



**Action Requested/Required:**

- Vote/Action Requested
- Discussion or Presentation Only
- Public Hearing
- Report Date: \_\_\_\_\_
- Hearing Date: \_\_\_\_\_
- Voting Date: \_\_\_\_\_

**Department:** Community Development      **Presenter(s) & Title:** Bethany Watson  
City Engineer

**Agenda Item Title:**

Discussion on Award of Canton Creek Pedestrian Bridge and Sidewalk Improvement Project Design Services and Construction Management to Practical Design Partners in the amount of \$810,800.00

**Summary:**

The City was awarded a \$2.2 million dollar grant for the design and construction of the Canton Creek Pedestrian Bridge and Sidewalk Improvement Project by the Office of Planning and Budget for Improving Neighborhood Outcomes in Disproportionately Impacted Communities.

The City has issued a Request for Proposals for professional engineering services and construction management for the Canton Creek Pedestrian Bridge and Sidewalk Improvement Project in January 2024. On February 6, 2024 three (3) proposals were received for review and consideration. The evaluation committee reviewed and evaluated each proposal in accordance with the selection process outlines in the RFP. The highest points were awarded to Practical Design Partners(PDP). Staff has met with PDP and negotiated costs and received a proposal for scope and costs.

**Budget Implications:**

Budgeted?  Yes    No    N/A

Total Cost of Project:    Check if Estimated

Fund Source: General Fund    Water & Sewer    Sales Tax    Other:

**Staff Recommendations:**

Staff will make a recommendation at the next meeting

**Reviews:**

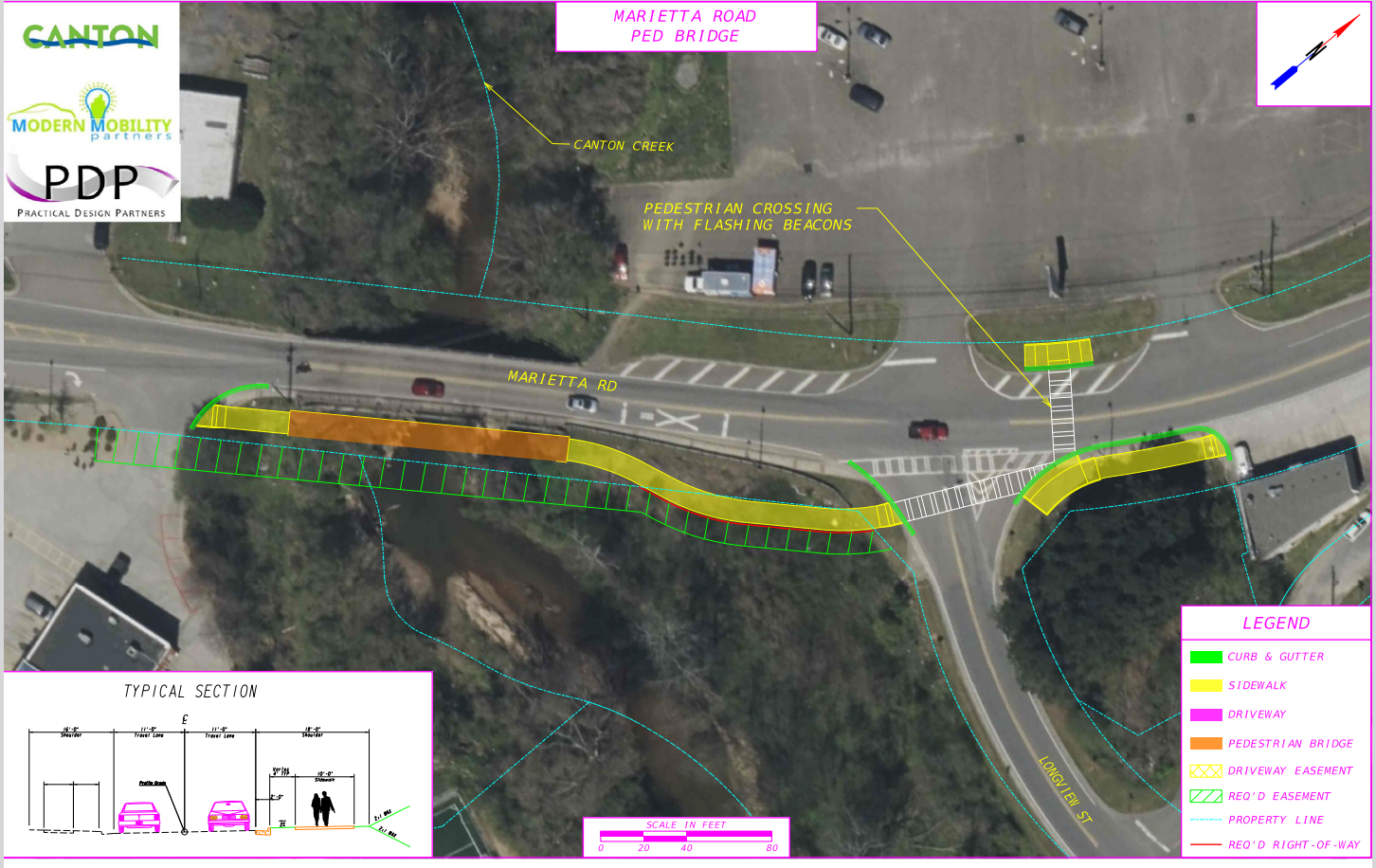
Has this been reviewed by Management and Legal Counsel, if required?    Yes    No

**Attachments:**

RFP - PDP  
Proposal  
Agreement



PRACTICAL DESIGN PARTNERS



Original concept developed by PDP

# CITY OF CANTON, GEORGIA

**66114-24-RFP-0104, Professional Engineering Services for Design & Construction Management of the Canton Creek Pedestrian Bridge & Sidewalk Improvement Project**

**February 6, 2024**



February 6, 2024

RFP Review Committee  
City of Canton  
110 Academy Street  
Canton, GA 30114

Re: Request for Proposals- 66114-24-RFP-0104, Professional Engineering Services for Design and Construction Management of the City of Canton Pedestrian Bridge and Sidewalk Improvement Project

To Whom It May Concern:

Practical Design Partners, LLC (PDP) is excited to present our proposal for a pedestrian bridge and sidewalk improvements for the City of Canton. Our employees combine over 100 years of project management and design experience, built around a reputation of responsiveness and partnership with our clients. We strive to make your job easier, to deliver projects on time and budget, all while using a practical design approach. We will leverage our experiences supporting the City of Canton on previous projects so all the City's goals and deliverables are achieved in an efficient manner.

We offer the following unique qualities for the City of Canton:

- **Experience working with city staff on similar projects.** PDP is one of the City's "on-call" consultants for professional engineering services. Over the last two years, we have worked closely with City staff on several projects, including the W Main Street Pedestrian Corridor. This project provides a wider sidewalk and on street parking along W Main Street and will serve as a potential connector to the Mill on Etowah through future projects. Through this experience, PDP has become a trusted resource to the City built on quality, nimbleness, and responsiveness.
- **Local Project Manager.** I live and work just east of the City of Canton in unincorporated Cherokee County. My family and I spend a lot of our personal time in the city, enjoying the many quality restaurants, parks and trails, and unique shops. I am personally invested in the controlled growth, improved mobility, and safety enhancement projects that the City has in the pipeline, including this pedestrian bridge and sidewalk project which may become part of larger scale redevelopment of the Marietta Road corridor.
- **Prior experience on this project.** PDP assisted Modern Mobility Partners (MMP) with the City of Canton's Transportation Master Plan and is currently working with MMP for the City's Downtown Master Plan (DMP). Through this experience, I have gained a better understanding of the City's priorities. This project was initially developed to improve safety and walkability along Marietta Road from Hickory Flat Highway into the downtown area. PDP developed the original concept for this project, as attached to the RFQ.
- **Qualified team of consultants.** PDP has completed numerous sidewalk and trail installation projects since our inception in 2020. This includes projects for local municipalities, counties, and GDOT. We understand the challenges associated with this type of project, including: minimizing right-of-way and utility conflicts, ensuring positive drainage, and providing safe infrastructure for pedestrians. We have included MMP on the team to provide consistency and ensure the



PRACTICAL DESIGN PARTNERS

project meets the long-term goals for Marietta Road and the DMP. MMP has extensive experience over the last two years coordinating with City staff and the public and will lead our team with the public involvement efforts. Another key teaming partner is Kimley-Horn and Associates (KHA). PDP and KHA have worked extensively together on similar projects where KHA has provided structural, hydraulics, and environmental services to PDP. KHA has thoroughly reviewed this project, discussed with the City, and assisted in developing our unique approach.

- **Availability:** PDP constantly manages our workload and commitments to ensure we are not overextending our staff and have the appropriate staff in place to meet our clients' schedules. For this project, Ian Maxfield, PE and myself have immediate availability to start work upon receiving Notice to Proceed. We have also selected teaming partners based on their availability to perform the selected services expeditiously and the schedule provided in this proposal was based on their commitments.

We look forward to continuing our personal relationships with the City of Canton and providing you with the professional services that you deserve and expect. Please do not hesitate to contact me at (678) 920-0268 or brobinson@practicaldesignpartners.com if you have any questions.

Sincerely,

**Practical Design Partners, LLC**

A handwritten signature in blue ink, appearing to read 'BRAD ROBINSON', is written over a light blue horizontal line.

Brad Robinson, PE  
Project Manager  
Vice President





# SECTION 1 INFORMATION



## WHY PDP?

Our key team leaders have supported the City of Canton on two pedestrian improvement projects, an intersection improvement, and 2 master plans, and hold an on-call contract with the City.

**Practical Design Partners LLC (PDP)**, founded by Angela Snyder, PE and Brad Robinson, PE, began operations in 2020. Both Angela and Brad have great reputations as leaders in the transportation engineering community and are trusted partners to their clients. They decided to start their own engineering firm to be able to focus more on delivering the exceptional services that their clients have grown to expect from them. Over the last 3+ years, PDP has grown to a firm of 14 employees, including 4 project managers, 8 engineers, and 2 administrative / marketing staff. PDP has gained experience on 120 contracts as a prime consultant or subconsultant for GDOT, counties, and local municipalities. PDP’s services on these contracts have ranged from project management, deputy project management, lead roadway design, drainage and MS4 design, public involvement, and utility coordination. PDP supports a range of projects, from small sidewalk installations, drainage enhancements, intersection improvements and bridge replacements to major roadway widenings, new location roadways and interchange reconstructions.

**PDP is a Georgia-based, female-owned, certified DBE firm.** We continue to strive to be a respected firm known for our superior customer service and the quality of the plans we produce. Our core values serve as a guideline for our firm, and play a crucial role in the way we operate.

## OUR CORE VALUES:

To exhibit ownership in all that we do:



**By providing quality solutions and service to our clients**



**By engaging and supporting our employees**



**By giving back to the community**

PDP’s vision of **providing exceptional services to improve our local communities** is only made possible through the support and partnership of an innovative and diverse team. Our employees are the source of our successes, and we strive to maintain an environment where value is placed on a work-life balance. While each of our employees works from their home office, we plan monthly team-building events so that we’re able to gather together and

# SECTION 1 INFORMATION CONTD.

continue to foster our relationships together as a firm. These events range from picnics with our team and their family members, hiking, bowling, and dinner close to our shared office space.



## OUR MISSION

To provide solutions to our clients' infrastructure needs based on our proven experience in the industry and to provide an engaging culture for our employees.

One of the core mission statements at Practical Design Partners (PDP) is to further invest in our community by participating in various volunteer opportunities and events. Since our founding, PDP employees have placed an emphasis on planning and engaging in activities as a team to better our surrounding communities and world. We strive to identify opportunities to engage with and support our community members while also spending time together as a company. In addition to the company volunteer events mentioned below, we also regularly participate in and advocate for STEM related activities that benefit our local community, both through organized events as well as individually through our neighborhood schools.



Recently, our employees chose to support Operation Christmas Child in their mission to provide gifts to impoverished children during the holiday season in the form of a shoebox filled with essential items (*as shown in the picture to the right*). Each of our employees was given the opportunity to support a child or children by purchasing and donating toys, school supplies, personal care items, and more. Our team provided enough items to fill 15 shoeboxes, which we then carefully packed and wrapped together in our office. PDP also previously supported patients at Children's Healthcare of Atlanta by donating 15 Lego kits to help pass the time during their stay. Before delivering our donations, each employee spent time designing a unique Lego creation to include within each of the kits, along with directions on how to build it. This allowed our team to create a special experience for each of the children who would be given the opportunity to play with the Lego kits during their time at the hospital.

Our core values, mission and vision work together to build a cohesive team of professionals that fosters collaboration and teamwork in order to succeed at providing the exceptional services our clients have come to expect from PDP.



## SECTION 2

# IDENTIFICATION OF PROPOSER

### NAMES, OFFICES, ADDRESSES, EMAIL ADDRESSES, AND PHONE NUMBERS FOR CONSULTANT AND SUBCONSULTANT STAFF

#### Practical Design Partners LLC:

**Contact:**

- Brad Robinson, PE, Project Manager
  - » (678) 920-0268 // brobinson@practicaldesignpartners.com
- Ian Maxfield, PE, Design Lead
  - » (404) 358-2801 // imaxfield@practicaldesignpartners.com

**Company Address:**

- PO Box 3111, Tucker, GA 30085

While PDP is headquartered in Tucker, Georgia, all of PDP's 14 employees work out of their home offices. Through the Microsoft Teams application and SharePoint, each employee has the ability to communicate instantly and conduct video conferencing when needed, with each other, with our clients, and with our subconsultants. We believe that this flexibility combined with the latest technology promotes efficiency throughout all management and design tasks. Brad lives and works in unincorporated Cherokee County, just east of the City of Canton. Ian lives and works in Cumming, GA. The majority of production work will occur from these locations.

#### Contour Engineering, LLC

**Contact:**

- Jim Gough, Geotechnical Lead
  - » (205) 368-1179 // jgough@teamues.com

**Company Address:**

- 109 Mountain Brook Drive, Holly Springs, GA 30155
- 1955 Vaughn Road Northwest, #101, Kennesaw, GA 30144
  - » *The majority of production work will occur at this location*

#### KCI Technologies, Inc.

**Contact:**

- Chris "Amos" Adams
  - » (770) 262-9019 //christopher.adams@kci.com

**Company Address:**

- 310 Paper Trail Way, Suite 103, Holly Springs, GA 30115
  - » *The majority of production work will occur at this location*
- 3476 Palmer Drive, Building A, Loganville, GA 30052



## SECTION 2

# IDENTIFICATION OF PROPOSER CONTD.



### Kimley-Horn

#### **Contact:**

- Nathan Currier, P.E., S.E., Structural Design Lead
  - » (404) 419-8770 // nathan.currier@kimley-horn.com
- Patrick Smith, RPA, Environmental, NEPA and Permitting
  - » (678) 710-9497// patrick.smith@kimley-horn.com

#### **Company Address:**

- 1200 Peachtree St. NE, Suite 800, Atlanta, GA 30309
  - » *The majority of production work will occur at this location*
- 3930 E Jones Bridge Rd., #350, Peachtree Corners, GA 30092

### Modern Mobility Partners

#### **Contact:**

- Chirag Date, AICP, LEED GA, Public Involvement Lead
  - » (404) 492-8003 //cdate@modernmobilitypartners.com

#### **Company Address:**

- 57 Forsyth St. NW, Suite 201, Atlanta, GA 30303
  - » *The majority of production work will occur at this location*







# SECTION 3 PROJECT OVERVIEW & APPROACH



## PROJECT OVERVIEW

The PDP team understands that the City of Canton seeks to utilize the Improving Neighborhood Outcomes in Disproportionally Impacted Communities grant (\$2.2M) to design, permit, and construct a new pedestrian bridge over Canton Creek parallel to the Marietta Street Bridge. The City is seeking the expertise of engineering consultants who can provide professional services to assist in the delivery of this project. We have reviewed the Scope of Services included with the RFQ and developed an experienced team of professionals highly capable of delivering this project. We have also visited the site to determine the design challenges that will likely be encountered. We believe that the PDP team has the familiarity of the project area and the expertise necessary to accomplish this goal.

This project was identified as a need during the development of the City's Transportation Master Plan. **Modern Mobility Partners (MMP)** developed that plan with technical input from **PDP**. The team documented and analyzed the existing conditions in the study area, including sidewalk gaps, bicycle travel patterns and dedicated facilities, areas of congestion, current traffic flow, and more to understand the City's needs and plan for the future. The team also assessed the needs, issues, and opportunities in the area and developed innovative solutions for the City including system operations improvements, access management strategies, and transportation demand management, among others, rather than simply increasing the roadway capacity in and around the study area.

The original concept that we completed as part of the master plan provided a 10' wide sidewalk along the eastern side of Marietta Road terminating at East Marietta Street and included the new pedestrian bridge, railroad crossing, and a midblock crossing at the intersection with Dr John T Pettit Street. We understand that the City intends to address the more immediate need of providing the Sunnyside area with safer pedestrian access over Canton Creek to the Salvation Army and Family Dollar development on the west side of Marietta Road. PDP subsequently revised the concept to the one provided with this RFQ.



*Canton Village shopping center*



*Welcome to Sunnyside*



The subject project description reduces the sidewalk width to eight feet, moves the mid-block crossing to the south, and the intersection of Longview Street. MMP and PDP have also been part of the discussions to prepare a Gateway Concept Plan around the Hickory Flat Highway and Marietta Road intersection. The team understands that this concept plan (if approved) will explore ideas that may come to fruition as long-term plans. To that end, having MMP as part of this team will help in maintaining cohesive planning oversight and continuity in the overall vision.

## PROPOSED APPROACH

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The PDP team will be responsible for delivering all phases of the project to the City of Canton, including concept development, database development, environmental studies and permitting, geotechnical investigations, and design of the pedestrian bridge and sidewalk approaches. The following approach walks through each anticipated phase for this project:

### Concept Development

Although there is a conceptual layout previously developed for this project, PDP anticipates the need to revisit the alternative to meet the long-term goals for the Marietta Road corridor. MMP is included on the PDP team to help ensure the pedestrian bridge and sidewalk locations are consistent with the completed planning efforts and those that are ongoing for the area. A more ideal location for the pedestrian bridge may be on the west side of Marietta Road to provide a more direct connection to the commercial development. Installing the bridge on the west side of Marietta Road would also simplify construction of the pedestrian bridge and potentially reduce environmental impacts by avoiding the stream’s meandering path on the east side, as discussed later in further detail.

