underside (looking back)

Typical underside (looking ahead)

Bottom handrail cable loose

Vertical 4”x6” cable support at midspan, note it is not plumb and can move

Soft areas in top of deck boards along the edges of the deck, up to 1” awl penetration

Soft areas in top and edge of deck boards where mold and moss is growing

Typical of vertical handrail post and kicker support

Split in Beam 1 with 1” awl penetration (red arrows mark limit of hollow sounding area in beam)

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
T: 678.336.7740

Bridge H-9 – Georgia International Horse Park

General Bridge Description

This timber bridge structure consists of a single span with a total length of 6’-3”. The deck measures 9’-6” out-to-out. There is a timber handrail with a minimum handrail height of 39”. Additionally, there is a roof structure that is comprised of corrugated metal roofing supported by 4”x6” vertical posts. The minimum vertical clearance is 9’-1”. The deck is supported by (6)- 4”x6” beams spaced 2’ apart. The substructure is constructed with 8” diameter piles that sit on top of masonry walls with an unknown foundation.

Top Side

Elevation

NBIS Ratings

Deck: 6

Superstructure: 7

Substructure: 7

Inspection Findings

- Inspection Date: 12/19/2023
- Temperature: 33°F
- Direction of Inventory: North

Deck

- There is dirt along the top of the deck up to 2 inches deep (it appears this is intentional).

Superstructure

- No deficiencies were noted at the time of inspection.

Substructure

- No deficiencies were noted at the time of inspection.

General

- The roof structure and handrails move transversely with a hand load applied.
- The timber members that the corrugated roof panels are attached to show signs of rot. The rafters appear to be in good condition.
- There is a scour hole forming on the downstream side of the structure (between H-9 and the culvert H-3) that is undermining the masonry wall on both sides of the structure. The voids that the scour hole has created are approximately 1’-3”D x 1’-0”T x 6’-0” along the face of the walls. This scour hole and voids do not appear to be negatively affecting either structure at the time of inspection.

Recommended Repairs

- Replace the rotten members of the roof structure.
- Add cross framing to the roof and handrails to stiffen the roof structure.

Pictures

Typical of dirt along deck

Rot in roof timber members

Typical of bottom of decking and superstructure

Typical of substructure members on top of masonry wall foundations

Void and scour hole just down stream from bridge (right masonry wall if looking downstream)

Void and scour hole just down stream from bridge (left masonry wall if looking downstream)

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Bridge T-1 – Conyers Trail System

General Bridge Description

This trail bridge consists of a timber deck and timber glulam beams supported by concrete abutment caps and timber intermediate bent caps with timber piles. The bridge has a total length of 101'-0" over 3 spans, with an out-to-out measurement that matches the minimum horizontal clearance of 12'-0". The timber deck consists of 3"x8" deck boards that are counterbored to the top of the timber beams. The deck is supported by (5) glulam beams spaced at 3'-0", that measure 5 ½"W x 21"T in Spans 1 and 3, and 5½"W x 25¼"T in Span 2. The abutment caps are concrete, are below grade and are founded on an unknown foundation. The intermediate bents caps are glulam beams that measure 7"W x 11½"T with a splice over Pile 2 using steel galvanized plates and bolts. There are (3) – 10" diameter timber piles at each intermediate bent location.

Top Side

Elevation

NBIS Ratings

Deck Rating: 6

Superstructure Rating: 7

Substructure Rating: 6

Inspection Findings

- Inspection Date: 12/14/2023
- Temperature: 57°F
- Direction of Inventory: East

Deck

- Deck boards have minor abrasion throughout.
- Approximately 5% of the total deck area has areas of splits with rot and section loss.

Superstructure

- The ends of the beams at Bents 1 and 4 have signs of white mold beginning to grow. This is an early indication that the conditions exist for the growth of fungi.
- The steel angles that are bolting the beams to the abutments cap at Bent 4 have surface corrosion forming from the degradation of the galvanized coating.
- The steel angles used to bolt the beams to the intermediate bent caps have surface corrosion forming along the edges where the galvanized angles were cut to custom sizes.

Substructure

- Backfill is migrating through the timber back walls at the abutments that is retaining moisture along the top of the abutment caps.
- The bolts connecting the 3”x8” mud sill to the top of the concrete abutment cap at Bent 4 have pack rust forming around the bolt end and nut.
- The exterior faces of the intermediate bent caps have brown and white rot that is causing section loss to the center of the bent cap. These sections are in the cap overhang and to the outside of the exterior beams at the time of inspection. The amount of section loss is summarized below:
  - Bent 2 left, up to 14” of awl penetration. The rot is affecting approximately 85% of the cross section of the cap.
  - Bent 2 right, up to 12” of awl penetration. The rot affects approximately 90% of the cross section of the cap.
  - Bent 3 left, up to 10” of awl penetration in 50% of the cross section. Approximately 30% of the cross section has up to 3” of awl penetration.
  - Bent 3 right, up to 8” of awl penetration. The rot affects approximately 80% of the cross section of the cap.
- The overhangs of the intermediate bent caps, end of cap to outside face of exterior beam, range from 12” to 14½”. The section loss from the rot in the overhangs is beginning to reach the bearing area of the exterior beams and should be monitored regularly.

General

- The steel cables of the handrail have surface corrosion forming on approximately 50% of the total cable surface area.
- The galvanized steel handrails have areas where surface corrosion is forming. The areas are mainly along the top face of the top rail and around welds.
- Heavy vegetation growth along both sides of the bridge.

Recommended Repairs

- Replace deck boards that have areas of rot and section loss (approx. 7 deck boards).
- Clean and paint handrail and steel cables.
- Clean and treat the exposed ends of the intermediate bent caps with a fungicide solution to slow down the brown rot degradation.
- Cut back vegetation 10’-0” from the bridge opening.

Pictures

Surface corrosion on top of handrail and around welds

Area of deck board with splits and rot

General underside (looking back from Bent 3)

Typical of intermediate bent cap splice over Pile 2

Corrosion of mud sill bolt and angle bolting beam to abutment at Bent 4

Dirt build up on top of Bent 4 cap, note the white mold

Dirt build up along top of Bent 1 cap that is retaining moisture

Dirt build up along top of Bent 1 cap, note the white mold growth

Rot in end of Bent 2 left cap

Rot in end of Bent 2 right cap

Rot in end of Bent 3 left cap

Rot in end of Bent 3 right cap

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Bridge T-2 – Conyers Trail System

General Bridge Description

This trail bridge consists of a timber deck and timber glulam beams supported by concrete abutment caps and timber intermediate bent caps with timber piles. The bridge has a total bridge length of 105'-9" over 4 spans, with an out-to-out measurement that matches the minimum horizontal clearance of 12'-0". The timber deck consists of 3"x8" deck boards that are counterbored to the top of the timber beams. The deck is supported by (5) glulam beams spaced at 3'-0", that measure 5 ½"W for all beams. The beam heights vary in each span with Span 1 measuring 16⅞", Span 2 measuring 21" and Spans 3 and 4 both measuring 17¼". The abutment caps are concrete, are below grade and are founded on an unknown foundation. The intermediate bents caps are glulam beams that measure 7"W x 11½"T with a splice over Pile 2 using steel galvanized plates and bolts. There are (3) – 10" diameter timber piles at each intermediate bent location.

