

October 20, 2025

Chuck Warbington, P.E.
City Manager, City of Lawrenceville
70 South Clayton Street
Lawrenceville, GA 30046

Re: Letter Agreement for Professional Services for
West Crogan St. over West Pike St. & West Pike St. over CSX RR Bridge Repairs

Kimley-Horn and Associates, Inc. (“Kimley-Horn” or “Consultant”) submits this Letter Agreement (“Agreement”) to City of Lawrenceville (“Client”) to provide structural rehabilitation/repair documents for the existing bridges West Crogan Street over West Pike Street and West Pike Street over CSX Railroad.

Project Understanding

Kimley-Horn understands that the City of Lawrenceville is looking to repair both the West Crogan Street over West Pike Street and the West Pike Street over CSX Railroad bridges as a result of 2023 GDOT Inspection recommendations. In addition to the GDOT recommendations, City of Lawrenceville wants to add additional potential repairs from Kimley-Horn field observation and minor upgrades to improve aesthetics of the bridges.

The West Crogan Street Bridge over West Pike Street (BR#135-0115-0) was constructed in 1989 and is generally in good condition according to the 2023 GDOT inspection report. The report recommends repairs, consisting of cleaning and sealing all joints on the bridge. The client has also requested stormwater improvements and cleaning/painting of the bridge.

The West Pike Street Bridge over CSX Railroad (BR#135-0028-0) was constructed in 1937 and widened in 1981. The superstructure was found to be in good condition, and the substructure to be in fair condition. The report recommends repairs for the bridge, consisting of sealing all joints, sealing the deck wearing surface for all spans, and repairing concrete spalls at bents 2 and 3.

Kimley-Horn understands the Client would like to proceed with an on-site condition assessment, generate repair documents and assist the City of Lawrenceville with bid support and construction administration.

Scope of Services

Kimley-Horn will provide the services specifically set forth below.

Task 1 – West Crogan St. over West Pike St. Bridge Rehabilitation

- Develop a preliminary rough order of magnitude (ROM) OPCC using GDOT pay item format
- Complete an on-site observation of the existing bridge view from the ground during which measurements and photo documentation will be conducted
- Produce rehabilitation and repair plans based on the 2023 GDOT Inspection report and findings from on-site observation. Rehabilitation and repair plans are limited to consist of details and notes for joint replacement, concrete spall repair, bridge deck overlay, crack repair, guardrail replacement and storm drain maintenance
- Develop an OPCC using GDOT pay item format
- Attend up to three (3) virtual meetings with the Client and other design teams

- Prepare special provisions or supplemental specifications for items that are not covered by the standard GDOT specifications or Gwinnett County specifications, current editions
Deliverables: Construction repair documents for specified repair methods, OPCC, and Specifications in .pdf format

Task 2.0 – West Pike St. over CSX Railroad Bridge Rehabilitation

- Develop a preliminary rough order of magnitude (ROM) OPCC using GDOT pay item format
- Coordinate with CSX to obtain a Right-of-Entry Permit and arrange flagging services for the overhead inspection.
- Complete an overhead inspection of the existing bridge during which measurements and photo documentation will be conducted
- Produce rehabilitation and repair plans based on the 2023 GDOT Inspection report and findings from on-site observation. Rehabilitation and repair plans are limited to consist of details and notes for joint replacement, full depth edge beam replacement, in-depth cap spall repair, bridge deck overlay, crack repair, fence installation and repainting beams.
- Develop an OPCC using GDOT pay item format
- Attend up to three (3) virtual meetings with the Client and other design teams
- Prepare special provisions or supplemental specifications for items that are not covered by the standard GDOT specifications or Gwinnett County specifications, current editions
Deliverables: Construction repair documents for specified repair methods, OPCC, and Specifications in .pdf format

Task 2.1 – West Pike St. over CSX Railroad Barrier Replacement and Load Rating (If-needed)

- Evaluate the existing parapet width to determine if it can accommodate fencing. If insufficient, design replacement standard GDOT parapets with adequate width.
- Perform load rating analysis of the bridge beams to verify they can support the additional loading from the new parapets.

Task 3 – Bid Support and Construction Administration

- Provide construction quantities for City’s bid documents
- Attend one (1) Pre-Bid Meeting and assist the City in preparing responses to bidder’s questions during the bidding period
- Support up to two (2) addenda during bidding
- Respond to up to three (3) Contractor RFIs made in accordance with the Contract Documents and issue necessary clarifications and interpretations for design related elements
- Attend one (1) on-site Pre-Construction Meeting conducted by the City before the start of construction
- Attend up to five (5) construction coordination meetings
Review Shop Drawings, which the Contractor is required to submit, for general conformance with construction plans, current GDOT Standard Specifications, and maintaining agency preferences. Any action in response to a shop drawing will not constitute a change in the Contract Documents, which can be changed only through the Change Orders
- Conduct a final site visit to evaluate whether the completed Work of Contractor is generally in accordance with the Contract Documents and the final punch list so that Consultant may recommend final payment to Contractor

Construction documents will be generally consistent with the GDOT Bridge and Structures Design Manual Revision 3.6 and GDOT typical detailing policies. Kimley-Horn will utilize GDOT and Gwinnett County construction details and standard specifications will be referenced, where applicable.