The PDP team will provide concept level sketches that contain the evaluation of bridge placement options, including the length and location of abutments and bents, concept level profiles based on GIS, typical sections, design criteria, anticipated utility impacts, and hydrologic impacts. A high level conceptual layout has already been developed and is included at the end of Section 3 (Figure 1). A site visit will be completed to supplement the concept design with other information that may be impactful to the design including utilities, drainage issues or existing facilities that may not be visible from aerial imagery.

The concept design will consider the constructability of each alternative due to the stream topography to the east and west of the bridge, as well existing utilities within the project footprint. It will also review the hydrologic needs due to the bridge being completely within the FEMA floodzone AE. The alternatives will also consider the permitting requirements for coordination with the Army Corps of Engineers to minimize impacts to Canton Creek and stay within the exemption areas. A concept level cost estimate will be prepared for each alternative along with a summary of the technical pros and cons. PDP and MMP will work closely with the City to finalize the preferred location of the bridge and sidewalk prior to moving into the subsequent phases. Our goal is that after selection of the preferred



### WHY PDP?

We will continuously explore and present cost-effective solutions for the City of Canton.

alternative and moving into preliminary design, the City will feel confident in the PDP team's ability to deliver the proposed design within the agreed upon budget and schedule needs.

MMP will lead any public and stakeholder engagement required for this project. Under the Transportation Master Plan and ongoing Downtown Master Plan, MMP has very recent experience engaging the Canton community through tours of businesses, project crawls, and design charettes, in addition to standard open house meetings. They have gathered and synthesized valuable input from city staff and stakeholders and will utilize this experience in their public outreach efforts to determine the best means of outreach for the Marietta Road pedestrian bridge project.

### Database Development

After selection of the preferred alternative, the PDP team will move immediately into developing the survey database. We have partnered with **KCI Technologies (KCI)** to complete the database. PDP has worked closely with KCI on several recent projects to complete survey services, including required FEMA surveys, and PDP has found their work to be thorough and very timely. KCI also has a remote survey office located in Holly Springs, GA, which will provide them quick and easy access to the City of Canton.

KCI will obtain addresses through Cherokee County Tax office records for current property owners. A notification letter will be sent to each owner prior to conducting the field survey. KCI will then determine the proximity of National Geodetic Survey (NGS) monuments (The site is within 600' of NGS monument E57). Utilizing Global Positioning System (GPS) units, field crews will establish the projects primary control by verifying surrounding NGS monuments and placing survey control throughout the project area. Site control will then be established utilizing a robotic total station through conventional survey methods. Once site control is established digital leveling will be performed for the entire survey route. This data will then be combined and analyzed for accuracy and adjusted accordingly.

A field run 2-foot contour interval topographic survey will be performed throughout the project area. Horizontal datum will be based on Georgia State Plane coordinates and elevations will be based on NAVD88. All main features of the topography along the route will be noted, including but not limited to the following:

- Streams
- Ditches
- Above ground utilities
- All previously marked underground utilities
- Roadway markings
- Traffic control devices
- Landscape areas
- Mailboxes
- Storm and sanitary sewer fixtures with size, type and invert
- Edge of pavement
- Curb lines with top and gutter elevation
- Bridges
- Walls
- Sidewalks
- Driveways
- Buildings
- Signs

Contours shown will be based on random traverses and spot elevations will be taken at an approximate 50' grid pattern to insure such an accuracy that not less than 90% of the contours shown will be out of vertical position by more than ½ of the contour interval according to State of Georgia Law. Stream Hydraulic Mapping will be performed to GDOT Automated Survey Manual Standards.

KCI understands that right of way resolution and boundary lines will need to be identified for the entire route. Their survey team will obtain right of way plans, deeds, plats and any other pertinent information in order to establish this information. Monumentation will then be located during the field survey for right of way and boundary analysis and resolution.

### Environmental Studies and Permitting

Kimley-Horn and Associates (KHA) will lead the environmental efforts, structural design, hydraulic analysis and landscape architecture (as needed) for this project. PDP is working closely with the KHA team on another similar project for the City of Johns Creek, which proposes to install additional pedestrian facilities over a perennial stream through the use of a pedestrian bridge or bridge culvert. The KHA environmental team are experts in their field and will assist the City in navigating the permitting requirements.

As previously mentioned, this project is funded through the Improving Neighborhood Outcomes in Disproportionately Impacted Communities grant. This grant's funding stems from the Coronavirus State and Local Fiscal Recovery Funds (SLFRF) under the American Rescue Plan Act (ARPA). According to our research, the National Environmental Policy Act (NEPA) does not apply to projects funded by this grant, unless other federal funds are used, or other federal actions are required for the project. Therefore, Kimley-Horn proposes a project-specific approach which would avoid federal actions from environmental oversight agencies in order to avoid a NEPA document and significantly expedite the project's delivery date.

An environmental screening done in the preparation of this proposal revealed the following potential environmental constraints in the project vicinity:

- The proposed pedestrian bridge would cross Canton Creek, a federally jurisdictional Water of the U.S. and a buffered State water.
- Canton Creek contains suitable habitat and known occurrences for several protected aquatic species, including the Cherokee darter, Etowah darter, amber darter, and frecklebelly madtom. In addition, known occurrences of the protected gray bat and tricolored bat have been documented approximately 1.5 miles to the east.
- The project is just south of the National Register of Historic Places-listed Canton Historic District.

From an environmental perspective, constructing the pedestrian bridge and sidewalk on the west side of the Marietta Road bridge is more advantageous. The existing conditions west of Marietta Road are favorable for a pedestrian bridge to clear span Canton Creek at a

## SECTION 3

# PROJECT OVERVIEW & APPROACH CONTD.



### PDP ADVANTAGE

Our teaming partner, KHA, understands the schedule implications of USACE and GA-EPD permits, and will curate creative solutions in an effort to avoid these types of permits.

perpendicular angle, which would avoid the need for a United States Army Corps of Engineers (USACE) permit or a stream buffer variance from the Georgia Environmental Protection Division (GA-EPD). Avoiding the USACE permit in particular is critical, because requiring one would qualify as a federal action, potentially opening the project up to compliance with Section 106 of the National Historic Preservation Act, Section 7 of the Endangered Species Act, and other federal regulations.

KHA personnel has extensive experience dealing with these types of constraints through their numerous pedestrian trail and bridge projects throughout the state. KHA implemented a similar project approach on the Firefly Bridge over Trail Creek Crossing project, which rehabilitated an existing historic structure into a bridge containing a multi-use trail over a jurisdictional stream. Because that project design spanned the stream at a perpendicular angle, no permit from USACE or GA-EPD was required, which would have exposed the project to numerous environmental hurdles in the form of Section 106 compliance.

### Geotechnical Investigations

**Contour Engineering (Contour)** will provide geotechnical services which will include a Bridge Foundation Investigation (BFI). Contour's local office is located in Holly Springs, GA, and they are very familiar with the soils in this region. The subject project lies within the Piedmont Physiographic Province. The typical soil profile for the Piedmont Physiographic Province consists of surficial soils that are the residual products of the in-place weathering of the parent rock. The underlying rocks are Mica Schist/ Metasiltstone. Typical foundation support for road and pedestrian bridges are on driven steel H-piles. The H-piles are driven to very dense weathered rock or to the parent bedrock which may be encountered at depths ranging from 30 to 60 feet. Helical piers are another cost-effective foundation support alternative for pedestrian bridges that can be evaluated.

Field work for the foundation investigation will include performing soil test borings at each end bent of the pedestrian bridge. The intent would be to perform the soil test borings within the right-of-way; however, overhead powerlines and/or underground utilities within the right-of-way may require that the soil test borings be performed in the roadway. If that is the case, lane and/or shoulder closures will be required. The road closures will be performed in accordance with MUTCD guidelines and will be coordinated with the City of Canton.

### Engineering Design

The PDP team will complete design activities including the design of the pedestrian bridge, hydraulic analysis, sidewalk, and mid-block crossing. Landscape architecture capabilities are also included on the team to be used as needed.



## SECTION 3

# PROJECT OVERVIEW & APPROACH CONTD.



*Existing sidewalk- east side of bridge*



*Worn foot path on west side of bridge*

As mentioned previously, there are advantages from an environmental perspective to shift the bridge to the west side of the roadway. From a planning perspective, there is already existing sidewalk, though narrow, on the east side of the bridge. There is no sidewalk on the west side, but there is a worn foot path indicating that pedestrians are crossing the bridge on the west side even without the sidewalk. And from a design perspective, shifting the bridge to the west could make better use of the existing terrain and shorten the bridge span across Canton Creek. For either alignment, KHA would aim to layout the bridge span and abutments outside of the stream limits and possible stream buffer, eliminating permitting costs and schedule impacts. For either side of Marietta Road, the bridge layout would consider sufficient offset from the existing bridge to accommodate a future replacement or realignment.



*Stream skew on east side*

The current proposed trail alignment to the east of Marietta Road presents several challenges, including:

- A 150-ft span or longer bridge would be needed to set the bridge foundations outside the stream buffer limits due to the skew and bend of the creek
- Additional retaining walls due to the slope of the roadway embankment north of Canton Creek
- Environmental permitting is likely due to the encroachment of wall foundations into the stream buffer.

If this alignment on the east side is selected, we would minimize impacts as much as possible with careful layout of the bridge and wingwalls

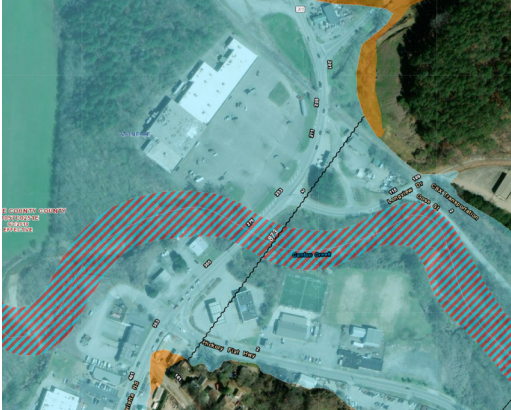
Alternatively, an alignment west of Marietta Road provides:

- A shorter bridge span length of approximately 130-ft, similar to the existing vehicular bridge
- The relatively flat terrain west of the road should eliminate the need for additional retaining walls to support the sidewalk
- A perpendicular creek crossing west of Marietta Road lends itself to a more efficient bridge span both from a hydraulic and structural design.



## SECTION 3

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*Snip of FEMA floodplain*

KHA will request the effective FEMA hydraulic model and future conditions model. If the future conditions model is not available, KHA will coordinate with the City to develop an approach for addressing future conditions ordinance requirements as they relate to the proposed pedestrian bridge. By establishing a low chord height that is equal to or slightly higher than the adjacent vehicle bridge, the project may qualify as an extension of existing conditions, thereby negating the need for special studies. KHA will work with the City to determine floodplain mapping requirements for the project and is prepared to provide future conditions modeling if required.

To accomplish the no-rise criteria for the project, KHA will convert the effective FEMA hydraulic model to HEC-RAS version 6.4. The HEC-RAS model will be updated with new field survey to create a revised existing conditions hydraulic model.

The proposed conditions HEC-RAS model will be developed using the conceptual bridge layout. The goal of this analysis is to show no increase in the 100-year future conditions floodplain elevations. The proposed bridge design will be coordinated with the structural team to find a bridge layout and elevations that meet the no-rise condition requirement for this project. Compensatory storage volume calculations will be performed as needed for any fill placed within the FEMA or future conditions floodplain.

A “No-Rise” analysis report will be prepared that summarizes the hydrologic and hydraulic modeling performed for this project. This report will include a summary of the hydraulic analysis methods, assumptions, and results to demonstrate compliance with Canton’s floodplain development ordinance. The report will also include figures and detailed model output for the effective, revised existing, and proposed conditions floodplain mapping. A “No-Rise” certification statement will be provided if applicable. Every effort will be made to develop a bridge layout that achieves a “No-Rise,” however, if a CLOMR is required by FEMA because the no-rise conditions cannot be met for fill within the regulatory floodway, KHA can assist with the CLOMR and/or LOMR applications if those are required.

We recommend that the 8-foot trail include 1-ft shoulders on either side for a total clear width of 10-feet along the bridge. Based on experience with prefabricated bridge manufacturers, out-to-out bridge widths wider than 14-ft total width, including the structure, require the bridge to be prefabricated offsite in two sections with a longitudinal splice and then spliced together at the project site due to shipping constraints. Based on our experience, prefabricated bridges designed with a 12’ or less clear width can be constructed less than the 14-ft total width limitation for shipping. Benefits also include a majority of the fabrication to occur in a controlled environment where quality control can be maintained and can provide for quicker installation once the bridge is delivered to the project site.



# SECTION 3

# PROJECT OVERVIEW & APPROACH CONTD.



1.



2.



5.

1-4: Utilities in project area

5: Telephone conduits attached to bridge  
6: Gas line attached to bridge



3.

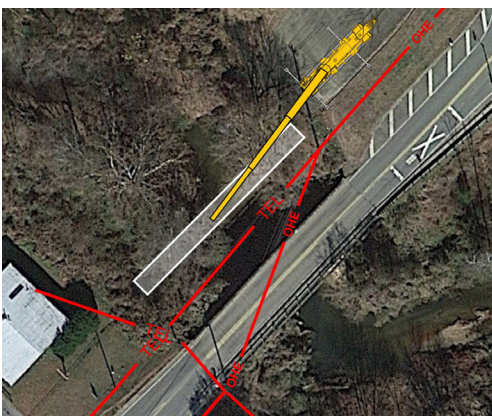


4.



6.

Our team is aware of several utilities along this corridor that will require careful coordination and preliminary planning to minimize relocations and impacts to existing infrastructure. Existing overhead power and telecommunications lines parallel Marietta Road over Canton Creek located approximately 10-ft west of the existing bridge. The bridge inspection report also indicates a 6" diameter gas line attached to the west side of the existing bridge and as many as nine 4 ½" diameter telephone conduits attached to the East side. PDP will coordinate with utility owners to evaluate the design and any impacts to their facilities. Utility relocations will be requested from the utility owners, as needed, and incorporated into the plans. KCI also has the capabilities to perform any required subsurface utility explorations as needed.



Crane configuration

The overhead utilities within the corridor will be challenging when setting the prefabricated bridge. Our team has reviewed the existing utilities and project site constraints and sees several benefits when it comes to constructability to locate the trail alignment west of Marietta Road and the overhead utilities that parallel the road. The large, paved parking lot north of the existing Marietta Road bridge allows sufficient space to deliver and fabricate the bridge sections. A large crane could easily set the prefabricated bridge from this lot and avoid conflicts with the existing overhead utilities completely. It would also significantly reduce or eliminate the need for lane closures on Marietta Road; however, the pedestrian bridge would be offset more from the vehicular bridge to avoid these overhead utilities.



## SECTION 3

# PROJECT OVERVIEW & APPROACH CONTD.

When considering the proposed concept alignment on the east side of Marietta Road, there is limited space to assemble the prefabricated bridge and a multi-day lane closure of Marietta Road may be required to assemble and set the bridge. Additional fill and grading for a temporary crane mat on the north side of Canton Creek is likely needed to set the bridge with a single crane. Otherwise, two smaller cranes positioned on either side of the creek to perform a complicated tandem lift may be necessary. KHA worked closely with the contractor and client during the design and construction of the South Fork Confluence Bridge to set a 175-ft prefabricated pedestrian bridge using a single crane and avoiding trees and nearby light poles that were to remain in place when the bridge was installed.

Our team will work with the City and the pedestrian bridge fabricator to develop aesthetic design details and specifications for the proposed pedestrian bridge. Aesthetic enhancements can include signage or lettering, arched truss, lighting, or stone veneer enhancements at the abutments. The bridge could be constructed to remain stand-alone in a park setting should Marietta Road be relocated one day in the future. The aesthetic features will be sufficient for a stand-alone pedestrian bridge as well.

If desired by the City, KHA can also complete landscaping plans. Considerations could be taken to integrate trailheads and bridge transitional landings into parklike environments. Pocket parks provide an opportunity to demark meeting points along a path while providing places for respite. The team would take cues from the surrounding community to nest these pocket parks into the fabric of the city to enhance Canton's sense of place. Elements that will be taken into consideration for these landing spaces will include shade, landscape, furnishings, and moments for future art or community expression. Beyond these elements, the transition of grades and the integration of features of the bridge into the landscape are paramount to a successful design.



*Existing roadway*

The existing roadway consists of curb and gutter. There are no existing drainage structures along Marietta Road within the project limits. A drainage evaluation will be completed including evaluating the need for spillways or other drainage structures as well as dissipation measures for slopes and outfalls. The project is not anticipated to have over an acre of disturbed area, therefore, full NPDES compliant plans will not be required. The project is also not anticipated to add over 5,000 SF of impervious area, so a Stormwater Management Report is not anticipated to be required.

Preliminary plans and a preliminary cost estimate will be provided to the City for review. Once comments are received, the PDP Team will address and respond to all comments. PDP will then complete right-of-way plans for any required ROW and easements. ROW data tables will be provided with the plans and deed reports from OpenRoads will be provided to the City.

## SECTION 3

# PROJECT OVERVIEW & APPROACH CONTD.

Once plans are finalized, PDP will resubmit to the City for final review. Changes to the design as a result of ROW negotiations will be incorporated and a final, sealed set of plans provided to the city for construction bidding. PDP will assist during the bidding process to answer questions and provide clarification where needed.

PDP and KCI will also be available for construction management and support. KCI's inspectors utilize effective inspection techniques for various types of construction while providing complete and accurate documentation. To successfully provide construction engineering and inspection, workers must possess technical expertise and knowledge of relevant materials and procedures. Our team utilizes sound judgment, diplomacy, and strong communication skills to offer a broad range of construction inspection and contractor quality control services for a variety of markets. We understand that competent and thorough inspection is one of the most important elements in achieving a quality construction outcome and we bring that high standard to every project.

Services provided during construction will be negotiated and may include:

- Inspection and oversight of construction
- Compliance for procedures and materials
- Contractor activity documentation
- Inspector's daily report (IDR) preparation
- Drawings and specifications interpretation
- Complete records maintenance
- Field testing and materials sampling
- Assistance with change order review/completion
- Punch list preparation and monitoring

To confirm that clients are kept up to date, inspectors provide complete electronic, written, and photographic documentation while coordinating with contractors throughout all phases of construction. KCI's inspectors become an extension of your staff—providing leadership and coordination to improve schedule performance, minimize cost overruns, and ensure quality.