Top Side

Elevation

NBIS Ratings

Deck Rating: 6

Superstructure Rating: 7

Substructure Rating: 6

Inspection Findings

- Inspection Date: 12/14/2023
- Temperature: 57°F
- Direction of Inventory: East

Deck

- Deck boards have minor abrasion throughout.
- Approximately 10% of the total deck area has areas of splits with rot and section loss.
- In Spans 3 and 4 along the right side of the deck there is a build up of dirt that is allowing moss to grow. The dirt is washing onto the outside of the exterior beams and retaining moisture.

Superstructure

- The ends of the beams at Bents 1 and 5 have signs of white mold beginning to grow. This is an early indication that the conditions exist for the growth of fungi.
- The steel angles that are bolting the beams to the abutment cap at Bents 1 and 5 have surface corrosion forming from the degradation of the galvanized coating.
- The steel angles used to bolt the beams to the intermediate bent caps have surface corrosion forming along the edges where the galvanized angles were cut to custom sizes.
- Dirt is washing over the edge of the deck onto the outside face of Beam 5 in Spans 3 and 4 that is retaining moisture. This is causing soft rot, and the face of the beam is becoming soft and spongy.

Substructure

- Backfill is migrating through the timber back walls at the abutments that is retaining moisture along the top of the abutment caps.
- The exterior faces of the intermediate bent caps have brown and white rot that is causing section loss to the center of the bent cap cross section. These sections are in the cap overhang and to the outside of the exterior beams at the time of inspection. The amount of section loss is summarized below:
  - Bent 2 left, up to 8" of awl penetration. The rot affects approximately 80% of the cross section of the cap.
  - Bent 2 right, up to 13" of awl penetration. The rot affects approximately 90% of the cross section of the cap.
  - Bent 3 left, up to 8" of awl penetration. The rot affects approximately 90% of the cross section of the cap.
  - Bent 3 right, up to 17" of awl penetration. The rot affects approximately 50% of the cross section of the cap and extends under the bearing area of Beam 5.
  - Bent 4 left was inaccessible due to heavy vegetation. It is assumed that the condition of the end of the bent cap at this location is similar to the other bents.
  - Bent 4 right, up to 5" of awl penetration. The rot affects approximately 85% of the cross section of the cap.
- The overhangs of the intermediate bent caps, end of cap to outside face of exterior beam, range from 10" to 14". The section loss due to the rot in the overhangs is beginning to reach the bearing area of the exterior beams and should be monitored regularly. The section loss due to rot has reached the bearing area of Beam 5 at Bent 3, however it is not affecting the performance of the cap at this location at the time of inspection.

General

- The steel cables of the handrail have surface corrosion forming on approximately 75%+ of the total cable surface area.
- The galvanized steel handrails have areas where surface corrosion is forming. These areas include the top face of the top rail, around welds and the end caps.
- There is heavy vegetation growth along both sides of the bridge.

Recommended Repairs

- Replace deck boards that have areas of rot and section loss (approx. 10 deck boards).
- Clean and paint the handrail and steel cables.
- Clean and treat the exposed ends of the intermediate bent caps with a fungicide solution to slow down the degradation due to the brown rot.
- Cut back vegetation 10'-0" from the bridge opening.
- Clean off dirt and moss from right edge of deck in Spans 3 and 4 as well as the exterior face of Beam 5 in these spans.

Pictures


Surface corrosion of handrail end cap


Typical of deck board with splits and rot


General underside (looking ahead from Bent 2)


Corrosion forming on steel angle that bolts the beam to the mud sill at Bent 1


Corrosion forming along edges of steel angle at Bent 5, note the white mold


Dirt build up on top of Bent 5 cap

Dirt washing from deck onto Beam 5 in Spans 3 and 4

Dirt and moss growth on Beam 5 in Spans 3 and 4 is leading to soft rot

Rot in end of Bent 2 left cap

Rot in end of Bent 2 right cap

Rot in end of Bent 3 left cap

Rot in end of Bent 3 right cap

Rot in end of Bent 4 right cap, note the moss growth

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Bridge T-3 – Conyers Trail System

General Bridge Description

This single span bridge consists of a timber deck and timber glulam beams supported by concrete caps that are founded on an unknown foundation. The bridge length measures 25'-9", with an out-to-out measurement that matches the minimum horizontal clearance of 12'-0". The timber deck consists of 3"x8" deck boards that are counterbored to the top of the timber beams. The deck is supported by (5) beams spaced at 3'-0", and measure 5¼"W x 16⅝"T. The beams are bolted to a 3"x8" mud sill by steel angles and the mud sill is bolted to the top of the concrete abutment caps. The bridge has minimal vertical clearance over the waterway which makes inspection access difficult.

Top Side

Elevation

NBIS Ratings

Deck Rating: 7

Superstructure Rating: 7

Substructure Rating: 7

Inspection Findings

- Inspection Date: 12/14/2023
- Temperature: 55°F
- Direction of Inventory: East

Deck

- No deficiencies were noted at the time of inspection.

Superstructure

- No deficiencies were noted at the time of inspection.

Substructure

- There is debris build up on top of the cap at Bent 1 from high water flow events.

General

- The steel cables of the handrail have surface corrosion forming on approximately 75% of the total cable surface area.
- The galvanized steel handrails have areas where surface corrosion is forming. The areas are mainly along the top face of the top rail and around welds.
- Heavy vegetation growth along both sides of the bridge.

Recommended Repairs

- Cut back vegetation 10’-0” from the bridge opening.
- Clean and paint handrail and steel cables.
- Remove debris from the top of Bent 1 cap.

Pictures

Surface corrosion forming on steel cables of handrail, note the green mildew on vertical posts

Surface corrosion forming on end caps of handrail

Handrail has localized areas of surface corrosion forming where galvanized coating is beginning to fail

Typical of handrail connection to exterior beams (looking back)

Typical underside of bridge (looking ahead)

Typical of 3”x8” mud sill and beam connections using steel angles

 Debris build up along top of Bent 1 cap	 Debris build up along top of Bent 1 cap

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Peachtree Corners, GA 30092
T: 678.336.7740

Bridge T-4 – Conyers Trail System

General Bridge Description

This single span bridge consists of a prefabricated steel truss with a concrete deck and stay in place metal deck forms. The bridge sits on concrete caps with an unknown foundation. The bridge length measures 40'-3", with an out-to-out measurement of 12'-3". The minimum horizontal clearance is measured to be 12'-0" between the bridge railings. The railings along both sides of the bridge consist of pretensioned epoxy coated steel cables. The steel members are a grade of weathering steel with galvanized steel deck forms.