Any structural calculations will be generally consistent with the GDOT Bridge and Structures Design Manual Revision 3.6, AASHTO LRFD Bridge Design Specifications 9th Edition (AASHTO LRFD). Design of contractor design elements, such as shoring, temporary bridges, or other temporary works for construction purposes, is not included in this scope.

All other disciplines of engineering services, including, but not limited to, survey, geotechnical, traffic, lighting, hydraulics, and environmental will be provided by others or under separate agreements.

Kimley-Horn shall have no responsibility for any contractor's means, methods, techniques, equipment choice and usage, equipment maintenance and inspection, sequence, schedule, safety programs, or safety practices, nor shall Kimley-Horn have any authority or responsibility to stop or direct the work of any contractor. Kimley-Horn's reviews or visits will be for the purpose of observing construction and reporting to the Client whether the contractors' work generally conforms to the construction documents prepared by the City. Kimley-Horn neither guarantees the performance of contractors, nor assumes responsibility for any contractor's failure to perform its work in accordance with the contract documents.

Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at Kimley-Horn's then-current hourly rates. Additional services Kimley-Horn can provide include, but are not limited to, the following:

- Structural analysis, design, or inspection of additional components not specifically identified in this document
- Utility coordination
- Roadway or traffic details and plans

Information Provided By Client

Kimley-Horn shall be entitled to rely on the completeness and accuracy of all information provided by the Client or the Client's consultants or representatives. The Client shall provide all information requested by Kimley-Horn during the project, including but not limited to the following:

- Construction documents and/or As-built bridge plans, if available
- Previous inspection or structural assessment reports not filed on GeoPI (GDOT), if available
- Bridge widening or repair documents, if available

Schedule

Kimley-Horn will perform the services as expeditiously as practicable with the goal of meeting a mutually agreed upon schedule.

West Crogan St. over West Pike St. Bridge

- (1) NTP Approximately November 15, 2025
- (2) Preliminary ROM OPCC Approximately December 15, 2025
- (3) Data Collection Approximately December 31, 2025
- (4) Construction Plans, OPCC, & Specs Approximately April 15, 2026

West Pike St. over CSX Railroad Bridge

- (1) NTP Approximately November 15, 2025
- (2) Preliminary ROM OPCC Approximately December 15, 2025
- (3) Data Collection Approximately April 15, 2026
- (4) Construction Plans, OPCC, & Specs Approximately September 15, 2026

Kimley-Horn will make every reasonable effort to facilitate a timely permitting process; however, we cannot guarantee specific permit approval dates. Please note these permitting and review durations may impact the schedule.

Fee and Expenses

Kimley-Horn will perform the services in Tasks 1-3 on a labor fee plus expense basis with the maximum labor fee shown below.

Task Number & Name		Labor Fee	Fee Type
1	West Crogan St. over West Pike St. Bridge Rehabilitation	\$31,077	Hourly, Not-to-Exceed
2.0	West Pike St. over CSX Railroad Bridge Rehabilitation	\$58,355	Hourly, Not-to-Exceed
2.1	West Pike St. over CSX Railroad Barrier Replacement and Load Rating (If-needed)	\$14,185	Hourly, Not-to-Exceed
3	Bid Support and Construction Administration	\$20,014	Hourly, Not-to-Exceed
Total Labor Fee		\$123,631	
Estimated Expenses		\$15,000	
Total Fee		\$138,631	

Kimley-Horn will not exceed the total maximum labor fee shown without authorization from the Client. However, Kimley-Horn reserves the right to reallocate amounts among tasks as necessary.

Labor fee will be billed based on current master contract hourly rates established in our 2025 renewal. Administrative time related to the project may be billed hourly. Estimated expenses include anticipated cost of railroad permitting, traffic control and equipment necessary to perform inspections. All other permitting, application, and similar project fees will be paid directly by the Client. Should the Client request Kimley-Horn to advance any such project fees on the Client's behalf, an invoice for such fees, with a ten percent (10%) markup, will be immediately issued to and paid by the Client.

Payment will be due within 25 days of your receipt of the invoice and should include the invoice number and Kimley-Horn project number.

Closure

If you concur in all the foregoing and wish to direct us to proceed with the services, please provide Kimley-Horn with a Work Authorization for review and signature. We appreciate the opportunity to provide these services to you. Please contact me if you have any questions.

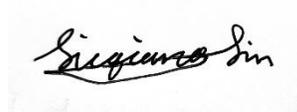
Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Darren Wilton, P.E.

Project Manager



Liu Qiang (John) Lin, P.E.

Structural Engineer