### Project Management

The success of any project is dependent on effective project management. As your project manager, **Brad Robinson, PE** will serve as the City's primary point of contact. He will remain the project manager throughout the life of the contract. Brad has 18 years of experience in transportation engineering and has served as the project manager on a variety of projects for the City of Canton and other local governments. Brad treats each client uniquely, by understanding their individual needs and preferences, and this leads to successful communication throughout the project's life cycle. Brad has shown his ability to regularly communicate and to be extremely responsive to his clients, to keep them aware of the progress of projects and any design challenges as they arise. In addition to living just outside the City of Canton himself, Brad has also been personally involved in the development of the planning studies and concept development for the improvements along Marietta Road and is intimately familiar with the City's vision.

Upon selection of the PDP team, Brad would request a meeting with the City to better understand the unique goals for the project. These goals will be documented and used as a roadmap as questions or issues arise during the project delivery. Brad will also coordinate the schedule with the City and provide updates and proactively communicate upcoming deliverables. Construction cost estimates will be completed throughout the design process so that the City and PDP team are aware of how those costs are tracking against the available funding and can make adjustments necessary to meet the project's budget. At a minimum, Brad will report out monthly the status of the project delivery as well as any risks associated with the scope, schedule, or funding to the project. He will proactively provide potential solutions to any risks that are identified.

### **Resource Management and Reporting**

Brad is also responsible for managing the technical resources and operations of PDP. PDP has internal "all hands" meetings every Friday to discuss project needs and assignments. Brad has the authority to reallocate resources as necessary when technical assignments are on a critical path for the project schedule. This also allows all of PDP's staff an opportunity to understand the schedule and goals of each project as well as each staff member's upcoming assignments.

In addition, a "Tech Meeting" is held for all active projects on a weekly basis. This is an opportunity for technical staff to discuss challenges they are having throughout the design process. For this project, Ian Maxfield, PE will lead the tech meetings and communicate any and all technical challenges so that the group can brainstorm together on how best to resolve those issues. This ensures decisions are not made in a vacuum and that the entire team is on board with the path forward. The tech meetings are also the forum for Brad to share the project status reports, including budget reporting, effort remaining, earned value, upcoming milestones, and the timing of quality control reviews.

PDP staff is required to enter their time spent on a daily basis. Subconsultants are required to send invoices, including expense backup, to PDP monthly. PDP also invoices clients at the first of each month. Brad will work directly with Ian and PDP's accounting team to ensure all time and expenses are accounted for and well documented for each invoice. A progress report is also submitted with each invoice that details the activities which were completed in the prior month, activities planned for the next month, and an update on the progress of the budget and schedule.

The PDP team has immediate availability for this project, and we have the procedures in place to ensure that resources are assigned appropriately and that the City is always aware of the project's status.



## Quality Control and Quality Assurance

Quality must be built into the lifecycle of every project as a process that is scalable and customizable based on the risks involved. It is our goal to prepare plans that provide a constructable, detailed design that results in accurate construction bids with minimal revisions and questions during construction. Quality begins at the scoping phase, ensuring that all team members understand the requirements and challenges of the project in order to develop an accurate scope, which minimizes the need to procure additional task orders. Delivering quality is one of the primary responsibilities of Brad's role as Project Manager. Throughout the project, Brad will ensure continuous oversight of project development by senior, experienced staff capable of identifying potential conflicts and redirecting the work effort in a timely manner. Brad will provide oversight to ensure the work is progressing on schedule, that quality control is maintained, and that adequate communication is occurring between all team members, including the City of Canton. Brad will personally review subconsultants' deliverables and internal milestone submittals.

**Angela Snyder, PE** has developed PDP's internal Quality Control Process and will serve as the Quality Control Lead for this project. PDP's Quality Assurance process is well-documented throughout the life of a project. As each design task is completed, the engineer that prepared the documents will perform their own review of their work with oversight provided by the Lead Engineer on the project. The completed documents will then undergo an independent quality control review by an independent party. Comments will be provided back to the engineer for revisions or responses to each comment. Once comments are addressed, the independent reviewer will backcheck that each comment has been satisfactorily responded to. This process is repeated until both parties approve of the deliverable. The process is documented with signatures and dates from both the engineer and the independent reviewer at each step of the review. Prior to any milestone submittal, Angela will ensure PDP's QC Process is followed and that a QC/QA audit is completed at each milestone to document those efforts.

We believe this proposed approach has detailed the anticipated challenges of the project. The approach has also detailed why we believe the west side of Marietta Road is a more desirable alternative based on the known constraints at this time; however, both sides of the road are viable alternatives and the PDP team is well equipped to mitigate those challenges.

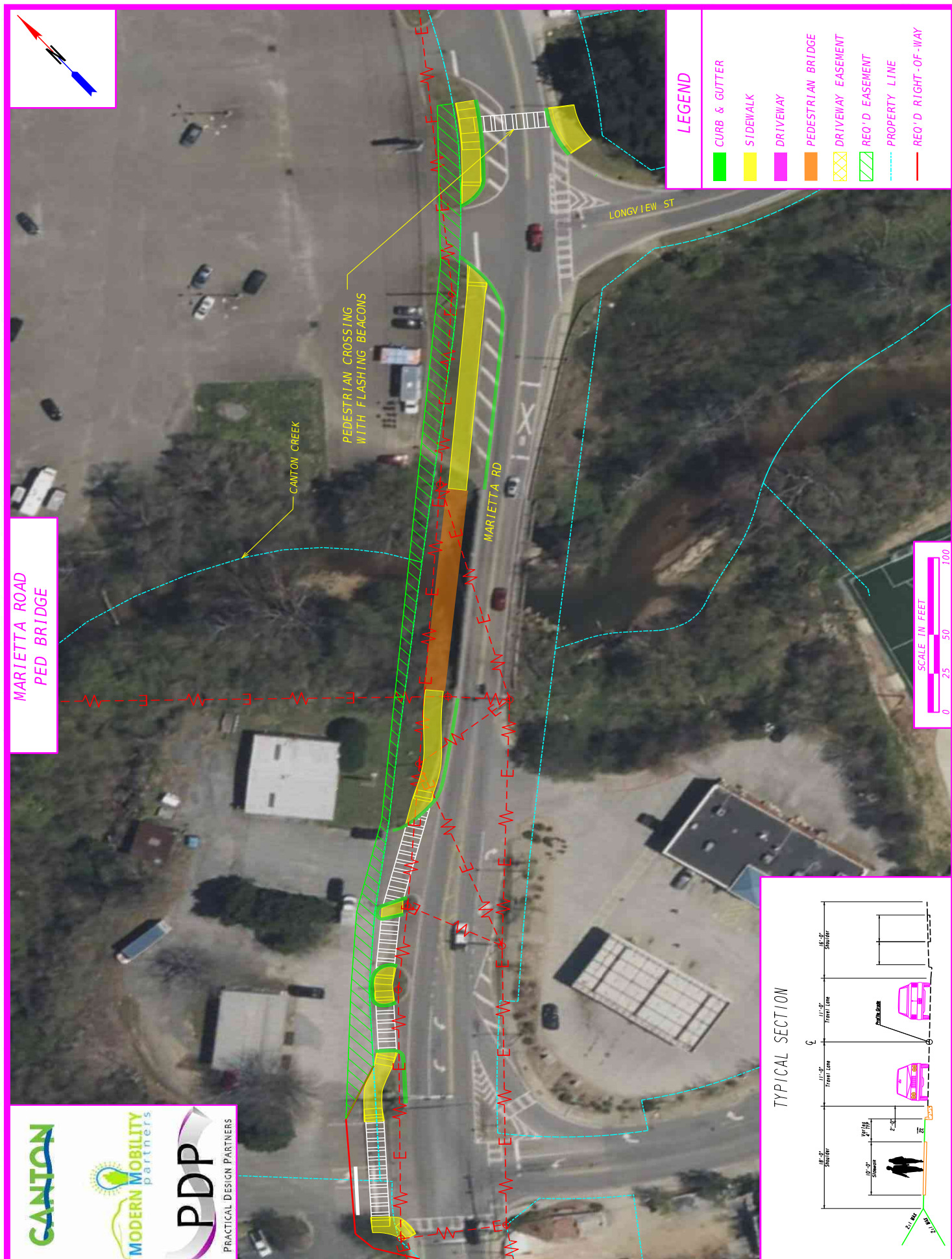


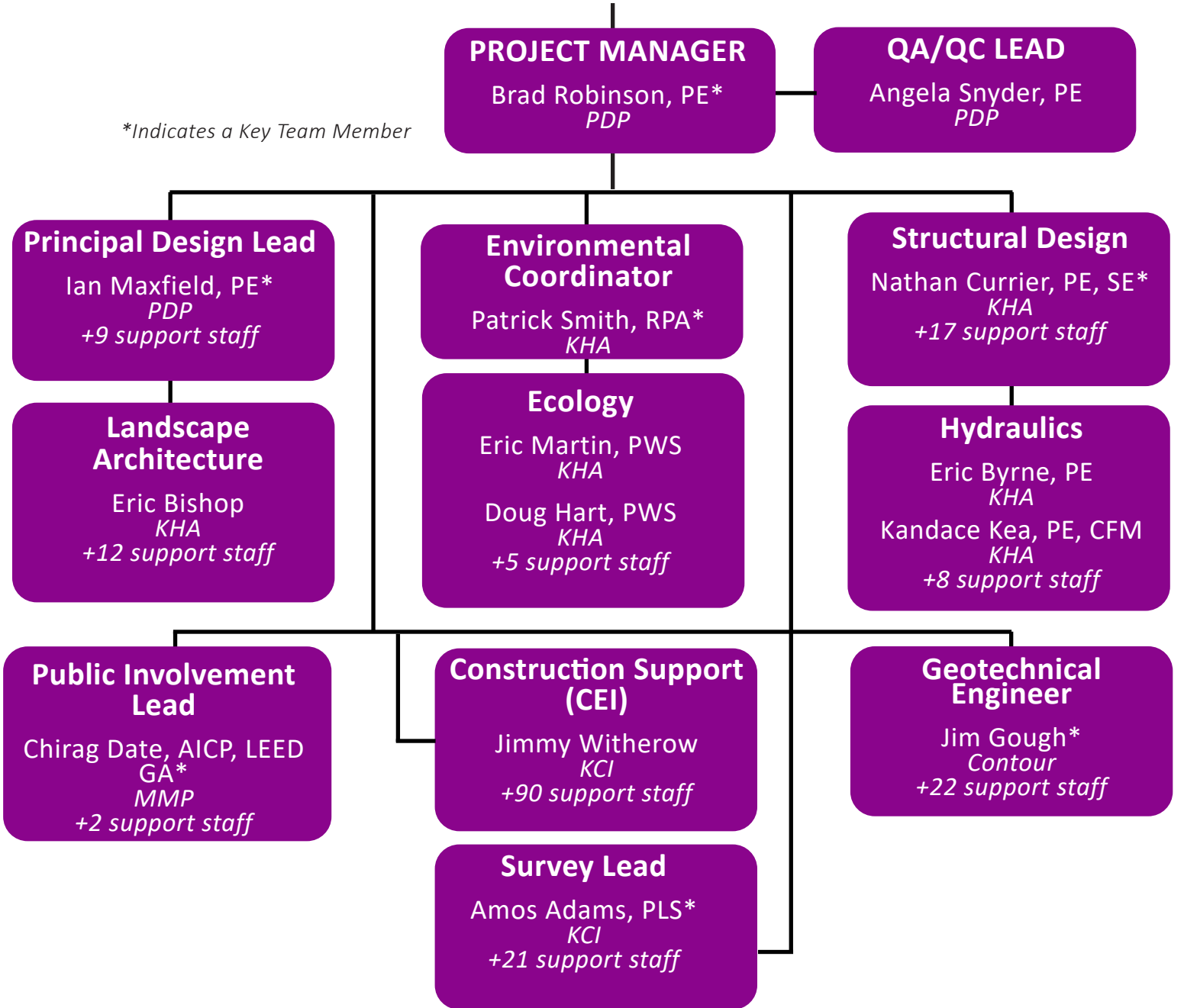
Figure 1: Conceptual Layout for Pedestrian Bridge on west side.



# SECTION 4 PROJECT TEAM



*\*Indicates a Key Team Member*



Support staff is shown as evidence of the “bench strength” for each discipline. Should one of the proposed staff members no longer be able to function in their role, there are multiple qualified staff members able to step in and keep the project moving on schedule.



## BIOGRAPHY OF KEY TEAM MEMBERS

### BRAD ROBINSON, PE, Project Manager, PDP



**Education:** BSCE, Georgia Institute of Technology // Graduate from the ACEC Future Leaders Program

**Certifications:** PE, Georgia, #035109 // GSWCC, Level II, #56104

**About Brad:** Brad Robinson, PE has a proven track record of meeting aggressive schedules for local municipalities. He enjoys working with local municipalities due to the desire to complete projects efficiently and to move those projects forward to construction as quickly as possible. Brad has managed several bridge projects over waterways in addition to the dozens of sidewalk and trail projects that he has completed throughout his career. As Project Manager, Brad will be in responsible charge for overseeing all aspects of this project, including conducting regular check-ins with the team to verify the overall schedule and individual milestones are continuously met. Brad has served as PM for numerous design projects, and has experience managing large teams of subconsultants.

Brad previously worked on the City's Transportation Master Plan, and is currently working on the City's Downtown Master Plan. He also manages the Professional Engineering Services contract between Practical Design Partners (PDP) and the City of Canton. Under this on-call, Brad is actively working on another pedestrian improvement project along Main Street.

As a resident of Cherokee County, Brad frequently visits the City of Canton, and has a personal investment in supporting the City to complete projects that will further enhance the safety for those who live and visit the City. Brad works from his home office in unincorporated Cherokee County, and can quickly travel into the City of Canton for any project-related needs.

#### Client References:

1. **Jim Wilgus, PE- Cherokee County SPLOST Roadway Project Manager**
  - » 770-721-7818
  - » [jawilgus@cherokeega.com](mailto:jawilgus@cherokeega.com)
  - » Primary contact for Cherokee County contracts. Client for over 5 years.
2. **Rob Dell-Ross- Milton Engineering Project Manager**
  - » 678-242-2538
  - » [robert.dell-ross@miltonga.gov](mailto:robert.dell-ross@miltonga.gov)
  - » Primary contact for City of Milton contracts. Client for over a year.
3. **Edgardo Aponte, PE – Gwinnett County DOT Assistant Director**
  - » 770-822-7433
  - » [edgardo.aponte@gwinnettcountry.com](mailto:edgardo.aponte@gwinnettcountry.com)
  - » Primary contact for Gwinnett County contracts. Client for over 8 years.

### PRAISE FOR PDP

"PDP has managed many projects through the Cherokee Land Surveying and Design Engineering Services on-call as well as several stand-alone roadway improvement projects since November of 2020. Each of these have been delivered expeditiously and with high quality that minimized issues during construction. PDP staff is proactive in their communication and serves as an advocate to the county's interests. I would recommend them for design services on any transportation or drainage improvement project."

**-Jim Wilgus, PE, SPLOST Roadway Project Manager for Cherokee County**



**IAN MAXFIELD, PE, Principal Design Engineer, PDP**

**Education:** BSCE, Georgia Institute of Technology // BS, University of Georgia // Graduate from ACEC Future Leaders Program

**Certifications:** PE, Georgia, #043369 // GSWCC, Level II, #69258

**About Ian:** Over his 12 year career, Ian has completed a variety of projects, including bridge replacements, intersection improvements, roadway widenings, drainage improvements, pedestrian improvements, and interchange projects. Ian's experience includes recent pedestrian enhancement projects for Cherokee County, City of Johns Creek, City of Duluth, and GDOT. Ian excels at design, management, and problem-solving, and will be able to expeditiously complete the design for this project.

**Client References:**

1. **Jim Wilgus, PE- Cherokee County SPLOST Roadway Project Manager**
  - » 770-721-7818
  - » jawilgus@cherokeega.com
  - » Primary contact for Cherokee County contracts. Client for over 5 years.
2. **Chris King, PE- Atkins Project Director**
  - » 678-247-2434
  - » charles.c.king@atkinsrealis.com
  - » Project Manager for GDOT Region 3 contracts. Client for 2 years.
3. **Phil Mallon, PE- Fayette County Public Works Director**
  - » 770-320-6010
  - » pmallon@fayettecountyga.gov
  - » Primary contact for Fayette County contract. Client for 2 years.

**PRAISE FOR PDP**

"I have enjoyed working with PDP on one of Fayette County's more complex projects since March of 2022. As a LAP project, PDP has been instrumental in helping County staff navigate the GDOT Plan Development Process to ensure the baseline schedule is met and all necessary steps are taken to secure funding. They are easy to work with, responsive, and do a good job balancing the County's needs with meeting the GDOT requirements."

**-Phil Mallon, PE, County Engineer for Fayette County**

**JIM GOUGH, PE, Geotechnical Engineer, Contour**

**Education:** BS, Civil Engineering, Auburn University

**Certifications:** PE, Georgia (#36335), Alabama (#26986)

**About Jim:** Jim is a seasoned Geotechnical Engineer that brings a wealth of expertise in both the private and public sector, and is dedicated to ensuring the stability and reliability of infrastructure projects by addressing geotechnical challenges head-on. In his tenure with Contour Engineering, Jim has contributed significantly to major infrastructure projects. He has been involved in conducting site investigations, analyzing soil and rock conditions, and providing recommendations for foundation design. Jim brings innovative solutions to various construction projects. He specializes in conducting geotechnical studies for commercial and residential developments by offering insights that optimize construction processes and mitigate potential risks. His expertise extends to slope stability analysis, retaining wall design, and ground improvement techniques.