Top Side

Elevation

NBIS Ratings

Deck Rating: 8

Superstructure Rating: 7

Substructure Rating: 8

Inspection Findings

- Inspection Date: 12/19/2023
- Temperature: 27°F
- Direction of Inventory: North

Deck

- There are early signs of corrosion forming on the bottom of the galvanized metal deck forms where they contact the weathering steel members.

Superstructure

- The expansion slots in the bearing plates at Bent 2 are becoming clogged with dirt that is washing onto the top of the bearing plates.
- The dirt on top of the bearing plates is retaining moisture around the anchor bolts. There are signs that this is beginning to cause a breakdown of the protective coating on the anchor bolts.

Substructure

- There is no backwall that extends beyond the outside of the truss members. This has allowed dirt and debris to wash down onto the top of the cap.

General

- The steel cables along the left bridge railing are loose and no longer pre-tensioned.
- Heavy vegetation growth along both sides of the bridge.
- Chain linked fencing at Bent 2 Right is damaged.

Recommended Repairs

- Cut back vegetation 10'-0" from the bridge opening.
- Repair damaged fencing at Bent 2 Right.
- Replace missing rip rap and adjust the existing rip rap to cover the existing filter fabric.
- Extend the backwall at both bents, exterior of the truss members.

Pictures

Loose steel cables of railing along left side of bridge

Damaged chain linked fencing at Bent 2 Right

Heavy vegetation growing along both sides of bridge (looking ahead)

Dirt and debris washing onto the top of the bent caps

Protective coating of anchor bolts beginning to fail

Dirt and debris clogging expansion slots of expansion bearing plates at Bent 2

Typical underside (looking ahead)

Displacement of rip rap at both abutment endrolls

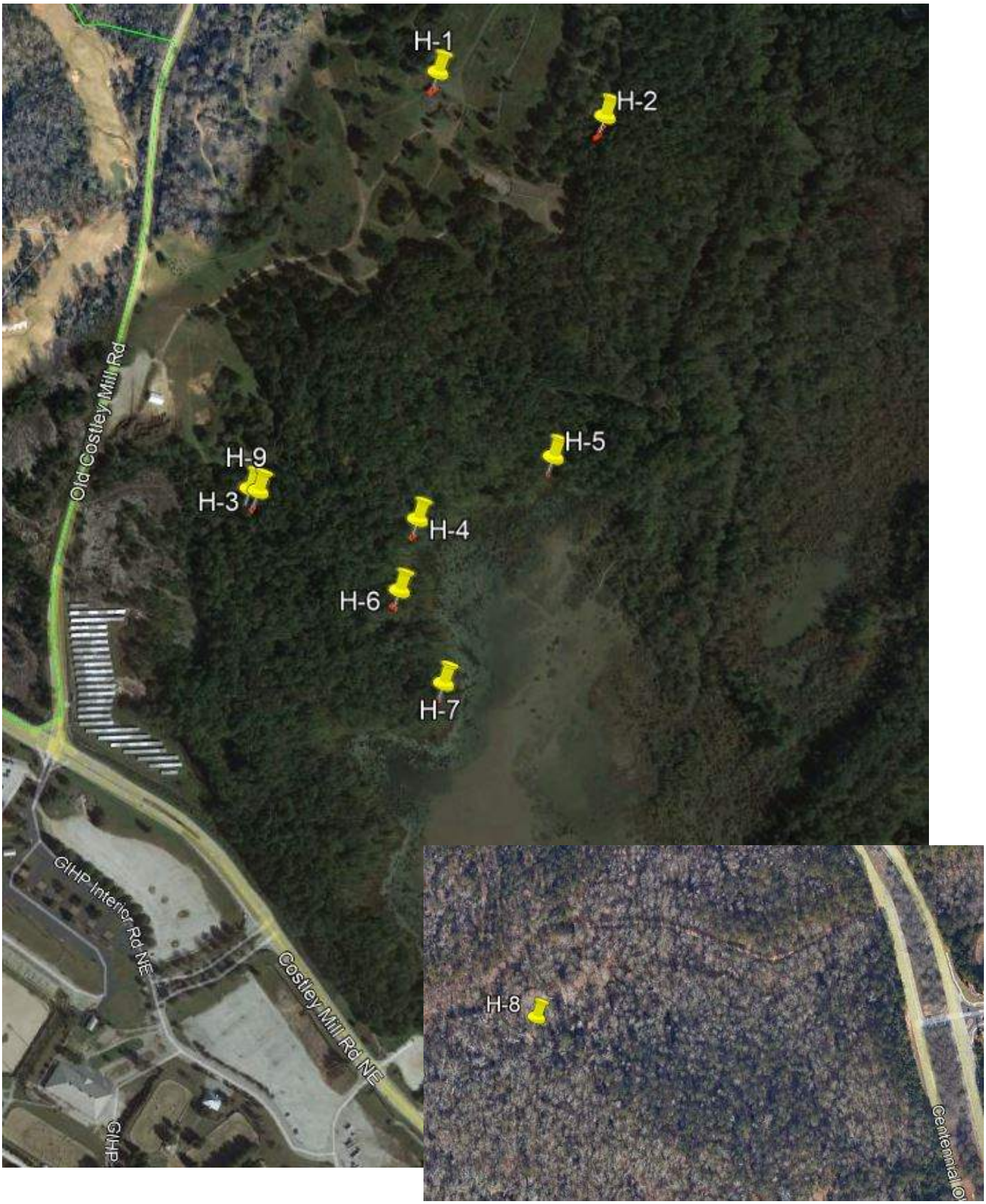
Typical protective coating patina of steel members under the bridge deck

Corosion forming on bottom of metal deck forms at contact points with weather steel members

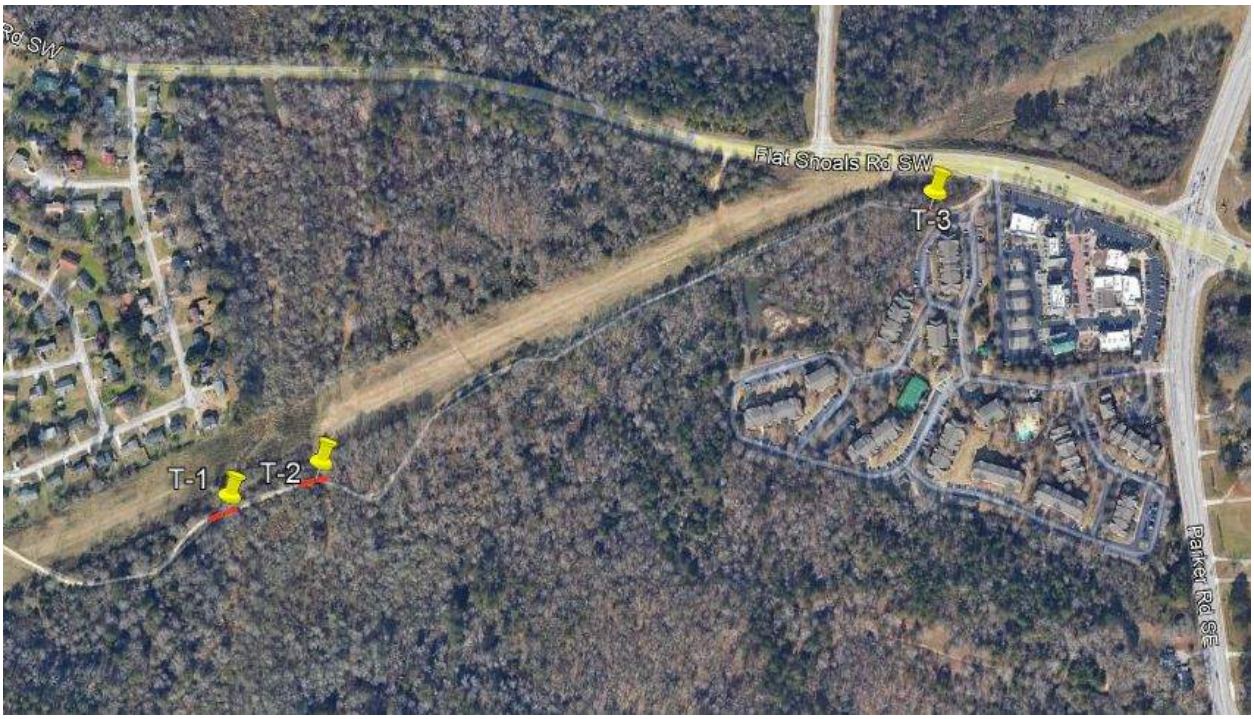
Appendix A – Bridge Location Maps

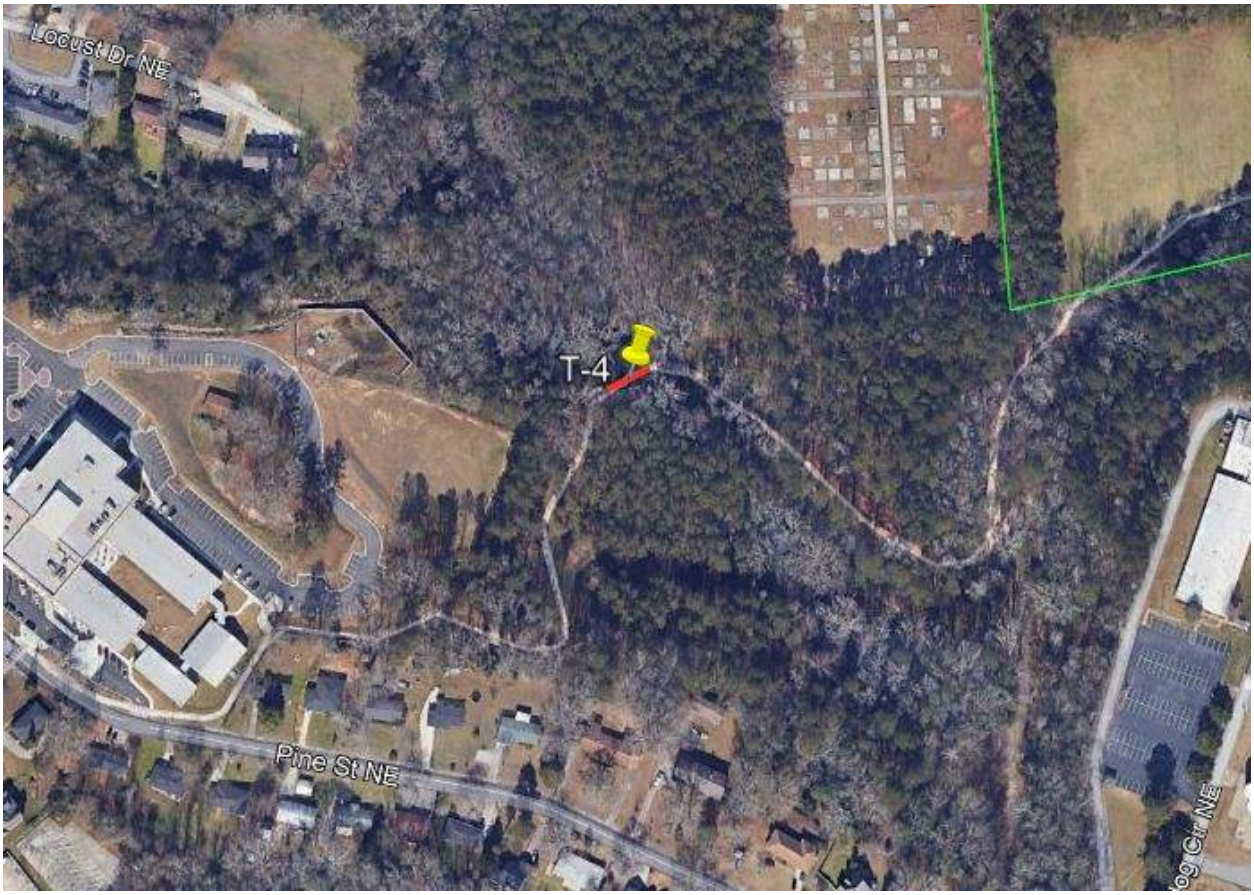
Cherokee Run Golf Course Bridges

International Horse Park Bridges



Conyers Trail Bridges





Appendix B - Bridge Summary Table

	Bridge ID	Bridge Location	Bridge Length (ft)	Bridge Width (ft)	Min. Horizontal Clearance (ft)	Number of Spans	NBIS Structural Ratings			Structural Evaluation	Lat	Long
							Deck	Superstructure	Substructure			
1	A	Cherokee Run Golf Course	38.25	10	9	4	7	7	7	-	33.67864	83.94239
2	B	Cherokee Run Golf Course	75.25	10	9	7	7	7	4	-	33.67784	83.93568
3	C	Cherokee Run Golf Course	84	10	9	9	5	7	6	-	33.6772	83.93706
4	D	Cherokee Run Golf Course	35	10	9	4	6	7	7	-	33.67634	83.93951
5	E	Cherokee Run Golf Course	29.5	10	9	3	7	7	7	-	33.67565	83.94015
6	F	Cherokee Run Golf Course	47.25	10	9	5	6	7	6	-	33.67576	83.94073
7	G	Cherokee Run Golf Course	40.25	10	9	4	6	7	7	-	33.6781	83.94301
8	H	Cherokee Run Golf Course	37.25	10	9	4	5	7	7	-	33.6795	83.94169
9	J	Cherokee Run Golf Course	249.25	10	9	26	5	6	7	-	33.67231	83.93951
10	K	Cherokee Run Golf Course	29.75	10	9	3	6	7	6	-	33.67576	83.94296
11	L	Cherokee Run Golf Course	20.5	10	9	1	6	7	8	-	33.67725	83.94315
12	H-1	Georgia Int. Horse Park	37.5	11.0833	9.75	5	6	7	7	-	33.67482	83.92848
13	H-2	Georgia Int. Horse Park	24.25	5.25	5.25	7	3	6	6	-	33.67423	83.92611
14	H-3	Georgia Int. Horse Park	6.667	12	12	1	-	-	-	7	33.66991	83.93124
15	H-4	Georgia Int. Horse Park	14.25	6.333	5.667	1	-	-	-	6	33.66951	83.92898
16	H-5	Georgia Int. Horse Park	-	-	-	-	-	-	-	-	-	-
17	H-6	Georgia Int. Horse Park	12	6.333	6	1	-	-	-	6	33.66868	83.92927
18	H-7	Georgia Int. Horse Park	12	6.4167	6	1	-	-	-	6	33.66756	83.92869
19	H-8	Georgia Int. Horse Park	20	4	4.0833	1	-	-	-	5	33.68111	83.95232
20	H-9	Georgia Int. Horse Park	6.25	9.5	9.5	1	6	7	7	-	33.66991	83.93124
21	T-1	Conyers Trail System	101	12	12	3	6	7	6	-	33.64189	84.03268
22	T-2	Conyers Trail System	105.75	12	12	4	6	7	6	-	33.64214	84.03166
23	T-3	Conyers Trail System	25.75	12	12	1	7	7	7	-	33.6442	84.02481
24	T-4	Conyers Trail System	40.25	12.25	12	1	8	7	8	-	33.66893	84.01224

Appendix C – NBIS Coding Guide

General Component Condition Rating Guidelines

Code	Description
N	NOT APPLICABLE
9	EXCELLENT CONDITION
8	VERY GOOD CONDITION – no problems noted.
7	GOOD CONDITION – some minor problems.
6	SATISFACTORY CONDITION – structural elements show some minor deterioration.
5	FAIR CONDITION – all primary structural elements are sound but may have minor section loss, cracking, spalling, or scour.
4	POOR CONDITION – advanced section loss, deterioration, spalling or scour.
3	SERIOUS CONDITION – loss of section, deterioration, spalling, or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	CRITIAL CONDITION – advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	“IMMINENT” FAILURE CONDITION – major deterioration or section loss present in critical structural components, or obvious vertical or horizontal movement affecting structural stability. Bridge is closed to traffic but corrective action may put bridge back in light service.
0	FAILED CONDITION – out of service; beyond corrective action.

EXHIBIT D

BID PROPOSAL, page 1 of 2

Bid of _____ (hereinafter called "**Bidder**"), a contractor organized and existing under the laws of the State of _____, *an individual, a corporation, a partnership doing business as_____.

TO: City of Conyers

(Hereinafter called "**City**")

Gentlemen:

The **Bidder** in compliance with the Request for Proposals for the following work shall:

Supply the necessary materials, labor, and equipment for the Bridge Maintenance & Rehabilitation Project as shown and described in Exhibits A & C.