**Client References:**

1. **Wade Kelly- Atkins North America, Inc.**
  - 678-200-0344
  - wade.kelly@cobbcounty.org
  - Wade is the VP and Senior Project Director at Atkins North America





**2. Ben Garrett, RaLin and Associates**

- 770-550-4156
- ben.garrett@ra-lin.com
- Ben is the President/ CEO of RaLin, a Georgia-based company offering construction services

**3. Greg Herren, Seefried Properties**

- 678-904-1901
- gregh@seefriedproperties.com
- Senior Vice President and COO over the industrial properties group, based in Atlanta

**CHRISTOPHER “AMOS” ADAMS, PLS, Survey Lead, KCI**

**Education:** Surveying Certificate, Pickens Technical Institute

**Certifications:** PLS, GA- 2796 // PLS, AL- 28566 // PLS , NC- 4791 // GSWCC Level II Design Professional

**About Amos:** Amos has nearly 40 years of surveying experience across multiple jurisdictions in Georgia, including: boundary and ALTA/ACSM land title surveys, topographic mapping, roadway and utility route surveying, infrastructure inventory, geodetic control, GPS for control and state plane coordinates, as-builts, volume analysis, and hydrography. As the survey lead for this project, Amos will be responsible for all aspects of surveying, from route survey base mapping to right-of-way and boundary resolution. He will verify quality control of all surveying operations, review all documents, and oversee any issues related to right-of-way, property surveys, and as-built locations. He is in charge of a team of personnel who will expertly collaborate with PDP to provide thorough and efficient project completion.

**Client References:****1. Bryan Lindsey- PE, Mott-Macdonald**

- 470-214-9931
- Bryan.Lindsey@mottmac.com
- Previous co-worker, for the past 15 years as a client at various firms

**2. Keith Franklin- PE, STV Inc.**

- 770-377-8007
- Keith.Franklin@stvinc.com
- Previous co-worker, for the past 10 years as a client at various firms

**3. Jeff Lowe, PE- Coffman Engineers, Inc.**

- 470-867-6797
- Jeff.lowe@coffman.com
- Client for 30+ years

**NATHAN CURRIER, PE, SE, Structural Lead, KHA**

**Education:** MS, Civil Engineering, University of Florida // BS, Civil Engineering, University of Florida

**Certifications:** PE, Georgia (#039590), Alabama, Tennessee, Virginia // SE, Georgia (#001078), Illinois

**About Nathan:** Nathan is a structural engineer with 14 years of bridge design experience, providing design for pedestrian, roadway, and freight rail bridges. He has prepared pedestrian and roadway bridge designs for multiple local and state agencies, including GDOT, Cobb, Gwinnett, DeKalb, and Clarke Counties. His experience includes bridge inspections, bridge widening, and bridge replacement projects. Nathan is a qualified NBIS Bridge Inspection Team Lead and has provided bridge inspections services for timber bridges and pedestrian bridges for multiple agencies. He has experience with value engineering reviews and providing an economical solution to clients. Nathan is also an active member of the ACEC GPTQ Bridge and Structures subcommittee.



**Client References:****1. Derek Doster, P.E.- Athens-Clarke County**

- 706-613-3025 // 706-621-2578 (mobile)
- derek.doster@accgov.com
- Derek was the SPLOST Project Administrator for Athens-Clarke County Unified Government and client for Firefly Bridge over Trail Creek project.

**2. Kim Wilson, RA- Atlanta BeltLine, Inc.**

- 404-771-6439
- kwilson@atlbeltline.org
- Kim is Atlanta BeltLine, Inc.'s Vice President of Design and Construction, and primary point of contact for Atlanta BeltLine projects: Southside Trail (PI 0009397), Northeast Trail, Ponce de Leon Ave. Streetscape and Ramp Connection (PI 0012586), and Bridge Routine Safety Inspection Services.

**3. Edgardo E. Aponte, P.E.- Gwinnett County**

- 770.822.7433
- edgardo.aponte@gwinnettcountry.com
- Edgardo is the Deputy Director for Traffic Engineering, Operations and Maintenance in Gwinnett County's Department of Transportation and was the primary point of contact for Spalding Drive over Crooked Creek bridge replacement project

**PATRICK SMITH, RPA, Environmental Coordinator, KHA**

**Education:** MS, Environmental Management, Duke University // MA, Anthropology, University of Alabama // BA, English, University of Alabama

**Certifications:** Registered Professional Archaeologist (#1310970)

**About Patrick:** Patrick Smith has 29 years of experience with a focus on transportation-related NEPA and Section 106 compliance for a broad range of project types, including bridge replacements, road widenings, new-location corridors, interchanges, complete streets, sidewalks/trails, roundabout/intersection upgrades, transit studies, and ITS/Advanced Traffic Management System (ATMS). He has provided these services to a diverse set of clients, including GDOT, Metropolitan Atlanta Rapid Transit Authority (MARTA), Atlanta BeltLine, Inc. (ABI), Atlanta Regional Commission (ARC), and Georgia Regional Transportation Authority (GRTA), as well as numerous other state, county, and municipal transportation agencies. In addition, Patrick has over 20 years of experience in environmental leadership roles on a variety of on-call, IDIQ, and program management contracts for federal, state, and municipal agencies. These currently include three GDOT on-calls for Ops, Safety, and Signals/ITS. He is actively involved in the GPTQ and has worked with GDOT on various initiatives to improve its environmental permitting process.

**Client References:****1. Chris Landy- GDOT**

- 678-467-5720
- clandy@dot.ga.gov
- Chris is the Project Manager for the GDOT 2020 Bridge Bundle 2, Contract 6 (PIs 0017223, 0017224, 0017233, 0017234 and 0017235). Patrick serves as Environmental Key Team Lead.

**2. Ashley Folmar- GDOT**

- 404-985-7058
- afolmar@dot.ga.gov
- Ashley is the Regional Lead for our GDOT Districts 1 and 6 bridge contracts (GDOT

## SECTION 4

# PROJECT TEAM CONTD.

2021 Bridge Bundle 2, Contract 2; GDOT 2020 Bridge Bundle 2, Contract 6; GDOT 2018 Bridge Batch 1, Contract 6). Patrick serves as Environmental Key Team Lead.

### 3. Eka Okonmkpaeto, PMP- GDOT

- 404-631-1522
- eokonmkpaeto@dot.ga.gov
- Eka is the Project Manager for GDOT's SR 9 widening projects (PIs 0007838, 0007843, 0007844, 0008357, 121690-) Patrick serves as Environmental Key Team Lead

### CHIRAG DATE, AICP, LEED GA, Public Involvement, MMP



**Education:** MCRP, Georgia Institute of Technology // B.Arch., Sinhgad College of Architecture, University of Pune

**Certifications:** AICP #33909 // Green Building Certification, Inc. (LEED GA) GBCI#: 0011071608 // Council of Architecture, India (Registered Architect) #: CA/2013/61105

**About Chirag:** Chirag is a Project Manager/Senior Urban Designer with over 7 years of experience working on projects of varying scales from city halls to educational campuses, town centers, corridor revitalizations, mixed-use and multi-acre developments. Besides managing transportation and urban design projects at MMP, he also works as a subject matter expert on connection between land use, urban design, and transportation, and helps the firm with marketing, proposals, and contracting. Chirag assisted with MMP's development of Canton's Transportation Master Plan and is currently leading efforts to develop the Downtown Master Plan.

Before joining MMP, Chirag worked as a deputy project manager and project planner on several Livable Center Initiative projects, master plans, and technical planning support services at Sizemore Group. Chirag was in-charge of concept design, visualization, and renderings.

#### Client References:

1. **Shayna Pollock- Managing Director, Transportation, Central Atlanta Progress (CAP)**
  - 404-658-5984
  - spollock@atlantadowntown.com
  - Shayna served as the Managing Director of the Atlanta Downtown Improvement District (ADID), and oversaw MMP's Transportation Plan in Downtown Atlanta
2. **Tim Young- City Manager**
  - 770-462-2988
  - tyoung@hapeville.org
  - City Manager for the City of Hapeville during the time that MMP completed a Parking Strategy Study
3. **Nicole C.E. Dozier- Director of Community Development**
  - 770-909-5339
  - ndozier@riverdalega.gov
  - Director of Community Development for the City of Riverdale during the time that MMP worked on the Livable Centers Initiative (LCI) Plan for the City





# SECTION 5 RELATED PROJECT EXPERIENCE



## RELEVANT PROJECTS

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### 1. West Main Street, Canton, GA



- **Dates:** 2022- present
- **Description and Capacity of Project:** This pedestrian improvement project includes the conceptual, preliminary, and final design of a 10' sidewalk installation along West Main Street to Waleska Street in the City of Canton. The existing two-way roadway was converted to one-way with angled parking. The project also includes the utility coordination required to bury existing overhead utilities to improve the aesthetics along the roadway. Landscaping, streetscaping, and lighting plans have been provided. The project provides enhanced pedestrian connectivity from the downtown area to a future connection with the Mill on Etowah. PDP is the prime for this project, and Brad Robinson serves as the Project Manager. As PM, Brad focuses on the day-to-day management of the project, delivering quality plans, and driving internal quality milestones. The design is 80% complete and the team is coordinating with utilities for the underground conversion.
- **Project Location:** Old Dawsonville Road between William Court and Tom Avery Drive, Cherokee County
- **Design and Construction Costs:** Design: \$44K // Construction: \$1.0M
- **Client Reference:**
  - » Jim Wilgus, PE – Cherokee County SPLOST Roadway Project Manager
  - » 770-721-7818
  - » jawilgus@cherokeega.com



## 2. Old Dawsonville Road in Cherokee County, Design Services



- **Dates:** 2022- present
- **Description and Capacity of Project:** Cherokee County requested the assistance from an outside consultant for the design of sidewalks on Old Dawsonville Road to “fill-in-the-gaps” to connect the sidewalk within two subdivisions just north of the City of Ball Ground. PDP was selected as the prime for this important project to improve roadside safety and provide a dedicated pedestrian pathway. We are preparing engineering drawings to install curb, gutter, and sidewalks along Old Dawsonville Road, and are evaluating the storm drainage needs in the project area. We are preparing documentation that evaluates the needs for installing a guardrail.

Brad Robinson is overseeing all design services and deliverables for this project as Project Manager, with the support of Ian Maxfield as the Design Lead and Angela Snyder as Quality Control Lead. While Brad focuses on overseeing the project and team commitments, Angela uses the Quality Control processes developed specifically for PDP to ensure the quality of the work delivered to Cherokee County. The design is 90% complete and the project is currently in right-of-way acquisition.

- **Project Location:** Old Dawsonville Road between William Court and Tom Avery Drive, Cherokee County
- **Design and Construction Costs:** Design: \$44K // Construction: \$1.0M
- **Client Reference:**
  - » Jim Wilgus, PE – Cherokee County SPLOST Roadway Project Manager
  - » 770-721-7818
  - » jawilgus@cherokeega.com

### 3. Mayfield Road Sidewalk Installation, City of Milton



- **Dates:** 2021- 2023
- **Description and Capacity of Project:** The City of Milton selected PDP as the prime consultant for the preliminary design of a shared use path installation from 960 Mayfield Road to the intersection of Mayfield Road and Freemanville Road, a total distance of 1,630 feet of new sidewalk. This project included reconstructing part of a newly installed sidewalk which was not ADA compliant. The project was designed to construct sidewalk adjacent to the roadway and reconstruct the non-compliant sidewalk within the right-of-way. It was also designed to minimize impacts to the existing utilities and large, mature trees. Additionally, a mid-block crossing with rapid flashing beacons was installed across Mayfield Road.

Brad Robinson oversaw all design services and deliverables for this project as Project Manager with the support of Angela Snyder as Quality Control Lead.

- **Project Location:** City of Milton
- **Design and Construction Costs:** Design: \$56K // Construction: \$580K
- **Client Reference:**
  - » Rob Dell-Ross – Milton Engineering Project Manager
  - » 678-242-2538
  - » robert.dell-ross@miltonga.gov



#### 4. Callaway Road Sidewalk Project- Pedestrian Bridge over Olley Creek, KHA



- **Dates:** 2020-2024
- **Description and Capacity of Project:** Kimley-Horn provided structural and hydraulic design services from concept development through construction administration for the Callaway Road Sidewalk project. This project, currently under construction, will add sidewalks along Callaway Road from Austell Road to Jim Miller Park and include a new pedestrian bridge crossing Olley Creek. The pedestrian bridge will utilize a 92-ft aluminum truss bridge with synthetic lumber decking on driven pile end bents. KHA facilitated additional concept meetings with the County to determine the most efficient overall use of county funds while limiting project costs. The team evaluated a new parallel pedestrian bridge, widening the existing bridge, and replacing the existing bridge due to its current condition. It was determined that a new parallel pedestrian bridge was the preferred alternative. In addition to limiting impacts to numerous utilities, the design increased the offset from the existing bridge to avoid conflict with a future replacement structure.  
Olley Creek is a FEMA Zone AE Regulatory Floodplain with established Base Flood Elevations. Existing conditions showed overtopping the vehicular bridge and a significant constriction in the floodway and floodplain which required KHA to work closely with partners at Cobb County Stormwater Management to determine reasonable design criteria for the proposed pedestrian bridge. KHA utilized ineffective flow boundaries and a flow-thru truss bridge to establish an economical bridge length while establishing a No-Rise condition. KHA and Cobb County worked closely throughout multiple aspects of the project to determine an efficient, low-maintenance solution that met a context-sensitive need in the community. KHA served as a subconsultant on this project, and key team members Nathan Currier and Kandace Kea are participating in the project efforts.
- **Project Location:** Callaway Road, Cobb County
- **Design and Construction Costs:** Design: \$70K // Construction: \$2.3M
- **Client Reference:**
  - » Russ Ford
  - » 770-420-6689
  - » rustavius.ford@cobbcounty.org



## 5. South Fork Peachtree Creek Trail Phase IV and Confluence Trail, *KHA*



- **Dates:** 2009-2018 (South Fork Peachtree Creek Trail Phase IV), 2017-2022 (South Fork Confluence Trail)
- **Description and Capacity of Project:** As the prime consultant, KHA provided concept development, environmental documentation, preliminary and final design, and construction phase services for Phase 4 of the South Fork Peachtree Creek Trail in DeKalb County and the South Fork Confluence Trail in Fulton County. The South Fork Peachtree Creek Trail includes approximately 2,900 linear feet of new elevated boardwalk and bridge structures, as well as three creek crossings. The South Fork Confluence Trail includes a pedestrian bridge with a 175-foot main span, a ramp system, and a new trailhead feature on the north side of the creek. Both project designs involved coordination of multiple utility and drainage crossings, environmentally sensitive areas, and preparation of a bridge hydraulic and hydrologic study per GDOT and FEMA requirements. The boardwalk and bridge structures were designed for H-5 truck loadings and include several scenic overlooks. The South Fork Peachtree Creek project was a GPTQ Award Finalist as well as an ACEC Georgia Engineering Excellence Honor Award winner. Key team members Kandace Kea and Brad Fischer worked on this project.
- **Project Location:** South Fork Peachtree Creek Trail, DeKalb and Fulton Counties
- **Design and Construction Costs:** Design: \$858K // Construction: \$4.5M
- **Client Reference:**
  - » Kimberly Estep
  - » 770-954-6108
  - » kimberly@southforkconservancy.org



# SECTION 6 PROJECT SCHEDULE

The project approach and schedule will be discussed with the City upon award. City Council meetings are expected to occur within the concept development phase and again after preliminary plans. Construction Management services will occur per the contractor’s construction schedule and as negotiated with the City. The PDP team has the availability to meet the following schedule and to prioritize this project for the City. PDP is dedicated to expediting the delivery of this project by working to avoid environmental permitting and FEMA coordination as discussed in the project approach.

## Proposed Project Schedule

TASK	MONTHS											
	1	2	3	4	5	6	7	8	9	10	11	12
NTP and Kickoff Meeting	○											
Concept Development	▬											
Environmental Delineations	▬											
Public Involvement			○									
Survey Database				▬								
Preliminary (60%) Plans						▬						
Hydraulics						▬						
Geotech							▬					
ROW Plans										○		
Final (100%) Plans											▬	





# APPENDIX

As requested by the City of Canton, resumes of key personnel who would perform on this project are included on the following pages. We will gladly provide additional information, if needed, upon request.



## APPENDIX

# BRAD ROBINSON, PE

## PROJECT MANAGER

### EDUCATION

BSCE, 2005- Georgia Institute of Technology  
Graduate, 2012- ACEC Future Leaders Program

### REGISTRATION

PE, Georgia- #035109  
GSWCC, Level II- #56104

### WHY BRAD?

- He worked on the City of Canton's Transportation Master Plan and the City's Downtown Master Plan
- Local to the City of Canton
- Has completed numerous sidewalk improvement projects for local governments
- Extensive experience managing large teams of subconsultants
- Proactive communicator and very accountable
- Has immediate availability

**RELEVANT EXPERIENCE.** Brad Robinson, PE has a proven track record of meeting aggressive schedules for local municipalities. He enjoys working with local municipalities due to the desire to complete projects efficiently and to move those projects forward to construction as quickly as possible. Brad has managed several bridge projects over waterways in addition to the dozens of sidewalk and trail projects that he has completed throughout his career. He has managed several bridge replacement projects both through traditional procurement and design build procurements utilizing accelerated bridge construction.

Brad lives in Cherokee County and is a frequent visitor to the City of Canton. He also manages the Professional Engineering Services contract between Practical Design Partners (PDP) and the City of Canton. Under this on-call, Brad is actively working on another pedestrian improvement project along Main Street. He has developed trusting relationships with City staff and is personally invested in the projects being delivered throughout the City.

Brad has served in the role of Project Manager for numerous design projects where he was responsible for concept development, environmental documentation, the development of preliminary, right-of-way and final construction documents, design team assignments and project/client coordination. Brad has managed large teams of subconsultants and coordinates with the project team to ensure the deliverables are met on-time. Brad prides himself on delivering quality results in addition to maintaining clear and consistent communication with everyone he works with and manages. The projects below showcase a small portion of Brad's relevant experience:

**West Main Street Pedestrian Corridor, Canton, GA. Project Manager** for this project which includes the conceptual, preliminary, and final design of a 10' sidewalk installation along W Main St from Railroad St to Waleska St. The existing two-way roadway will also be converted to one-way with angled parking. The project also includes the utility coordination required to bury existing overhead utilities to improve the aesthetics along the roadway. Landscaping, streetscaping, and lighting plans are also being provided. The project will provide enhanced pedestrian connectivity from the downtown area to a future connection with the Mill on Etowah.

**East Main Street Sidewalk and Pedestrian Crossing, Canton, GA. Project Manager** for this project which included conceptual design for a sidewalk installation along the south side of E Main St from N Crisler St to Jeanette St. A mid-block crossing with rectangular rapid flashing beacons is also being proposed to connect the south side of the roadway to the northern sidewalk which then provides connectivity to Etowah River Park. The project was identified as a need during the City of Canton's Transportation Master Plan but was cancelled after public input.