Having examined the specifications and scope of work and the site(s) of the proposed **Work**, and being familiar with all of the conditions surrounding the locations, including the availability of personnel, equipment, materials and supplies, and at the prices stated in Bid Schedule, proposes to enter into a Contract with the City of Conyers to provide the necessary machinery, tools, apparatus, all materials and labor, and other means necessary to complete the Work.

Bidder agrees that the cost of any Work performed, materials furnished, services provided or expenses incurred, which are not specifically delineated in the Request for Bids, but which are incidental to the scope, intent, and completion of the Contract, shall be deemed to have been included in the prices Bid for the various items scheduled.

Bidder further proposes and agrees hereby to promptly commence the Work with adequate force and equipment within ten (10) calendar days from receipt of Notice to Proceed and to complete the Work within **Six (6) months from Notice to Proceed Date, with Cherokee Run Golf Course Bridges completed by April 1, 2025**, or as may be specified by Special Provisions.

Bidder assumes the responsibility to acknowledge all addenda prior to submittal of his Bid, and accepts that failure to acknowledge receipt of each and every addendum individually, is grounds for finding the Bid non-responsive. All relevant and significant questions will be answered in writing and issued in an addendum and posted to the City's website. Bidder hereby acknowledges receipt of the following addenda:

_____

This the_____day of_____, 20____.

In Testimony whereof I have set my hand and seal the day above written.

Contractor: _____

Signed, Sealed, and Delivered
In the Presence of:

Signed: _____

(L.S.)

Name: _____

Address: _____

City, State, Zip: _____

_____
Notary Public

Fed/SS#:_____

Phone: _____

Fax: _____

Email: _____

EXHIBIT E

BID BOND, page 1 of 2

Five Percent (5%) of **Bid**

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned

_____, as **Contractor**, and

_____, as **Surety**, are hereby held and firmly bound unto CONYERS, GEORGIA, as **City**, in the penal sum of _____ Dollars ($_____) for the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors, and assigns.

Signed this _____ day of _____, 20___.

The condition of the above obligation is such that whereas the **Contractor** has submitted to CITY OF CONYERS, GEORGIA a certain **Bid** attached hereto and hereby made a part hereof to enter into a contract in writing for the following work:

Supply the necessary materials, labor, and equipment for the Bridge Maintenance & Rehabilitation Project as shown and described in Exhibits A & C.

NOW, THEREFORE,

(a) If said **Bid** shall be rejected or in the alternate,

(b) If said **Bid** shall be accepted and the **Contractor** shall execute and deliver a Contract in the Form of Contract attached hereto (properly complete in accordance with said **Bid**) and shall furnish a bond for his faithful performance of said Contract and for the payment of all persons performing labor or furnishing material in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said **Bid**, then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the **Surety** for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation as herein stated.

The **Surety**, for value received, hereby stipulates and agrees that the obligations of said **Surety** and its bond shall be in no way impaired or affected by any extension of the time within which the **City** may accept such **Bids**, and said **Surety** does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the **Contractor** and the **Surety** have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers, the day and year first set forth above.