**Old Dawsonville Road Sidewalk Installation, Cherokee County, GA. Project Manager** overseeing the design and installation of 0.50 miles of five-foot sidewalk installation along Old Dawsonville Road in Ball Ground, GA. The project will connect multiple large subdivisions, as well as a new development, to downtown Ball Ground and Calvin Farmer Park. The project will reconstruct the eastern shoulder of Old Dawsonville Road from an existing rural shoulder to an urban shoulder with 24-inch curb and gutter, a two-foot grass strip and five-foot sidewalk. The project modified the existing rural drainage to closed drainage and was able to utilize existing culvert and stream crossings along the corridor. By identifying existing utilities along the corridor early in the design they were able to avoid costly utility relocations by designing around the

## BRAD ROBINSON CONTD.

existing utilities and coordinating the acceptable amounts of cut and fill around existing utility poles. The project also included three major stream crossings that required a detailed analysis to correct overtopping during the design storm and minimize impacts downstream.

**PI #0016636, SR 7/ SR 122 from SR 7 to CS38/ Union Road, Hahira, GA. Task Order Manager** for this TAP project located in Hahira, GA. The proposed project will construct new ADA compliant concrete sidewalk, install pedestrian lighting, benches, and waste receptacles along both sides of US 41/SR 122/ West Main Street, from Newsome Street to recently relocated Union Road. This project will improve community connectivity and provide safe, non-motorized, ADA compliant travel facilities to the residents and visitors to Hahira, as well as connect the City of Hahira Downtown and Gateway Overlay Districts.

**PI #0011436, Buena Vista Road from MLK Jr Blvd to St. Mary's Rd (Spiderweb Network), City of Columbus, GA. Project Manager** responsible for the concept validation, survey database, preliminary and final plans for this TIA Band 2 project. The project involved the removal of the Norfolk Southern Railroad at-grade crossing by separating Buena Vista Road over the railroad and MLK Boulevard. The project also replaced an aging 7-span bridge over Bull Creek. The typical section on both bridges consisted of seven lanes, with sidewalk on one side and a multi-use trail on the other. Traffic was maintained with an on-site detour and constructing the bridges in two stages to minimize right-of-way width. Five signal designs, four roundabouts and five retaining walls were also required, including turn lane improvements at a secondary railroad crossing. Trail connectivity to the Columbus Dragonfly Trail was evaluated and extended to a new trailhead. SUE QL-A, soil surveys, wall foundations, and roadway lighting were also included. This project was one of the most complex projects in the TIA program due to the technical challenges, stakeholder involvement and impacts to residences, businesses, and schools. The city of Columbus had a robust "wish list" for the project, including replacement of a second bridge over Bull Creek, lighting, and other intersection improvements adjacent to Buena Vista Road. Brad consistently communicated the project costs and schedule with the city and TIA Office to ensure all parties were aware of the cost limitations and the city was able to plan for the additional costs necessary to construct the project that exceeded the TIA budget. The Right-of-Way acquisition schedule of the local government risked the project's overall schedule requirements. Brad was able to develop a phased construction approach to advance portions of the project into construction on time.

**PI #0012788, SR 120/Abbotts Bridge Road Widening, City of Johns Creek, GA. Project Manager** responsible for the concept, preliminary, right-of-way and final plans for the SR 120/Abbotts Bridge Road safety and pedestrian enhancements from Parsons Road (W) to SR 141/Medlock Bridge Road. The typical section included installation of a raised median, bike lanes and a shared use path on each side of the road. One culvert, conveying Johns Creek, was replaced with a three-span bridge. Another stone/arch culvert was rehabilitated and reinforced to improve integrity without disrupting traffic.

**Forsyth County Batch Sidewalks, Forsyth County, GA. Project Manager** responsible for the concept, database, preliminary, right-of-way and final plans for sixteen miles of sidewalk/trail at twelve locations throughout Forsyth County. Each location was designed to minimize impacts to properties, utilities and environmental resources while providing connectivity to residential neighborhoods, schools, parks and commercial developments. Some locations included multi-use trail design, and mid-block crossings were also provided to access destinations that were not near an intersection. Each project was funded by Forsyth County's SPLOST program.

**City of Dunwoody Sidewalk Projects, DeKalb County, GA.** Over the course of his career, Brad has completed numerous projects within the City of Dunwoody, including the management and design of several multi-modal projects. He has completed concept, database, preliminary, right-of-way, and final plans while minimizing right-of-way and utility conflicts by meandering sidewalks or using GDOT standard walls. Erosion control plans were completed to minimize sediment runoff.

- Dunwoody Club Drive from Mill Shire Lane to Ball Mill Road (2023)
- Peeler Road from Huntington Hall to Equestrian Way & Tilly Mill Road to Lakeside Drive (2023)
- Perimeter Center East and Chamblee Dunwoody Road (2023)
- Dunwoody Village Pkwy at USPS (2022)
- Happy Hollow Road Shared Use Path (2022)
- Old Spring House Road Shared Use Path (2021)
- Peeler Road Shared Use Path (2021)
- Tilly Mill Road Shared Use Path (2021)
- Vermack Road Shared Use Path (2021)
- Vermack Road Sidewalk Installation (2021)
- Dunwoody Road Sidewalk Installation (2021)
- Mt. Vernon Place Sidewalk Installation (2020)
- Roberts Drive Shared Use Path (2019)
- Westside Connector, PI 0015068 (2018)
- Tilly Mill Road Sidewalk and Bike Lane Installation (2015)
- Mt. Vernon Road Sidewalk Installation (2015)
- Chamblee-Dunwoody Road Bike and Pedestrian Improvements (2014)





## APPENDIX

# IAN MAXFIELD, PE

## PRINCIPAL DESIGN LEAD

### EDUCATION

BSCE, 2011- Georgia Institute of Technology

BS, 2004- University of Georgia

Graduate, 2016- ACEC Future Leaders Program

### REGISTRATION

PE, Georgia- #043369

GSWCC, Level II- #69258

### WHY IAN?

- He has designed, managed, and provided technical oversight on the design of 10 bridge replacement projects
- Has completed numerous sidewalk and shared use path projects for local municipalities.
- Has immediate availability

Ian Maxfield, PE, will lead the roadway engineering for the Marietta Street Pedestrian Bridge project. Ian has over a decade of experience working on locally let projects, including both the design and management of multiple sidewalk and trail projects. Ian has been the lead designer on multiple Cherokee County projects including sidewalk and drainage improvement projects. Ian has assisted in the evaluation and development of concepts for the Canton Transportation Master Plan in 2022. Ian also assisted in the development of construction plans for the Canton W Main Street Pedestrian Corridor. Ian understands the unique challenges associated with the delivery of local let projects. He has the expertise necessary to provide a product that meets the City's needs while being budget minded and focused on City's vision for the future.

As Principal Design Lead, Ian will be responsible for the horizontal and vertical geometrics of the sidewalk approaches. He will coordinate with Kimley Horn to provide a solution that meets the requirements for pedestrian facilities according to the Public Right of Way Accessibility Guidelines (PROWAG) and the structural and hydraulic pedestrian bridge design requirements. Ian will lead the design team to prepare preliminary and final construction plans. He will be the first line leader responsible for project oversight and quality control to ensure the project meets the City's technical and constructability standards. The following projects showcase a small portion of Ian's relevant experience:

**Old Dawsonville Road Sidewalk Installation, Cherokee County, GA. Design Lead** overseeing the design and installation of 0.50 miles of five-foot sidewalk installation along Old Dawsonville Road in Ball Ground, GA. The project will connect multiple large subdivisions, as well as a new development, to downtown Ball Ground and Calvin Farmer Park. The project will reconstruct the eastern shoulder of Old Dawsonville Road from an existing rural shoulder to an urban shoulder with 24-inch curb and gutter, a two-foot grass strip and five-foot sidewalk. The project modified the existing rural drainage to closed drainage and was able to utilize existing culvert and stream crossings along the corridor. By identifying existing utilities along the corridor early in the design they were able to avoid costly utility relocations by designing around the existing utilities and coordinating the acceptable amounts of cut and fill around existing utility poles. The project also included three major stream crossings that required a detailed analysis to correct overtopping during the design storm and minimize impacts downstream.

**Duluth Main Street Multi-Use Trail, Gwinnett County, GA. Lead Roadway Engineer** responsible for the preparation of plans for a 10-foot multiuse trail located along the western shoulder of Main Street beginning at Brock Road in Duluth, GA. This trail tied to existing multi-use trail west of the project and to the existing crosswalk at the intersection of Main Street and Brock Road. This project included a 5-foot sidewalk along the northeastern shoulder of Rogers Bridge Road from the Main Street intersection to River Summit Drive. The project utilized the existing curb and gutter and replaced the rural sections along the corridor with curb and gutter. The roadway included a combination of closed drainage and proposed ditches to convey storm water to the project outfalls. Due to the project being local let, it was broken up into two phases to accommodate the SPLOST funding over multiple years. The project included coordination with the Norfolk Southern Railroad due to Main Street being located within a Construction Easement between the railroad and City. In addition to railroad coordination, the project included significant utility coordination to minimize impacts to existing gas and waterlines as well as provide new services for the pedestrian lighting, ATMS and closed circuit camera system for the Duluth Police Department. A local MS4 evaluation was completed due to the added impervious and a local level FEMA study completed to verify there would be no impacts within the FEMA Floodplain.

**PI #0016636, SR 7/ SR 122 from SR 7 to CS38/ Union Road, Hahira, GA. Design Lead** responsible for this TAP project to add five-foot sidewalks and pedestrian lighting along both existing rural shoulders of Union Road in Hahira, GA. The corridor length is approximately 0.53 miles and includes some unique geometry to provide continuous pedestrian connectivity. In addition to the sidewalk design there was a large stream crossing that required a hydraulic and alternatives analysis to balance project costs with improving this substandard crossing. The project included challenging terrain due to the shallow terrain, making the drainage design challenging. Ian also led the completion of a MS4 Post Construction Stormwater Report which has received approval from GDOT and EPD.

**PI #0017813, SR 279 from CR 242 / Corinth Road to SR 85, Fayette County, GA. Design Lead** responsible for roadway and drainage design on this locally administered project through Fayette County. The project will provide corridor improvements along State Route (SR) 279, SR 85 and Corinth Road to improve safety and operations. The project will also include improvements at the intersection of SR 279 and SR 85 as well as realigning the existing intersection of SR 85 and Corinth Road to allow for the new Corinth Road extension from SR 85 to Carnes Road. The project will add 10-ft shared use path and five-foot sidewalks throughout the entire corridor. The project will require coordination with the County and GDOT to reduce the speed limit along the corridor. A new location realignment of SR 279 was thoroughly investigated and found extensive impacts to private property. Ian and the team evaluated additional alternatives to achieve the project objectives while minimizing the realignment, costs, and impacts.

**Mountain Park Road Drainage Improvements Project, Cherokee County, GA. Lead Roadway Engineer** for this locally funded drainage improvement project. The purpose of the project was to add additional drainage structures and roadway improvements to correct roadway overtopping and ponding along Mountain Park Road. The project included drainage design, installation of new curb and gutter, drainage structures, erosion control and utility coordination to avoid or relocate utilities due to the new drainage infrastructure. Ian coordinated where test holes were needed, incorporated the test holes into the plans, and revised the design as needed to avoid utility relocation in a congested area.

**Statewide AC 3.10 UC Consultant Services, State of GA. Utility Coordinator** as a sub to Surveying and Mapping, LLC (SAM), responsible for the coordination of existing utilities, proposed utility relocations, the preparation of the 24 and 44 series plan sets and EDG compliant deliverables, as well as the coordination with the utility owners for plan details as needed. This is part of a statewide on-call task order with GDOT to provide utility coordination services and other engineering services.

**PI #0015436, I-85 Bridge Replacements Design Build, Jackson & Franklin Counties, GA. Lead Roadway Engineer** for the replacement of five bridges over I-85. Each location was designed to accommodate the future widening of I-85 and provide the minimum vertical clearances. A practical design approach was used for design speed, lane, and shoulder widths to keep improvements within the existing right-of-way.

**PI #0010425, SR 316 at CR 3929/Walthers Boulevard Grade Separation, Gwinnett County, GA. Lead Roadway Engineer** for the design-build project to construct a new grade separation of Walther Boulevard over SR 316. The project eliminated the right-in, right-out intersection and included a four span bridge over SR 316 including two 12' travel lanes, two 4' bike lanes, and a 14' two-way left turn lane. Pedestrian lighting was also included over the bridge with 5' sidewalks on each side.

**PI #0002868, Panola Road at I-20 Interchange Design, DeKalb County, GA. Lead Roadway Engineer and Project Manager** responsible for the concept development, environmental special studies, categorical exclusion document, and preliminary and right-of-way design for the reconfiguration of the existing interchange at Panola Road and I-20. After analyzing multiple alternatives, it was determined that a DDI was the preferred alternative on the new bridge. A practical design approach was used to reduce costs by prioritizing the operational and safety improvements rather than addressing existing substandard features on adjacent local roadways.



## **James (Jim) Gough**

### **GEOTECHNICAL ENGINEER**

Jim possesses over 25 years of civil engineering with over 16 years as a Geotechnical Lead/Project Manager. His areas of expertise lie in geotechnical, project management, seismic assessments, deep foundation systems, earth retaining structures including segmental retaining walls and reinforced slopes, slope stability analysis, shallow foundation design, pavement design, and bridge foundation investigations (BFI), wall foundation investigations (WFI), and soil surveys.

As our Geotechnical Lead Jim will be tasked with all facets of the day-to-day management of the delivery of our services for this contract. This will include getting any necessary assistance from our Key Team Leaders and Key Team member.

**EDUCATION:** B.S., Civil Engineering, Auburn University

**REGISTRATION:** GA #36335 // AL #26986

### **RELEVANT GEOTECHNICAL LEAD EXPERIENCE:**

**Engineering Services for Geotechnical, Environmental & MS4 for Region #2 to Include District 2 and District 3, Review Engineer.** Served in this role from 2018-2020 for the current contract between GDOT and United Consulting. During this work Jim sat at the Office of Materials and Research and provided 1st reviews on other consultant reports. All reports were reviewed for compliance with current GDOT standards and included Bridge Foundation Investigations, Soil Surveys and Wall Foundation Investigations.

**I-285 and I-20 East Side Interchange GEC Contract, Geotechnical Lead.** Worked with Parsons on the GEC contract for the aforementioned project. This work entailed providing preliminary geotechnical data to GDOT to provide with the developer request for proposal. This necessitated coordination of drilling, laboratory and engineering resources to provide the given information. GDOT geotechnical manual requirements were required to be followed during all phases of the work.

**Cobb County Transportation On-Call Contract, Task Order Manager.** Worked on numerous geotechnical tasks assigned as part of this contract. This included the Bridge Foundation Investigation, Wall Foundation Investigation, and Soil Survey for the Barrett Parkway Reliever projects. This project included a bridge, founded on drilled shaft foundation which was designed over I-75 using LRFD. All reports for this project were reviewed for compliance by the department.

**Interlock Mix-Use Development, Atlanta, GA, Project Engineer.** Managed geotechnical team, performed settlement and seismic analysis, and provided foundation support recommendations for drilled shafts and shallow foundations bearing on parent bedrock, and shallow foundations bearing on aggregate pier systems. This project was a mix-development that included over 300,000 square feet of office space, restaurants, and shops; 350 apartments units and 36 townhomes; and a boutique hotel with 145 rooms.

**Avalon Mix-Use Development, Alpharetta, GA, Senior Engineer.** Performed foundation design calculations and finalized recommendations for multi-level buildings and parking decks, and high-rise office and hotel structures. Provided recommendations for deep foundations, such as auger cast piles, driven piles and caissons. The project was a mixed-use development on an 86-acre site located in Alpharetta, Georgia. The \$600 million mixed-use project encompasses 500,000 square feet of retail, 105,000 square feet of office space, 101 single-family residences, 250 luxury rental homes, multi-level parking decks, restaurants, and entertainment. Phase II consisted of a high-rise office building and a high-rise hotel.



**TRACE Mix-Use Development, Project Engineer.** managed geotechnical team, performed settlement and seismic analysis, and provided foundation support recommendations for drilled shafts bearing on parent bedrock for the mix-use development that consisted of an eight-story podium style apartment structure building over retail and parking (3 levels with one underground).

### **OTHER RELEVANT GEOTECHNICAL EXPERIENCE:**

- SR 25 over Savannah/Middle River
- I-285 Eastside
- Bells Ferry Road over Lake Allatoona
- SR 15 Bypass
- SR 61 over Silver Comet Trail
- US 41/SR 3 over Old Allatoona Road/CSX
- Bells Ferry Road Widening
- SR 22 over Little Fishing Creek
- SR 243 over Fishing Creek
- US19/SR 9 over Chestatee River
- SR 9 over Big Creek
- SR 60 over Suches Creek

Jim is currently the geotechnical lead for most of Contour's GDOT work and as such must thoroughly understand GDOT's procedures, manuals, and processes. His time sitting with OMAT and reviewing consultant reports for the department has furthered his understanding of how the department interprets and governs these processes, procedures, and manuals. This includes the state geotechnical manual which gives guidance for drilling, lab testing, and report requirements for a given project. Many of the geotechnical procedures require compliance with ASTM methods. Jim has experience with all ASTM methods that would be necessary for this contract including those associated with drilling (such as Standard Penetration Test method ASTM D1586 and Cone Penetration Testing Method ASTM D5778) and laboratory testing (such as Unified Soil Classification System (USCS) D2487, Moisture Content D2216, Atterberg Limits D4318, Unconfined Compressive Strength of Rock D7012, Split Tensile Strength of Rock D3967, Triaxial - Consolidated Undrained (CU) D4767, Triaxial - Consolidated Drained (CD) D7181, Triaxial Unconsolidated Undrained (UU) D2850, and Consolidation D2435. Further he has an advanced understanding of the state laboratory manual (GDT procedures) in particular those test methods associated with soils such as GDT4 Determining Gradation of Soils, GDT 6 Determining Volume Change of Soils, GDT 7 Maximum Density of Soils, and GDT 13 Gradation of Soil aggregate.