_____ (SEAL)
Contractor

By: _____

_____ (SEAL)
Surety

By: _____
Georgia Representative

EXHIBIT F

QUESTIONNAIRE

Project Name: BRIDGE MAINTENANCE & REHABILITATION PROJECT

Date: _____

(PLEASE ATTACH SEPARATE SHEETS AS NECESSARY)

*****ALL QUESTIONS MUST BE ANSWERED THOROUGHLY BY THE BIDDER. DO NOT LEAVE ANY QUESTION BLANK. MARK N/A IF NOT APPLICABLE. FAILURE TO THOROUGHLY ANSWER ALL QUESTIONS MAY RESULT IN DISQUALIFICATION OF THE BIDDER. *****

A. GENERAL INFORMATION

1. How many years has your organization been in business as a Contractor?

   _____

2. State the exact and complete name under which you do business.

   _____

   _____

3. State the exact and complete address of facility where service will be provided from.

   _____

   _____

4. How many years has your organization been in business under its present name?

   _____

5. Under what other or former names has your organization operated under?

   _____

B. EXPERIENCE

1. Briefly describe the nature and contract value of projects typically executed by your organization.

   _____

   _____

   _____

   _____

   _____

   _____

2. Provide at least three (3) project and references familiar with projects you have completed in the past five (5) years. Preference should be given to county/state/federal projects. References should not be a current employee or subcontractor that will be utilized by your firm.

Project / Reference #1

a. Organization/Agency Name:

b. Description of Project:

c. Date Started:

d. Date Completed:

e. Value of Contract:

f. Contact Person/Title:

g. Phone Number:

Project / Reference #2

a. Organization/Agency Name:

b. Description of Project:

c. Date Started:

d. Date Completed:

e. Value of Contract:

f. Contact Person/Title:

g. Phone Number:

Project / Reference #3

a. Organization/Agency Name:

b. Description of Project:

c. Date Started:

d. Date Completed:

e. Value of Contract:

f. Contact Person/Title:

g. Phone Number:

C. PERFORMANCE AND COMMITMENTS

1. Has your organization ever failed to complete work awarded to you? If so, where, when, and why? Attach additional sheets as necessary.

_____

_____

2. Has your organization filed a construction claim against the Owner on any work awarded to you within the last five years? If so, where, when, and why? Attach additional sheets as necessary.

_____

_____

_____

3. Have you ever been involved in litigation regarding work awarded to you as a prime Contractor or Subcontractor? Attach additional sheets as necessary.

_____

_____

_____

D. OTHER INFORMATION

Pleas list below any additional information that you believe would assist the City in evaluating the possibility of awarding this Contract to you.

EXHIBIT G
SUBCONTRACTORS NOTIFICATION LIST

Required information on Subcontractors doing work in the City of Conyers.

Please list any Subcontractors and scope of work for each Subcontractor who may be doing work on this project.

General Contractor: _____

Subcontractor: _____

Scope of Work: _____

Subcontractor: _____

Scope of Work: _____

Subcontractor: _____

Scope of Work: _____

Subcontractor: _____

Scope of Work: _____

Subcontractor: _____

Scope of Work: _____

Subcontractor: _____

Scope of Work: _____

EXHIBIT H

Contractor E-Verify Affidavit under O.C.G.A. § 13-10-91(b)(1)

Physical performance of services: Any physical labor and/or any services totaling over $2499.99 in value
Contract: Any agreement in which payment for labor and/or services will be made (verbal, written or PO)

Contractors must be registered with and use the E-Verify program. If you have not registered, you can find the information at www.uscis.gov (click on E-Verify Homepage, see start here direction.)

It is the responsibility of the Contractor to obtain additional E-Verify Affidavits on every Sub-Contractor for this project.

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services on behalf of the City of Conyers has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

Project Name: _____Date of Project: _____

Legal Name of Contractor: _____

Address: _____City: _____State: _____Zip Code: _____

Federal Work Authorization User Identification Number (E-Verify Number): _____ (4-6 digit numeric #)

Date of Authorization: _____

☐ *I have no employees and do not intend to hire any employees. I will provide a photo copy of my State DL or State ID Driver's License Number: _____*

☐ *My state does not require the use of the E-Verify program.*

The undersigned contractor agrees to comply with the federal work authorization program (E-Verify) during any contract entered into with the City of Conyers from this date forward. If the contractors E-Verify status changes at any time, the contractor shall notify the City of Conyers in writing prior to entering into any new contract or bid.

I hereby declare under penalty of perjury that the foregoing is true and correct

_____ _____ _____
Signature of Authorized Officer/Agent Date Printed Name and Title of Authorized Officer/Agent

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE _____ DAY OF _____,20_____

Executed in _____ (City), _____ (State)

_____ _____
NOTARY PUBLIC Signature My Commission Expires

EXHIBIT I

Affidavit Verifying Status for City Public Benefit Application

Page 1 OF 2

By executing this affidavit under oath, as an applicant for a City of Conyers, Georgia Business License or Occupation Tax Certificate, Alcohol License, Taxi Permit or other public benefit as referenced in O.C.G.A. Section 50-36-1, I am stating the following with respect to my application for a City of Conyers, Georgia Business License or Georgia Occupational Tax Certificate, Alcohol License, Taxi Permit or other public benefit *(circle one)* for _____.

[Name of natural person applying on behalf of individual, business, corporation, partnership, or other private entity.]

1) _____ I am a United States citizen.

OR

2) _____I am a legal permanent resident 18 years of age or older or I am an otherwise qualified alien or non-immigrant under the Federal Immigration and Nationality Act 18 years of age or older and lawfully present in the United States. *

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement or representation in an affidavit shall be guilty of a violation of Code Section 16-10-20 of the Official Code of Georgia.

Signature of applicant Date

_____ _____

Printed name

_____

*_____

Alien registration number for non-citizens

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE
_____DAY OF _____, 20___.

_____

Notary Public

_____

My Commission Expires:

*Note: *O.C.G.A.* § 50-36-1(e)(2) requires that aliens under the federal Immigration and Nationality Act, Title 8 U.S.C., as amended, provide their alien registration number. Because legal permanent residents are included in the federal definition of "alien", legal permanent residents must also provide their alien registration number. Qualified aliens that do not have an alien registration number may supply another identifying number below:

EXHIBIT I

Affidavit Verifying Status for City Public Benefit Application

If Item 2 on the previous page is checked you must provide one of the following documents in addition to the Alien Registration Number.

1-327 (Reentry Permit)
1-551 (Permanent Resident Card)
1-571 (Refugee Travel Document)
1-766 (Employment Authorization Card)
Certificate of Citizenship
Naturalization Certificate
Machine Readable Immigrant Visa (with Temporary 1-551 language)
Temporary 1-551 Stamp (on passport or 1-94)
1-94 (Arrival/Departure Record)
Unexpired Foreign Passport
1-20 (Certificate of Eligibility for Nonimmigrant (F-1) Student Status)
DS2019 (Certificate of Eligibility for Exchange Visitor (J-1) Status)
Other —Give copy of other qualified document

In addition to the above documents you must complete the following:

Date of Birth _____This is required by the U.S. Citizenship and Immigration Services.