**Christopher “Amos” Adams, PLS**  
**SURVEY LEAD**



**A. EDUCATION**

Surveying Certificate / Pickens Technical Institute  
Southern Polytechnic State University

**B. REGISTRATIONS/CERTIFICATIONS**

PLS / GA / 2796

PLS / AL / 28566

PLS / NC / 4791

GSWCC Level II Design Professional

Amos is responsible for the overview of all surveying projects and personnel in Georgia for KCI. He has been a registered Land Surveyor since 1999 and has 40 years of experience in the field and office performing Georgia boundary and ALTA/ACSM land title surveys, topographic mapping, roadway and utility route surveying, infrastructure inventory, geodetic control, GPS for control and State Plane Coordinates and as-builts.

**C. RELEVANT TECHNICAL EXPERIENCE**

**Gwinnett County Department of Transportation, Grayson New Hope Road (SR84) at Loganville Highway (SR20) - Gwinnett County, GA. Survey Manager.** KCI, as a sub to PDP, performed topographic and planimetric data consistent with Gwinnett County specifications and standards. Our field survey performed this work within the prescribed limits to produce 2-foot contour interval topography and visible above-ground utilities. The survey area was approximately 1200 feet in length and roughly one acre. The survey database included topographic mapping, planimetric data, visible above-ground utilities, buried storms and sanitary sewer data, right-of-way, and property lines within the scope area. The final deliverables were an OpenRoads file, including DTM.

**General Engineering Contract, GDOT/Arcadis. Middle & South, GA. Survey Director.** Amos managed and made sure that all work was prepared according to the contractual scope of work, all deadlines were met and quality control was performed. His team was selected as part of the Arcadis General Engineering Contract team for the years 2016-2018. Amos and his team were tasked with three separate task orders. Each task contained approximately eight bridges in each bundle, totaling 24 bridges over the three years. The biggest challenge for each bundle was a very aggressive schedule. In each case, Amos and his team had to complete their tasks within three months or less. They were able to meet each deadline as planned by dedicating the appropriate amount of resources. In one case, his team picked up an extra bridge to assist with the overall schedule. All three bundles were completed on time and under budget.

**Bridge Maintenance Engineering Services Contract, GDOT. Statewide, GA. Survey Team Leader.** Amos was part of the team providing on-call services as needed under this contract. Task Orders included bridge and hydraulic surveys of SR 82 in Jackson County, SR 20 in Bartow County, I-20 over Richland Creek in Greene County, I-16 over Black Creek in Bryan County. Tasks under these projects included

topographic mapping, flood plain cross sections, route survey, right-of-way and boundary line solution. Each of these tasks closely followed the GDOT Survey manual requirements for bridge and hydraulic surveys.

**Statewide Overhead Subsurface Utility Engineering (SUE) Task Order Services Contract, GDOT.**

**Statewide, GA. Survey Team Leader.** Under this four-year on-call contract, Amos and his team provided utility mapping for various GDOT projects throughout the State. Project sizes ranged from 1.5-mile to 15-mile corridors.

**On-Call Services Contract, Cherokee County. Cherokee County, GA. Survey Team Leader.** Amos and his team fulfilled assignments under the on-call services contract as needed. Task Orders included a route survey and base mapping for a section of Fate Conn Road Intersection Improvement Project, Keeter Road, Kellogg Creek Road, and Victory Drive Road Improvement Projects. Tasks included topographic mapping, flood plain cross sections, route survey, right-of-way and boundary line solution.

**On-Call Services Contract, Gwinnett County. Gwinnett County, GA. Survey Team Leader.** Amos was part of a team who provided on-call services as needed for the County. Task Orders included a route survey and base mapping for a section of Tom Smith Road for a multi-use trail project. Tasks for this project included topographic mapping, flood plain cross sections, route survey, right-of-way, boundary line solution, and traffic signal guidelines detailing all signal and communication design, including fiber optic allocation for number of fibers and type of fiber to be used and proposed CCTV locations.

**Woodstock Road Multi-Use Path from SR 92 to Crabapple Road/Canton Street, City of Roswell.**

**Roswell, GA. Project Surveyor.** Under an on-call contract with the City, KCI was assigned a Task Order to design the addition of a multi-use trail along Woodstock Road for 2.5 miles. The project is broken into two phases. Phase I is from SR 92 to Crabapple Middle School. The path will be on the west side of Woodstock Road, with the intent to have minimal right-of-way impacts. The path location in Phase II has yet to be determined on the east or west side and will be vetted out during the concept development stage of the project. The project is in the concept design phase and will have significant survey, SUE, environmental (including ending at the historic boundaries of the City of Roswell), utility coordination, stormwater analysis, and right-of-way impacts.





Nathan Currier, P.E., S.E.  
STRUCTURAL DESIGN LEAD

Nathan is a structural engineer with 14 years of bridge design experience, providing design for pedestrian, roadway, and freight rail bridges. He has prepared pedestrian and roadway bridge designs for multiple local and state agencies, including GDOT, Cobb, Gwinnett, DeKalb, and Clarke Counties. His experience includes bridge inspections, bridge widening, and bridge replacement projects. Nathan is a qualified NBIS Bridge Inspection Team Lead and has provided bridge inspections services for timber bridges and pedestrian bridges for multiple agencies. He has experience with value engineering reviews and providing an economical solution to clients. Nathan is also an active member of the ACEC GPTQ Bridge and Structures subcommittee.

#### Professional Credentials:

Master of Science, Civil Engineering, University of Florida  
Bachelor of Science, Civil Engineering, University of Florida  
Professional Engineer in Georgia (#039590), Alabama, Tennessee, and Virginia  
Structural Engineer in Georgia (#001078) and Illinois

#### Relevant Experience:

**Atlanta BeltLine Southside Trail, Atlanta, GA — Bridge Design Lead.** KHA is leading the design of the Atlanta BeltLine Southside trail corridor from University Avenue to Memorial Drive, approximately 4 miles. The project includes the design of a 14-foot-wide concrete multiuse path with 3-foot-wide soft shoulders on each side. Nathan provided designs and construction documents for six new pedestrian bridges and QA/QC for more than 50 wall layouts and design within the Southside Trail corridor. For Segment 1, he coordinated directly with the GDOT Office of Bridge Design to resolve comments through the encroachment permit review process for a pedestrian bridge over US 41. Segment 1 construction was completed in August 2021.

**Firefly Bridge over Trail Creek, Athens-Clarke County, GA — Project Manager and Bridge Design Lead.** KHA is providing comprehensive services for the Firefly Trail crossing of Trail Creek. This bridge project includes rebuilding the central portion of an existing timber trestle and construction of adjoining steel deck arches, allowing the design team to highlight the existing, historic elements while also providing iconic gateway arches over Poplar Street and Dudley Park Trail. KHA provided community engagement, concept development, hydraulic and hydrological studies, environmental documentation, and preliminary, right-of-way, and final plans for the bridge and adjacent trail. Nathan led the design for the 500-foot-long long bridge that included two steel deck arches and a timber trestle. The design included multiple foundation types, including pile supported mass concrete footings and concrete footings keyed into rock. He also provided initial structural assessment of the existing timber trestle and worked directly with multiple disciplines and the user group to develop concept alternatives of the bridge.

**West Atlanta Street Trail (X2412), Cobb County, GA — Structural Design Lead.** The County is receiving FTA funds to install a 10-foot roadside trail that will connect two existing trail segments, filling in a 0.7-mile gap, along the eastern shoulder of West Atlanta Street. A portion of

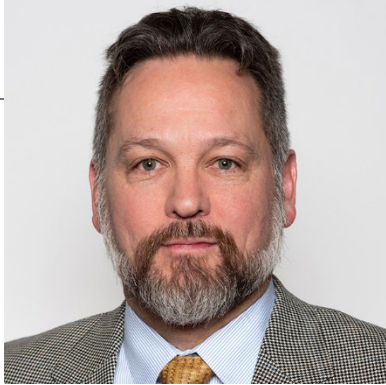
the proposed trail will be installed along an existing GDOT owned bridge over SR 280/South Cobb Drive, requiring bridge superstructure modifications and laneage restriping to avoid bridge widening. KHA's services include concept design, environmental documentation, and preparation of preliminary, right-of-way, and final design plans that include bridge plans and the related GDOT coordination. Nathan led the structural evaluation of the existing bridge and structural modifications. He coordinated directly with GDOT and the Office of Bridge Design for the encroachment permit and addressing review comments.

**City of Johns Creek, Nesbit Ferry Road Improvement Project, Johns Creek, GA– Structural Design Lead.** Nathan supported concept development for options to improve access and connectivity for pedestrians and cyclists along the corridor, including pedestrian bridge alternative parallel to Nesbit Ferry Road. Nathan provided structural inspection of an existing stone culvert to determine viability of extending the existing culvert. Preliminary and final structural design will include extension of the existing culvert with a special design CIP Concrete culvert to accommodate widening of Nesbit Ferry Road and pedestrian improvements.

**GDOT 2016 Bridge Bundle 2, Contract 7, Various Counties, GA – Bridge Design Lead.** Nathan is leading the bridge design and interdisciplinary coordination for four bridge replacement projects located in GDOT Districts 2 and 3. All four bridges utilize Load and Resistance Factor Design (LRFD) standards. Final bridge plans and Final Field Plan Review (FFPR) reports for PI 0013712 and 0013813 are approved with a scheduled let in Spring 2024. PI 370860- construction is complete. The three projects include two stream and river crossings, both of which involved a permanent roadway realignment, and one bridge over a railroad requiring staged construction.

**Gwinnett County DOT, Spalding Drive over Crooked Creek Bridge Replacement, Gwinnett County, GA– Bridge Design Lead.** This project included widening of the existing two-lane corridor to four lanes and replacement of a functionally obsolete bridge over Crooked Creek. Nathan led the design of the three-span bridge, 160-foot-long with Type III prestressed concrete (PSC) beams, pile end bents, and concrete intermediate bents on drilled caisson foundations due to shallow rock. The bridge required staged construction, temporary drainage and permanent closed drainage, support of multiple utilities, and utilizes current Load and Resistance Factor Design (LRFD) standards. Construction was completed in 2023.

**Cobb County DOT, Casteel Road over Piney Grove Creek Bridge Replacement (X2105), Cobb County, GA– Bridge Design Lead.** For this task order assignment, KHA reviewed several design alternatives during the concept phase and worked directly with the County to determine the preferred alternative. KHA prepared preliminary, right-of-way, and final design plans for the replacement of a three-span bridge and subsequent roadway tie-in needs. A hydraulic study with a no-rise documentation report was prepared and permitting took place with the USACE. Design plans were accelerated to allow for a 2018 summer construction. Nathan provided bridge layout, bridge design, and construction documents as Engineer of Record for the bridge.



Patrick Smith, RPA  
ENVIRONMENTAL COORDINATOR

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Patrick Smith has 29 years of experience with a focus on transportation-related NEPA and Section 106 compliance for a broad range of project types, including bridge replacements, road widenings, new-location corridors, interchanges, complete streets, sidewalks/trails, roundabout/intersection upgrades, transit studies, and ITS/ATMS. He has provided these services to a diverse set of clients, including GDOT, MARTA, ABI, ARC, and GRTA, as well as numerous other state, county, and municipal transportation agencies. In addition, Patrick has over 20 years of experience in environmental leadership roles on a variety on-call, IDIQ, and program management contracts for federal, state, and municipal agencies. These currently include three GDOT on-calls for Ops, Safety, and Signals/ITS. He is actively involved in the Georgia Partnership for Transportation Quality (GPTQ) and has worked with GDOT on various initiatives to improve its environmental permitting process. Patrick currently serves on the GPTQ-NEPA steering committee and is a subcommittee member for GPTQ-NEPA; GPTQ-Archaeology (past co-chair); and the Public Involvement working group.

**Professional Credentials:**

Master of Environmental Management, Duke University, 2015  
Master of Arts, Anthropology, University of Alabama, 2002  
Bachelor of Arts, English, University of Alabama, 1993  
Registered Professional Archaeologist (#1310970)

**Relevant Experience:**

**2021 Bridge Bundle 2, Contract 2; GDOT 2020 Bridge Bundle 2, Contract 6; GDOT 2018 Bridge Batch 1, Contract 6; GDOT 2016 Bridge Bundle 1, Contract 3; and GDOT 2016 Bridge Bundle 2, Contract 7, various locations, GA — Environmental Lead.** Patrick is overseeing or has completed NEPA and environmental services for multiple bridge replacement projects located throughout the state. Services include ecology; history; archaeology; air/noise; public outreach; alternatives analysis; offsite detour coordination, analysis, and outreach; and NEPA; as well as subconsultant oversight and QC/QA of subconsultant deliverables. Additional services include A3M, constructability reviews, and field plan reviews.

**Firefly Bridge over Trail Creek, Athens-Clarke County, GA — Environmental Lead.** KHA is providing comprehensive services for the Firefly Trail crossing of Trail Creek. This bridge project includes rebuilding the central portion of an existing timber trestle and construction of adjoining steel deck arches, allowing the design team to highlight the existing, historic elements while also providing iconic gateway arches over Poplar Street and Dudley Park Trail. KHA provided community engagement, concept development, hydraulic and hydrological studies, environmental documentation, and preliminary, right-of-way, and final plans for the bridge and adjacent trail. The project is currently under construction. Patrick assisted with the evaluation of alternatives by identifying environmental constraints and the associated risks to schedule and budget for each.



**City of Johns Creek, Nesbit Ferry Road Improvement Project, Johns Creek, GA – Environmental Lead.** Patrick supported concept development for options to improve access and connectivity for pedestrians and cyclists along the corridor, including pedestrian bridge alternative parallel to Nesbit Ferry Road. Patrick oversaw the environmental screening along the corridor and the waters delineations for the culvert extension to accommodate widening of Nesbit Ferry Road and pedestrian improvements.

**10th Street Bridge Multimodal Enhancements, Atlanta, GA — Environmental Lead.** KHA provided concept through final plans phase services, including environmental services and public outreach for this project, which fills a critical gap in the City of Atlanta’s and Midtown’s bicycle and pedestrian network and improves the user experience for all mode types. The project expands on the existing bike and pedestrian network in Midtown and terminates where Georgia is planning future accommodations.

**District 2 and 3 Bridge Bundle Contract, Various Locations, GA\*— NEPA Lead.** Patrick served as a subconsultant to Lowe Engineers, overseeing environmental services for seven state route bridge replacement projects located in GDOT Districts 2 and 3. Services included cultural resources studies, ecology (delineations, threatened and endangered species, 404/SBV), air/noise, public outreach, alternatives analysis, offsite detour planning, and NEPA as well as constructability reviews and/or field plan reviews. Six of the seven bridges were over water. One bridge was over a railroad and required an Individual Section 4(f) evaluation for impacts to the historic bridge and two adjacent historic districts.

**Big Bridge 5 Contract, Various Locations, GA\*— NEPA Planner and Principal Archaeologist.** Patrick served as NEPA Planner and Principal Archaeologist for five state route bridge replacements in GDOT Districts 1 and 3. The services included cultural resources studies, ecology (delineations, threatened and endangered species, 404/SBV), air/noise, public outreach, alternatives offsite detour planning, and NEPA as well as constructability reviews and/or field plan reviews. Four of the five bridges were over water. One bridge was over a railroad and required an Individual Section 4(f) evaluation for impacts to the surrounding historic district.

*\*Patrick completed this project prior to joining KHA*



# CHIRAG DATE, AICP, LEED GA



## PUBLIC INVOLVEMENT LEAD

### EDUCATION

**M.C.R.P.**, Master of City/Urban, Community and Regional Plan, Georgia Institute of Technology, 2016 (Dual specialization: Land Use Planning & Urban Design)

**B.Arch.**, Bachelor of Architecture, Sinhgad College of Architecture, University of Pune, 2013

### PROJECTS

#### City of Canton Downtown Master Plan – Canton, GA

City of Canton, GA (2023-2024)

Project Manager/Task Manager

Modern Mobility Partners was retained by Canton to work on their Downtown Master Plan after the completion of the city-wide Transportation Plan in 2023. This study aims to examine the downtown area closer through the three primary lenses of community-focused planning, data-driven process, and understanding of the market.

As a **Project Manager**, Chirag is in charge of keeping the team on track with scope items, budget, and schedule, along with day to day coordination with the subconsultants and the client. Chirag is also the **Task Manager** for the Master Planning task which will look into identifying infill and new development potential in the downtown area and provide conceptual renderings as part of the master plan.

#### City of Hapeville Parking Strategy Study – Hapeville, GA

City of Hapeville, GA (2023)

Project Manager

This is an ongoing study to identify issues around parking for the City of Hapeville, brainstorming and research strategies to alleviate these issues, and provide programmatic and policy recommendations to leverage these identified strategies. With a heavy community engagement component, this study will conduct a community survey, a parking forum, and a recommendations workshop.

As a **Project Manager**, Chirag is in charge of all the scope items, coordination with the team and the client, and keeping track of scope and budget.

#### City of Riverdale LCI Study – Riverdale, GA

City of Riverdale, GA (2023-2024)

Project Manager

Modern Mobility Partners is working with TSW on this LCI study to revitalize the main street area for the City of Riverdale. The study looked at the existing conditions and conducted a needs assessment for the study area. A Design Charrette was conducted recently where Chirag led his team to brainstorm on viable solutions to transportation issues concentrating on transportation demand reduction measures, safety improvements, access to trails and amenities, while contributing to conceptual development ideas for the Main Street. The team is currently working on refining the recommendations.

As a **Project Manager**, Chirag is in charge of the project schedule, budget, and making sure that the scope items are delivered on time. Chirag provides oversight on task delegation and supervision, and provides any expertise needed through the project duration.

#### South Downtown Transportation Plan – Atlanta, GA

Central Atlanta Progress (2022-2023)

Project Planner/Task Support

This was a sub-area transportation plan for South Downtown Atlanta concentrating on building consensus and proposing street typologies for key streets in the area. As a **Project Planner**, Chirag supported the task manager by organizing and conducting interviews with private developers and event venues in the area to keep them engaged and participated in a design charrette and development of street typologies for the project. Chirag also helped the team monitor the budget and schedule and prepared/reviewed the monthly invoices and progress reports.

#### Canton Transportation Master Plan – Canton, GA

City of Canton, GA (2021-2022)

Deputy Project Manager

This plan aimed to develop a comprehensive city-wide transportation master plan to guide future transportation decision-making in Canton. The project documented and analyzed existing conditions for

### BIO

Chirag is a design-oriented planner who strives towards creating mixed-use walkable places with appropriate density and connectivity to enhance the urban and suburban experience. With over 7 years of experience and keen interest in working on projects of varying scales from city halls to educational campuses, town-centers, and multi-acre developments, Chirag constantly works towards understanding the unique issues and giving relevant and forward-thinking design solutions to cater to the local community.