EXHIBIT J

BUSINESS LICENSE

(Provided by Contractor)

EXHIBIT K

EVIDENCE OF INSURABILITY

(Provided by Contractor)

EXHIBIT L

TAX COMPLIANCE FORM

(W-9 Form Provided by Contractor)

EXHIBIT M

CONTRACT AGREEMENT

THIS AGREEMENT made by and between CITY OF CONYERS, GEORGIA, a municipal corporation chartered and existing under the laws of the State of Georgia, acting by and through its Mayor and Council, hereinafter called **"City"**, and _____ a corporation incorporated and existing under the laws of the State of Georgia, hereinafter called **"Contractor"**.

WITNESSETH: that for and in consideration of the payments and agreements hereinafter mentioned, to be made and performed by the **City**, the **Contractor** hereby agrees to commence and complete the sign project described as follows:

Supply the necessary materials, labor, and equipment for the Bridge Maintenance & Rehabilitation Project as shown and described in Exhibits A & C.

hereinafter called the "Project", for the sum of $ _____ which sum shall include all extra work in connection therewith, under the terms as stated in the Scope of Work, Park Equipment Plans, Park Hardscape Plans, Bid Schedule and Specifications of the Contract. Said Project shall be conducted at **Contractor's** own cost and expense, as necessary to furnish all materials, supplies, machinery, equipment, tools, superintendence, labor, insurance, and other accessories and services to complete the said project in accordance with the conditions and prices stated in the proposal and specifications of the Contract, the plans, which include all explanatory matter thereof, as prepared by the City of Conyers, the scope of work and contract documents hereinafter called the "**Work**", which are incorporated by reference as if fully set forth herein, and which collectively constitute the Contract.

The **Contractor** shall promptly commence the Work with adequate force and equipment within 14 (fourteen) calendar days from receipt of Notice to Proceed or, as will be specified by and agreed upon by the CITY and the Contractor. The competition date shall be **Six (6) months from Notice to Proceed Date, with Cherokee Run Golf Course Bridges completed by April 1, 2025,** or as approved by the City of Conyers.

The **City** agrees to pay the **Contractor** in current funds for the performance of the Contract subject to additions and deductions as provided in the Contract, and to make payments on account thereof as agreed upon by the CITY and the Contractor.

Except for legal process, which may be served as by law provided, all notices required or desired to be given with respect to this Agreement shall be in writing and shall be deemed to have been given when hand delivered or five (5) days after deposited, postage prepaid, with the United States Postal Service (or its official successor), certified, return receipt requested, properly

addresses as follows. Such address may be changed from time to time by either party by written notice to the other.

To **City**:

City of Conyers, Georgia
Department of Public Works & Transportation
901 O'Kelly Street
Conyers, GA 30012

To **Contractor**:

The **City** agrees to pay the **Contractor** in current funds for the performance of the Contract subject to exercise any right or power given it or to insist upon strict compliance by **Contractor** with any obligation imposed on it, and no custom or practice of either party hereto at variance with any term hereof shall constitute a waiver or a modification of the terms hereof by **City** or any right it has herein to demand strict compliance with the terms hereof by **Contractor**.

If any clause or provision of this Agreement is or becomes illegal, invalid, or unenforceable because of present or future laws or any rule or regulation of any government body or entity, effective during its term, the intention of the parties hereto is that the remaining parts of this Agreement shall not be affected thereby.

All provisions of this Agreement are in all respects (including, but not limited to, all matters of interpretation, construction, enforcement, performance and the consequences of breach) to be governed and controlled by the internal laws of the State of Georgia, as amended and now in effect. In the event of any dispute between the parties arising out of or in connection with this Agreement, the parties agree that the sole proper forum for any cause of action shall be in the state courts of Rockdale County, Georgia. Each Party consents and submits to the exclusive personal jurisdiction of and venue in such courts and waives any defenses or claims to the contrary, including but not limited to, lack of jurisdiction or improper venue.

The parties agree that this Agreement shall be deemed to have been jointly and equally drafted by them, and the provisions of this Agreement therefore should not be construed against a party or parties on the grounds that the party or parties drafted or was more responsible for drafting the provision(s).

Contractor shall maintain and keep in effect valid and collectible Comprehensive General Liability Insurance in an amount that is not less than One Million Dollars ($1,000,000.00) combined single limit for bodily injury and property damage. Prior to beginning work on the Project, Contractor shall provide City with a certificate of insurance naming the City as an additional insured on a primary, non-contributory basis on all policies (except workers' compensation). The certificate of insurance shall be sent from Contractor's insurance provider illustrating the aforementioned coverage and endorsements. All insurance required under this Agreement shall be written by insurance companies which are Best-Rated A plus XV or higher, which are acceptable to City in its sole discretion, and which are authorized to do insurance business in the State of Georgia.

Contractor shall defend, indemnify and hold harmless the City and all of the City's officers, agents, servants, or employees for and against all suits, actions, legal proceedings, demands, claims, losses, damages, charges or expenses (including costs and attorney's fees) for any personal injury and property damage that in any way, whether directly or indirectly, results from or arises in conjunction with this Agreement. Contractor further agrees that its contract to indemnify and hold harmless the City, its officers, agents, servants and employees shall not be limited to the limits of the liability insurance under this Agreement. Further, Contractor shall be solely responsible for and shall indemnify, defend and hold harmless the City, its officers, agents, servants, employees, and the Mayor and the City Council and its individual members from and against any and all claims, suits, demands, damages, losses, fines, penalties (including, without limitation, any stipulated or other penalty or fine pursuant to any applicable order or decree), costs, expenses (including, without limitation, expenses of investigation or remediation), loss of use of property, direct and indirect damages, or consequential damages, and all other liabilities whatsoever, including attorney's fees, for or on account of loss of or damage, in any way sustained directly or indirectly by the City by reason of or in connection with the release of any hazardous substances, wastes, toxic materials, pollutants, contaminants, or other regulated materials caused or exacerbated by the negligence or intentional actions or omissions of the Contractor. This obligation is in addition to the obligations imposed on Contractor pursuant to other indemnification provisions stated elsewhere in the Agreement. Contractor is hereby subrogated to any rights of City against any other parties whomsoever in connection therewith. City will promptly notify Contractor of any claim asserted against City on account of any such injury or claimed injury to persons or property, and will deliver to Contractor the original or true copy of each summons or other process, pleading or notice issued in any suit or other proceeding to assert or enforce any such claim, suit or other proceeding promptly after City is served with same.

No modification of any of the terms and conditions of this Agreement shall be effective unless contained in a writing signed by both of the parties. This Agreement contains the entire agreement between the parties hereto, and no promises, agreements, conditions or stipulations not contained herein will be binding upon either party hereto unless executed by the party against whom enforcement is sought.

Time is of the essence of each and every provision of this Agreement.