### YEARS OF EXPERIENCE

7

### CREDENTIALS

American Institute of Certified Planners (AICP) #: 33909

Green Building Certification, Inc. (LEED GA)  
GBC#: 0011071608

Council of Architecture, India (Registered Architect) #: CA/2013/61105

### WORK EXPERIENCE

#### Modern Mobility Partners, Senior Urban Designer/Planner

November 2021 - present

Chirag is a project manager at Modern Mobility Partners. Besides managing transportation and urban design projects, Chirag also works as a subject matter expert on connection between land use, urban design, and transportation. Chirag also helps the firm with marketing, proposals, and contracting.

#### Sizemore Group, Planner/Urban Designer

2015 - 2021

Chirag was involved in various aspects of master planning and development projects handling project management, community engagement, conceptual design, and graphics. Before that, Chirag was Planner, Intern Planner I, Summer Intern at Sizemore Group.

the study area, assessed the needs, issues, and opportunities for the future, utilized a project prioritization tool to shortlist projects by likelihood and ease of implementation, and provided a documentation of the same.

As **Deputy Project Manager**, Chirag assisted the Project Manager in contract negotiations. Chirag is handled the day-to-day correspondence with the City of Canton, coordinated the project progress with Task Managers, prepared materials for monthly meetings, documented upcoming developments, analyzed the effects of land use changes on transportation and vice versa, and reviewed the monthly invoices to monitor budget and schedule.

**\*Buford Highway Master Plan – City of Norcross, GA**

City of Norcross, GA (2020-2021)

Project Planner

This master plan study is focused on redevelopment of the Buford Highway corridor and its connection to Historic Downtown Norcross. This seven-month planning process included analysis of existing conditions, market analysis, inventory of community assets, opportunities and challenges, creation of an inclusive community vision and goals, stakeholder interviews, and master plan development.

As **Project Planner**, Chirag worked on data collection, analysis, and creation of analysis maps. He also participated and facilitated hosting the virtual design workshop and core team meetings with the Director of Planning (DOP). Chirag with the PIC (Principal In-Charge) and DOP generated the conceptual sketches for the three development nodes identified during the workshop. Chirag then took these sketched ideas, refined them for character and parking requirements based on standards, then created 3D models and renderings using his planning and urban design knowledge.

**\*Atlanta Regional Commission Community Development Assistance Program (CDAP) – Technical Assistance Support**

Atlanta Regional Commission (2018-Ongoing when Chirag resigned)

Project Planner

Chirag was part of the team retained by the Atlanta Regional Commission (ARC) on an on-call technical assistance service for several planning projects starting in 2018. ARC needed help on several aspects of local planning projects such as graphics, report formatting, funding strategies, architectural studies, concept illustrations and infographics.

As **Project Planner**, Chirag worked on the graphics side of things for these deliverables generated 3D street views and aerials, elevations, plans, and illustrations. In 2020, Chirag took over the management of the graphic requests to delegate work to interns and coordinate during client meetings.

**\*Six West (Former Airport City) District Plans – City of College Park, GA**

Business and Industrial Development Authority for City of College Park, GA (2019-2020)

Project Planner

Following the Airport City (now Six West) master plan study, the team was retained for a district level master plan study in 2019. The study constituted of six districts with in-depth analysis of the existing topography, market numbers, and development strategies.

As **Project Planner**, Chirag coordinated with the civil engineers to document the existing conditions and refine the development concepts to match the updates. Chirag was also in-charge of detailing the development concepts based on parking numbers, parking strategies, land use mix, and densities. Chirag created the site plan, street hierarchy map, alternative connections map, the master 3D model, 3D bird's eye renderings and plot plans for the area. Chirag also was involved in creating development regulations for each district so as to guide upcoming potential development. Chirag also assisted in any follow-up requests from developers after the study was released as the team was retained as a facilitator for any negotiations between the City and the developers for individual lots.

**\*Airport City Master Plan – City of College Park, GA**

Business and Industrial Development Authority for City of College Park, GA (2018-2019)

Project Planner

This master plan proposed a conceptual framework for a 350-acre study area west of the Hartsfield Jackson Atlanta International Airport. Owing to the proximity to the Airport and the upcoming development due to efforts of the surrounding CIDs, the framework plan proposed a mix of commercial, hotel, office, entertainment, and residential uses for this area. The uses were located with an idea to create six individual districts based around different primary uses including an Incremental district to promote local investment opportunities and avoid displacement of legacy businesses and residents.

As **Project Planner**, Chirag was in-charge of analysis maps and reviews of existing conditions and previous reports, masterplan recommendations, site plan and bird's eye for the recommended concept, and attending client meetings to record minutes and schedule changes. The master plan also had a component of trail networks and bike paths along with parking requirements based on standards. Chirag was key in formulating all of that.

\* Indicates projects prior to joining Modern Mobility Partners.





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April 17, 2024

Bethany Watson, PE, AICP  
City Engineer  
Engineering Department  
City of Canton  
110 Academy Street  
Canton, GA 30114

Re: Fee Proposal for the Design & Construction Management of the Canton Creek Pedestrian Bridge & Sidewalk Improvement Project

Dear Mrs. Watson,

Practical Design Partners, LLC (PDP) is excited to have been selected as the most qualified firm to deliver the Canton Creek Pedestrian Bridge project for the City of Canton! This proposal outlines the scope of work anticipated and the associated fee proposal.

**Anticipated Scope of Work:**

This project consists of installation of a pedestrian bridge over Canton Creek on the west side of Marietta Road. A sidewalk will be installed along the west side from the existing intersection of Marietta Road and Hickory Flat Highway to the driveway across from Goss Street. A new mid-block crossing with a rectangular rapid flashing beacon (RRFB) will be installed just north of Goss Street. The proposed scope of work will generally follow the conceptual layout provided in our Statement of Qualifications (SOQ).

As shown in our SOQ, PDP has partnered with Kimley-Horn and Associates (KHA), Modern Mobility Partners (MMP), KCI Technologies (KCI), and UES (formerly Contour Engineering). Following is a phased breakdown of the anticipated services:

**Concept Development:**

1. KHA will complete environmental delineations to determine an appropriate location for the bridge which avoids the stream and stream buffer as much as practical.
2. KHA will complete a conceptual level hydraulic analysis to evaluate potential impacts to the FEMA floodplain before finalizing the bridge location.
3. PDP will update the concept layout provided with the SOQ to reflect the bridge location and sidewalk tie-ins as required. A conceptual cost estimate will also be developed.
4. PDP will meet with the city to review the concept layout and project approach prior to moving forward with survey and design activities.

**Design Phase**

1. KCI will complete the survey database for the project. All improvements will be located within the survey boundary including existing bridge, asphalt, curb and gutter, sidewalk, driveways, buildings,

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streams, drainage features, and surface evident utilities. Property resolution will be completed on up to eight (8) parcels. Eleven (11) hydraulic cross-sections of the existing stream will be completed within 500-ft upstream and downstream of the existing bridge. Due to the width of the floodplain, GIS data will be utilized for the hydraulic model beyond the stream banks.

2. UES will complete the Bridge Foundation Investigation (BFI) following GDOT guidelines. One soil test boring will be performed at each bridge bent down to rock refusal or a depth that meets GDOT's boring termination standard. It is estimated that 65' of drilling will be required per boring location. If shallow refusal is encountered (less than 40'), rock coring will be performed. It is estimated that 20' of rock coring will be required at each bent. A BFI report will be provided detailing the findings of the investigation.
3. KHA will complete the engineering study for floodplain encroachments. The effective HEC-2 model will be requested from FEMA and converted to HEC-RAS version 6.4. The model will be updated with the new field survey to create a revised existing conditions model. A proposed conditions HEC-RAS model will be developed per the conceptual bridge layout. Up to two (2) proposed bridge designs will be coordinated with the structural team to determine a bridge layout that meets the no-rise condition. Compensatory storage volume calculations will be performed as needed for any fill placed within the FEMA 100-yr floodplain.
4. KHA will also complete the design of the pedestrian bridge for AASHTO H-10 loading. KHA will engage up to three (3) prefabricated bridge manufacturers to establish preliminary truss loading and cost information. The bridge substructure elements will be designed and detailed including bridge plan, elevation, typical section, material requirements and generic details to facilitate truss design by the contractor's engineer. The total bridge length is approximately 140' consisting of either one (1) or three (3) spans. The superstructure will be a prefabricated steel truss with concrete deck. The substructure will consist of conventional pile end bents with spill-thru abutment end rolls and concrete intermediate bents. The bridge design will follow AASHTO LRFD specifications.
5. KHA will complete a traffic signal modification plan for the intersection of Marietta Road and Hickory Flat Highway due to the new crosswalk and pedestrian ramps. KHA will also complete the RRFB design for the mid-block crossing. New signalized pedestrian equipment will be proposed for pedestrian connectivity at both locations. No traffic studies or ITS interconnection will be required as part of the signal design.
6. PDP will complete the design of the pedestrian improvements including sidewalk, curb & gutter, pedestrian ramps and crosswalks. A vertical profile of the proposed sidewalk will be included in addition to cross-sections at 50' intervals along Marietta Road. Existing drainage will be evaluated and improvements made to establish positive flow. Erosion control BMPs will be shown to minimize sediment runoff. Right-of-Way plans will be provided for up to two (2) parcels. The construction plans will be consolidated into one plan set to include bridge and traffic signal designs.
7. MMP will serve as a liaison between this project and the Hickory Flat Highway planning study to provide input and feedback on the pedestrian bridge design and provide information on the progress of the Hickory Flat Highway planning study as relevant. MMP will attend up to three (3) virtual coordination meetings with the city and up to three (3) virtual coordination meetings with the consultant team during the design phase.

### **Construction Services**

1. As the project advances to construction, PDP will assist in developing the bid package and supplemental conditions for the city for the city's use in advertising the project. A pre-construction meeting will be held and attended by PDP, KCI, KHA, and UES.



2. KCI will monitor the work to assure that the project is built in reasonable conformance with the plans and specifications. An inspector will be present on the project during critical contractor operations. KCI will serve as an extension of the City's staff to verify quality workmanship and materials are being provided by the contractor. This will include the following activities:
  - Maintain organized, accurate and thorough records of events and activities associated with the project. These will include but not be limited to project diaries, inspection reports, materials logs, tickets and any quantity computation documentation.
  - Monitor work, including but not limited to, traffic control, grading, bridge construction, resurfacing of roadway, sidewalk construction, drainage improvements, driveway construction, erosion control, and grassing as needed.
  - Verify that materials and applicable concrete mix designs incorporated into the work are from approved suppliers.
  - Verify that materials and workmanship meet or exceed specifications, standards and details, and the plans, details and contract documents including scope of work and approved budgets.
  - Make recommendations to the City to resolve issues and disputes which may arise in relation to the construction contract.
  - Contact the city with any item which significantly changes the character of the original scope of work. The consultant will NOT authorize any additional work without prior approval of the City.
  - Verify contractor pay applications. Documents will be kept current and available for inspection and audit by the City, for the duration of the project.
  - Provide digital photographs of the project sites prior to, during and after construction.
  - Review that the traffic control procedures implemented by the contractor reasonably conform to the plans and specifications.
  - Provide monthly progress reports to the City.
  - Forward complete project file and records to the City at project close-out.
3. UES will perform geotechnical testing and operations during construction including the following activities:
  - Soil testing to verify materials are free of organics or other deleterious materials. Compaction testing and proof rolling observations on sub-grade materials will be conducted.
  - Verify element materials, sizes and lengths comply with requirements. Observe and document load tests and perform PDA testing, as necessary. Observe installation operations and maintain complete and accurate records for each deep foundation element including placement locations, depth, etc. Cast grout cubes for compressive strength testing (micropiles).
  - Observation of rebar, anchors and embed placement prior to commencement of concrete work. Perform temperature, air content, unit weight and slump test of concrete placed for foundations and slabs. Cast cylinders and complete compression testing of concrete placed during construction.
  - Perform shop inspections, visual field weld inspections, and visual bolted connection inspections of structural steel.
4. KHA and PDP will attend up to one (1) site visit and (3) Owner-Architect-Contractor meetings during construction.
5. Up to three (3) reasonable and appropriate contractor Requests for Information (RFIs) will be responded to. Up to six (6) shop drawing submittals are included.



**Proposed Schedule:**

The concept and design phase of the project will generally follow the 12-month schedule as provided in the SOQ. Construction services are anticipated to have an additional 12-month duration.

**Proposed Fee:**

Services will be invoiced monthly on an hourly basis plus direct costs up to the maximum amount shown below. A contingency phase is included to capture any unforeseen scope during the delivery of the project. The contingency phase shall only be utilized after approval from the city.

<b>Tasks</b>	<b>Fee Proposal</b>
Project Management & Coordination (PDP)	\$73,000
Sidewalk Design (PDP)	\$47,000
Environmental Delineations (KHA)	\$12,000
Survey Database (KCI)	\$28,000
Bridge Design (KHA)	\$127,000
Hydraulic Analysis (KHA)	\$50,000
Traffic Signal and RRFB Design (KHA)	\$29,000
Bridge Foundation Investigation (UES)	\$41,400
Coordination with Hickory Flat Highway Study (MMP)	\$2,800
Construction Bidding Assistance (PDP)	\$8,700
Construction Engineering and Inspection (KCI)	\$279,500
Construction Testing (UES)	\$62,400
Contingency	\$50,000
<b>Total</b>	<b>\$810,800</b>

**Additional Assumptions:**

1. PDP will meet with the city monthly for project updates. No public involvement, stakeholders' meetings, or city council presentations are included.
2. No ROW acquisition or cost proposals are included.
3. Only minor adjustments to utilities will be required. Relocation of power poles will be avoided to maintain project schedule and grant requirements. Utility design will be provided by utility owners as required.
4. No lane closures will be required for field work.
5. No lighting, landscaping, or streetscape plans are included.
6. No updates to the FEMA effective hydrologic model, future conditions floodplain analysis, or CLOMR/LOMR FEMA permitting will be required.
7. No bridge aesthetic enhancements, including electrical or lighting design is included.
8. Neither a control package or full boundary surveys will be required.
9. No retaining walls are anticipated. If required, retaining walls will follow GDOT standards.
10. This project is funded through a combination of city funds and the Improving Neighborhood Outcomes in Disproportionally Impacted Communities grant. No other federal and/or state funds are being utilized in any phase of the project. The grant does not require that the NEPA process be followed. No environmental permitting is required as the project is anticipated to avoid stream impacts and all work will fall into the stream buffer exemption area. The project's

disturbed area will be less than one (1) acre, therefore, full erosion control plans are not required.

11. Construction testing and inspections will evaluate that construction is commencing in general conformance with the construction plans. PDP and subconsultants will not supervise, direct, or control Contractor's work, and will not have authority to stop the work or responsibility for the means, methods, techniques, equipment choice and use, schedules, or procedures of construction selected by Contractor, for safety programs incident to Contractor's work, or for failure of Contractor to comply with laws. PDP does not guarantee Contractor's performance and has no responsibility for Contractor's failure to perform in accordance with the Contract Documents. Jobsite safety and means and methods of construction are solely the responsibility of the Contractor.
12. The design will be completed utilizing Bentley OpenRoads software. All deliverables will be in PDF format.

PDP has developed this scope of services and fee proposal based on our current understanding of the existing project. Any additional services not explicitly mentioned or any changes to the scope or assumptions provided in this proposal may require a supplemental request to complete the project.

Thanks again for the opportunity to provide our proposal for this pedestrian improvement project! We look forward to continuing our relationship with the City of Canton.

Please let us know if there are any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'BRAD ROBINSON', is written over a light blue horizontal line.

Brad Robinson, PE  
Vice President



**AGREEMENT FOR CONSULTING SERVICES**

between

**CITY OF CANTON**

and

**PRACTICAL DESIGN PARTNERS, LLC.**

for

**PROFESSIONAL ENGINEERING SERVICES**

**THIS AGREEMENT**, made and entered into on this the \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and between **CITY OF CANTON** hereinafter referred to as "**Owner**" and **PRACTICAL DESIGN PARTNERS, LLC.**, a corporation licensed to do business in the State of Georgia, hereinafter referred to as "**Consultant.**"

**WITNESSETH:**

WHEREAS, **Owner** desires to engage a qualified and experienced engineering consultant to furnish professional services for Professional Engineering Services for Design & Construction Management of the Canton Creek Pedestrian Bridge and Sidewalk Improvement Project hereinafter referred to as the "Project"; and

WHEREAS, **Consultant** has represented to **Owner** that it is qualified and experienced to perform the services described herein, and has available the personnel and facilities necessary to accomplish the work within the required time;

NOW, THEREFORE, **Owner** and **Consultant** agree as follows:

**I. DESCRIPTION OF PROJECT:** **Owner** and **Consultant** agree that the Project is as described in **Exhibit A**, entitled "**Description of Project.**" **Owner** and **Consultant** recognize that, during the course of performing the consulting work, the Project as described in **Exhibit A** may need to be reduced, expanded, or otherwise modified.

**II. SCOPE OF CONSULTING SERVICES:** **Consultant** agrees to perform those services described in Task Orders issued as amendments to this Agreement. Unless modified in writing by both parties, duties of **Consultant** shall not be construed to exceed those services specifically set forth.

- A. Scoped Consulting Services - **Consultant** agrees to perform those tasks described in **Exhibit A**, entitled "**Scope of Work.**"
- B. Special Consulting Services - **Owner** and **Consultant** agree that not all work to be performed by **Consultant** can be defined in detail at the time this Agreement is executed, and that additional work related to the Task Order and not covered in **Exhibit A** may be needed during performance of this Agreement. Such work shall be classified as Special Consulting Services. Compensation for such services shall

be as agreed to by **Owner** and **Consultant**, and set forth in the written authorization for Special Services. Special Consulting Services include, but are not limited to:

1. Additional consulting for special requirements or studies required by local, state, and federal regulatory agencies when directed by **Owner**.
  2. Presentations for public or special interest groups, if not previously agreed to in **Exhibit A**.
  3. Preparation to serve or serving as a consultant or witness for **Owner** in any litigation or other legal or administrative proceeding involving the Project.
  4. Revisions to previously approved studies, reports, contract documents, or plans and specifications prepared by others, which are beyond the control of **Consultant**.
- C. Scope Changes - **Owner** may, at any time during the contract period, make changes within the general scope of the contract and its technical provisions. If any such change causes any increase or decrease in **Consultant's** cost of performing any part of the contract, an equitable adjustment shall be made in the contract price, or in the time of performance, or in both, and a written amendment of such adjustment shall be made. Any claim by **Consultant** for an equitable adjustment shall be made in writing and delivered to **Owner** prior to proceeding with the additional services. No additional services shall be performed until written authorization is received from **Owner**. Nothing in this clause shall excuse **Consultant** from proceeding with performance of this contract in accordance with the original terms and conditions and any approved changes.