This Agreement may be executed in any number of counterparts. In that event: (i) the executions shall have the same effect as if all parties had signed the same physical document; (ii) all counterparts shall be construed together and shall constitute one and the same document; and (iii) each document bearing the original execution of any party shall be an original document. Further, an electronic signature shall have the same force and effect as an original signature and shall serve to bind the signing party to this Agreement.

The sub-grantee, contractor, subcontractor, successor, transferee, and assignee shall comply with Title VI of the Civil Rights Act of 1964, which prohibits recipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 200d et seq.), as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this contract (or agreement). Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S.C. §200d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, and herein incorporated by reference and made a part of this contract or agreement.

CONTRACT AGREEMENT

IN WITNESS WHEREOF, the parties to those presents have executed this Contract in two (2) counterparts, each of which shall be deemed an original.

Executed this ___ day of _____, 20___.

CITY OF CONYERS, GEORGIA

ATTEST: _____ By: _____(Seal)

City Clerk

Mayor

City of Conyers

CONTRACTOR

ATTEST: _____ By: _____(Seal)

Secretary or Assistant

_____

(Print)

President or Vice President

Approved as to Form:

_____

City Attorney

100% PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS: that, _____**,** as Principal, hereinafter called **Contractor,** and_____, a corporation organized and existing under the laws of the State of _____, hereinafter called **Surety,** are held and firmly bound unto CITY OF CONYERS, GEORGIA, as obligee, hereinafter called **City**, in the amount _____ ($_____), the payment whereof **Contractor** and **Surety** bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, **Contractor** has by written agreement dated _____, 20___, entered into a contract with **City** for:

Supply the necessary materials, labor, and equipment for the Bridge Maintenance & Rehabilitation Project as shown and described in Exhibits A & C.

in accordance with drawings and specifications prepared by the City of Conyers, which contract is by reference made a part hereof, and is hereinafter referred to as the Contract.

NOW, THEREFORE, the condition of this obligation is such that, if **Contractor** shall promptly and faithfully perform said Contract, then this obligation shall be null and void, otherwise it will remain in full force and effect.

The **Surety** hereby waives notice of any alteration or extension of time made by the **City**.

Whenever **Contractor** shall be, and declared by **City** to be, in default under the Contract, the **City** having performed **City**'s obligation thereunder, the **Surety** may promptly remedy the default, or shall promptly:

1. Complete the Contract in accordance with its terms and conditions; or,

2. Obtain a bid or bids for completing the Contract in accordance with its terms and conditions, and upon determination by **Surety** of the lowest bidder, or, if the **City** elects, upon determination by the **City** and **Surety** jointly of the lowest responsible bidder, arrange for a Contract between such Bidder and the **City**, and make available as work progresses (even though there should be a default or a succession of defaults under the Contract or Contract of Completion arranged under this paragraph) sufficient funds to pay the cost of completion less the balance of the Contract price; but not exceeding, including other costs and damages for which the **Surety** may be liable hereunder, the amount set

forth in the first paragraph hereof. The term "Balance of the Contract Price", as used in this paragraph shall mean the total amount payable by **City** to **Contractor** under the Contract and any amendments hereto, less the amount properly paid by **City** to **Contractor**.

No action can be instituted on this bond after one year from the completion of the Contract and the acceptance by the **City** of the work thereunder.

Signed and sealed this ___ day of _____, 20___.

in the presence of:

Contractor

_____By:_____(SEAL)

Witness

Surety

_____By:_____(SEAL)

Witness

100% LABOR AND MATERIAL PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS: that, _____, as Principal, hereinafter called **Contractor,** and _____, a corporation organized and existing under the laws of the State of _____, hereinafter called **Surety,** are held and firmly bound unto CITY OF CONYERS, GEORGIA, as obligee, hereinafter called **City**, in the amount of _____ ($_____)**,** for the payment whereof **Contractor** and **Surety** bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, Contractor as by written agreement dated _____, 20___, entered into a Contract with City for:

Supply the necessary materials, labor, and equipment for the Bridge Maintenance & Rehabilitation Project as shown and described in Exhibits A & C.

in accordance with drawings and specifications prepared by the City of Conyers, which contract is by reference made a part hereof, and is hereafter referred to as the Contract.

NOW, THEREFORE, the condition of this obligation is such that if the Contractor shall promptly make payment to all claimants as is herein below defined, for all labor and materials used or reasonably required for use in the performance of the Contract, this obligation shall be null and void; otherwise, it shall remain in full force and effect subject, however, to the following conditions:

1. A claimant is defined as one having a direct contract with the Contractor or with a Subcontractor of the Contractor for labor, material, or both, used or reasonably required for use in the performance of the Contract; labor and material being construed to include that part of water, gas, power, light, heating oil, gasoline, telephone service, rental of equipment, or repair of equipment directly applicable to the Contract.
2. The above-named Contractor and Surety hereby jointly and severally agree with the City that every claimant as herein defined, who has not been paid in full before the expiration of a period of ninety (90) days after the date on which the last of such claimant's work or labor was done or performed, or materials were furnished by such claimant, may sue on this bond for the use of such claimant, prosecute the suit to final judgment for such sum or sums as may be justly due claimant, and have execution thereon. The City shall not be liable for the payment of any costs or expenses of any such suit.
3. No suit or action shall be commenced hereunder by any claimant:

100% LABOR AND MATERIAL PAYMENT BOND

Unless claimant, other than one having a direct contract with the Contractor, shall have given written notice to any two of the following: the Contractor, the City, or the Surety above- named, within ninety (90) days after such claimant did or performed the last of the work or labor, or furnished the last of the materials for which said claim is made, stating with substantial accuracy the amount claimed and the name of the party to whom the materials were furnished, or for whom the work or labor was done or performed. Such notice shall be served by mailing the same by registered mail or certified mail, postage prepaid, in an envelope addressed to the Contractor, the City, or the Surety, at any place where an office is regularly maintained for the transaction of business, or served in any manner in which legal process may be served in the State in which the aforesaid project is located, save that such service need not be made by a public officer.

a. After one year from the completion of the Contract and the acceptance by City of the Work thereunder; it being understood, however, that if any limitation embodied in this bond is prohibited by any law controlling the construction hereof, such limitation shall be deemed to be amended so as to be equal to the minimum period of limitation permitted by such law.

b. Other than in a state court of competent jurisdiction in and for the City or other political subdivision of the State in which the Project, or any part thereof, is situated, or in the United States District Court for the district in which the Project, or any part thereof, is situated and not elsewhere.

4. The amount of this bond shall be reduced by and to the extent of any payment or payments made in good faith hereunder, inclusive of the payment by Surety for mechanics' liens which may be filed on record against improvement, whether or not claim for the amount of such lien be presented under and against this bond.

Signed and sealed this ____ day of _____, 20___.

Contractor

_____ By: _____(Seal)

Witness

Surety

_____ By: _____ (Seal)

Witness Georgia Representative

This bond is issued simultaneously with Performance Bond in favor of the City.