**III. SCOPE OF OWNER SUPPORT:** **Owner** agrees to provide the following:

- A. All criteria and full information as to **Owner's** requirements for the Project.
- B. Available information and data pertinent to the Project.
- C. Timely reviews of work products.
- D. **Owner** shall appoint an **Owner's** representative with respect to work to be performed under this Agreement. Said **Owner's** representative shall have complete authority to transmit instructions, receive information, and interpret and define **Owner's** policies. **Consultant** shall be entitled to rely on representations made by said **Owner's** representative unless otherwise directed in writing by **Owner**.

**IV. AUTHORIZATION AND PROGRESS:** The Project schedule is listed in **Exhibit B**, entitled "**Project Schedule**." In signing this Agreement, **Owner** grants **Consultant** specific authorization to proceed with work described in **Exhibit A**. Interim milestones and work product submittal dates shall be mutually agreed upon by **Owner** and **Consultant** upon initiation of the work.

V. **COMPENSATION:** Compensation for services provided under Article II, "Scope of Consulting Services," and described in **Exhibit A** shall be in accordance with the terms set forth in **Exhibit C**, entitled "**Compensation.**"

VI. **RESPONSIBILITY OF CONSULTANT:**

- A. Professional Services: **Consultant** is employed to render a professional service only, and any payments made to **Consultant** are compensation solely for such services rendered and recommendations made in carrying out the work. **Consultant** shall follow the standard of care applicable to the practice of the consulting profession to make findings, provide opinions, make factual presentations, and provide professional advice and recommendations. **Consultant** shall perform its Services in accordance with generally accepted standards and practices customarily utilized by competent engineering firms in effect at the time **Consultant's** Services are rendered. No review of **Consultant's** professional work product, including, but not limited to any plans and specifications, by any of **Owner's** employees or agents shall relieve **Consultant** of any responsibility with respect to such professional work product.
- B. Construction Phase Agent of Owner: In providing construction phase services, **Consultant** shall act as a representative of the **Owner**. **Consultant's** review of submittals or work prepared or performed by other individuals or firms employed by **Owner** shall not relieve those individuals or firms of complete responsibility for the adequacy of their work.
- C. Inspection: It is understood that any inspection provided by **Consultant** is for the purpose of determining compliance with the technical provisions of Project specifications and does not constitute any form of guarantee or insurance with respect to the performance of a contractor. **Consultant** does not assume responsibility for methods or appliances used by a contractor, for the safety of construction work, or for compliance by contractors with laws and regulations. **Owner** shall use its best efforts to assure that the construction contract provides that the contractor(s) indemnify **Consultant** as well as **Owner** and that the contractor(s) name **Consultant** as well as **Owner**, as additional insured's on contractor's insurance policies covering Project. **Owner** shall not be liable if contractor does not comply with said provision.
- D. Design Modifications During Construction: During the construction phase of the Project, **Consultant** shall confer with **Owner** for the purpose of resolving discrepancies and conflicts. Any required design modifications which are determined to be the result of error and/or omission by the **Consultant** as a result of not meeting the standard of care applicable will be made immediately by **Consultant** without additional compensation.
- E. Record Drawings: Record drawings, if required, will be prepared, in part, on the basis of information compiled and furnished by others, and may not always represent the exact location, type of various components, or exact manner in which the project was finally constructed. **Consultant** is not responsible for any errors or omissions in the information received from others that are incorporated into the



record drawings. The **Consultant** shall provide final Record Drawings of the Project based upon the Contractor's as-built mark-ups. The final record drawings produced by the **Consultant** shall bear the stamp of the professional responsible for the design.

- F. Document Deliverables: Unless otherwise agreed to by the **Owner**, the **Consultant** shall use the following drawing sheet sizes: full size shall be 22-in x 34-in; half-size shall be 11-in x 17-in. The **Consultant** shall provide electronic copies of construction documents and Record Drawings to the **Owner**. These documents will duplicate the documents provided as work product, but will not bear the signature and professional seals of the registered professionals responsible for the work. **Owner** is cautioned that the accuracy of electronic copies and CADD documents may be compromised by electronic media degradation, errors in format translation, file corruption, printing errors and incompatibilities, operator inexperience and file modification. **Consultant** will maintain the original copy, which shall serve as the official, archived record of the electronic and CADD documents. The electronic deliverables shall be in the following formats:
1. Drawings: AutoCAD and PDF images
  2. Specifications: Microsoft Word and PDF images
- G. Cost Estimates: **Owner** acknowledges that construction cost estimates, financial analyses and feasibility projections are subject to many influences including, but not limited to, price of labor and materials, unknown or latent conditions of existing equipment or structures, and time or quality of performance by third parties. **Owner** acknowledges that such influences may not be precisely forecasted and are beyond the control of **Consultant** and that actual costs incurred may vary substantially from the estimates prepared by **Consultant**. **Consultant** does not warrant or guarantee the accuracy of construction or development cost estimates

## VII. INDEMNIFICATION:

- A. To the fullest extent permitted by Laws and Regulations, **Consultant** shall indemnify and hold harmless Owner, and the officers, directors, partners, employees, agents of each and any of them from and against all claims, costs, losses, and damages (including but not limited to all fees and charges of engineers, Consultants, attorneys, and other professionals and all court or arbitration or other dispute resolution costs) arising out of or relating to the **Consultant's** performance of the services described herein (the "Work"), provided that any such claim, cost, loss, or damage is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property (other than the Work itself), but only to the extent caused by any negligent act or omission of **Consultant**, any Subcontractor, or any individual or entity directly or indirectly employed by any of them to perform any of the Work or anyone for whose acts any of them may be liable.
- B. In any and all claims against Owner or any of their respective consultants, agents, officers, directors, partners, or employees by any employee (or the survivor or

personal representative of such employee) of **Consultant**, any Subcontractor, or any individual or entity directly or indirectly employed by any of them to perform any of the Work, or anyone for whose acts any of them may be liable, the indemnification obligation under Paragraph A of this Article VII shall not be limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable by or for **Consultant** or any such Subcontractor, or other individual or entity directly or indirectly employed by any of them under workers' compensation acts, disability benefit acts, or other employee benefit acts.

- C. Regardless of any other term of this Agreement, in no event shall either party be responsible or liable to the other for any incidental, consequential, or other indirect damages.

**VIII. INSURANCE:** Prior to the start of contracted work, **Consultant** shall procure and maintain in force for the duration of the work, Commercial General Liability Insurance, Commercial Automobile Liability Insurance, Workers' Compensation Insurance, Professional Liability Insurance and Excess/Umbrella Liability Insurance. **Owner** shall be named as additional insured in each of the policies except Workers' Compensation and Professional Liability. All policies must be placed with a carrier rated not less than A-VIII by A. M. Best. Provide 30 days written cancellation notice, return receipt requested.

**A. Minimum Limits of Insurance**

1. **Commercial General Liability** with combined Bodily Injury and Property Damage limit of not less than \$1,000,000 per occurrence and \$2,000,000 Aggregate. The aggregate must be applicable on a per project basis. Broad form Blanket Contractual Liability assured under this contract. Completed Operation/Project Liability, Broad Form Property Damage, Personal and Advertising Injury Liability, Independent Contractors, owner named as Additional Insured on a primary and non-contributory basis, this insurance to be primary and non-contributory with any other collectable insurance coverage to be provided on an occurrence basis. Carrier waives right of subrogation against certificate holder.
2. **Commercial Automobile Liability** insurance covering the use of all owned, non-owned and hired vehicles with a combined Bodily Injury and Property Damage limit of \$1,000,000. Carrier waives right of subrogation against certificate holder.
3. **Workers' Compensation and Employer's Liability insurance** with limit of \$500,000/\$500,000/\$500,000 or minimum required by Labor Code, State of Georgia, whichever is greater. Carrier waives right of subrogation against certificate holder.
4. **Consultant** shall also maintain professional liability insurance in an amount of not less than \$1,000,000 per claim to cover damages resulting from errors or omissions of **Consultant**. Such coverage shall be maintained for a minimum of three years after completion of the services provided hereunder, and **Consultant** shall provide **Owner** with additional certificates

of insurance to evidence such coverage throughout said three year period. Policy shall have a continuity or retroactive data on or prior to the date of this Agreement. Policy shall include coverage for pollution incidents including coverage for property damage to soil, surface water, groundwater and plant/animal life, including damage caused by sedimentation and erosion.

5. **Excess/Umbrella Liability** insurance limit of not less than \$1,000,000 general aggregate, \$1,000,000 occurrence. Such policy must be in excess of policy limits of the primary coverage for general liability, automobile liability and employer's liability.
- B. **Deductibles and Self-Insured Retentions** – Any deductibles or self-insured retentions must be declared to **Owner** and accepted by **Owner**. At **Owner's** option, **Consultant** shall demonstrate financial capability for payment of such deductibles or self-insured retentions by submitting a financial statement.
- C. **Insurance Certificates** – An insurance certificate must be furnished by **Consultant** to **Owner**. Endorsements showing additional insured where applicable, and waiver of subrogation must be provided. Each insurance certificate, except for the certificate for Professional Liability Insurance, where applicable, must be endorsed with the following affirmative statement: *"Coverage afforded will not be cancelled, materially changed or renewal refused until at least thirty (30) days prior written notice, return receipt requested, has been given to **Owner** and to each other additional insured to whom a certificate of insurance has been issued."* Written notice for cancellation due to non-payment of premium will be within 10 days.

**IX. SUBCONTRACTS:** **Consultant** shall be entitled, to the extent determined appropriate by **Consultant**, to subcontract any portion of the work to be performed under this Agreement. **Consultant** shall be responsible for the work products and actions of all subcontractors. All subcontractors are subject to approval by **Owner**. Subcontractors must comply with the same insurance requirements as the **Consultant**.

**X. SUSPENSION OF WORK:** **Owner** may suspend, in writing, all or a portion of the work under this Agreement. **Consultant** may request that the work be suspended by notifying **Owner**, in writing, of circumstances that are interfering with the normal progress of work. **Consultant** may suspend work on Project in the event **Owner** does not pay invoices when due. The time for completion of the work shall be extended by the number of days work is suspended. If the period of suspension exceeds 90 days, the terms of this Agreement are subject to re-negotiation, and both parties are granted the option to terminate work on the suspended portion of Project in accordance with Article XI.

**XI. TERMINATION OF WORK:** **Owner** may terminate all or a portion of the work covered by this agreement for its convenience at any time. **Owner** or **Consultant** may terminate work if the other party fails to perform in accordance with the provisions of this Agreement by providing 15 days prior written notice to the other by certified mail with receipt for delivery returned to the



sender. In the event of termination, **Consultant** shall perform such additional work as is necessary for the orderly filing of documents and closing of Project and all finished or unfinished documents, maps, studies, work papers and reports prepared by **Consultant** under this Agreement shall be the sole property of **Owner**. The time spent on such additional work shall not exceed 5 percent of the time expended on Project prior to the effective date of termination. **Consultant** shall be compensated for work satisfactorily performed prior to the effective date of termination, plus work required for filing and closing as described in this Article.

## **XII. CONFLICT OF INTEREST:**

- A. **Consultant** certifies that to the best of its knowledge no circumstances exist which will cause a conflict of interest in performing the services required by this Agreement, that no employee of **Owner**, nor any member thereof, nor any public agency or official affected by this Agreement, has any pecuniary interest in the business of **Consultant** or its subcontractors and that no person associated with **Consultant** or its subcontractors has any interest that would conflict in any manner or degree with the performance of this Agreement.
- B. Should **Consultant** become aware of any circumstances which may cause a conflict of interest during the term of this Agreement, **Consultant** shall immediately notify **Owner**. If **Owner** determines that a conflict of interest exists, **Owner** may require that **Consultant** take action to remedy the conflict of interest or terminate the Agreement without liability. **Owner** shall have the right to recover any fees paid for services rendered by **Consultant** which were performed while a conflict of interest existed if **Consultant** had knowledge of the conflict of interest and did not notify **Owner** within one week of becoming aware of the existence of the conflict of interest.
- C. **Consultant** warrants that **Consultant** and **Consultant's** subcontractor(s) have not employed or retained any company or person other than a bona fide employee, working solely for **Consultant** or its subcontractor(s) to solicit or secure this Agreement and that **Consultant** and **Consultant's** subcontractor(s) have not paid or agreed to pay any person, company, corporation, individual, or firm other than a bona fide employee working solely for **Consultant** or its subcontractor(s) any fee, commission, percentage, gift or other consideration contingent upon or resulting from the award of this Agreement. For any breach or violation of this provision, **Owner** shall have the right to terminate the Agreement without liability and, at its discretion, to deduct from the price, or otherwise recover, the full amount of such fee, commission, percentage, gift, payment, or consideration.
- D. **Consultant** shall include the terms and conditions of Paragraphs A, B and C of this Article in all subcontractor agreements for work to be performed under this Agreement.

**XIII. OWNERSHIP OF DOCUMENTS:** Original documents, whether paper or electronic media, such as reports, plans, drawings, specifications, designs and survey notes developed in connection with the services performed hereunder belong to and remain the property of **Owner**. **Consultant** may retain reproducible copies of such documents. **Owner** hereby releases

**Consultant** from all damages, claims, and losses arising out of any use of such original documents by **Owner** other than for information and reference in connection with the use, operating and occupancy of the Project by **Owner** and others. **Owner** further agrees that **Owner** will not hereafter disseminate any of such original documents or copies thereof for use by other parties in connection with consulting services relating to any facilities not owned either by **Owner** or a wholesale customer of **Owner**. Nothing stated herein shall prevent **Consultant** from using its copies of such documents in connection with rendering professional services provided that in so doing no confidential information of **Owner** is disclosed to such other client or any other party.

**Consultant** agrees that any electronic documents provided to the **Consultant** by the **Owner** for the **Consultant's** use on the Project belong to and remain the property of the **Owner**. The **Consultant** will not disseminate any such documents to third parties without the **Owner's** written approval and will not make use of any such documents in connection with rendering professional services relative to the construction of other facilities for other clients. The **Owner** takes no responsibility for the accuracy of such documents and no guarantee of their fitness for any use by the **Consultant** is implied.

**XIV. CONSULTANT TO COOPERATE WITH OTHER CONSULTANTS:** If **Owner** undertakes or awards other contracts for additional related work, **Consultant** shall fully cooperate with such other consultants or other independent contractors of **Owner** and the **Owner's** employees, and carefully fit its own work to such additional work as may be directed by **Owner**. **Consultant** shall not commit or permit any act which will interfere with the performance of work by any other **Consultant** or independent contractor of **Owner** or any employee of **Owner**.

**XV. EQUAL EMPLOYMENT OPPORTUNITY:** During the performance of this Agreement, **Consultant** agrees as follows: (1) **Consultant** will not discriminate against any employee or applicant for employment because of race, creed, color, sex or national origin; (2) **Consultant** will, in all solicitations or advertisements for employees placed by qualified applicants, receive consideration for employment without regard to race, creed, color, sex or national origin; (3) **Consultant** will cause the foregoing provisions to be inserted in all subcontracts for any work covered by the Agreement so that such provision will be binding upon each subcontractor, provided that the foregoing provision shall not apply to contracts or subcontracts for standard commercial supplies of raw materials.

**XVI. SECURITY AND IMMIGRATION ACT:**

A. **Consultant** and its Subcontractors shall register and comply with OCGA 13-10-90 et. seq. and Georgia Department of Labor Chapter 300-10-1. Contractors and Subcontractors who enter into contracts with public employers are required to register and participate in the Federal Work Authorization Program to verify work eligibility information of new employees. **Consultant** is required to fill out the following forms located in **Exhibit C** attesting to their status under this program and that they will pass on the same requirements to their Subcontractors as required by OCGA 13-10-90 and 13-10-91; GA Department of Labor 300-10-1:

1. Security and Immigration Compliance Act Certification

- B. Pursuant to Code of Georgia 13-10-90 et. seq., the Georgia Security and Immigration Compliance Act of 2006, the following forms located in Exhibit E shall be completed by the **Consultant** and Subcontractors prior to Award.
1. Contractor Affidavit and Agreement (to be completed by **Consultant**)
  2. Subcontractor Affidavit and Agreement
- C. **Consultant** understands and agrees that compliance with the requirements of OCGA 13-10-90, OCGA 13-10-91, and Georgia Department of Labor Rule 300-10-1 are conditions of this Agreement. **Consultant** further agrees that such compliance shall be attested by **Consultant** and its Subcontractors by execution of the appropriate Contractor Affidavit and Agreement and Subcontractor Affidavit forms included in Exhibit E.

**XVII. AUDITS AND INSPECTORS:** At any time during normal business hours and as often as **Owner** may deem necessary, the **Consultant** shall make available to **Owner** and/or representatives of **Owner's** Department of Internal Audit for examination all of its records with respect to all matters covered by this Agreement. It shall also permit **Owner** and/or representatives of its Department of Internal Audit to audit, examine, and make copies, excerpts or transcripts from such records of personnel, conditions of employment and other data relating to all matters covered by this Agreement. **Owner's** right to audit and inspect **Consultant's** records shall not include the right to obtain employment records deemed confidential due to state or federal restrictions nor the right to audit the financial make-up of lump sum prices or fixed rates for fringe benefits, overhead or profit.

**Consultant** shall maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred on the Project and used in support of its proposal and shall make such material available at all reasonable times during the period of the Agreement, and for three years from the date of final payment under the Agreement, for inspection by **Owner** or any reviewing agencies, and **Consultant** agrees that the provisions of this Article shall be included in any Agreements it may make with any subcontractor, assignee, or transferee.

**XVIII. INDEPENDENT CONTRACTOR:** **Consultant** shall perform the services under this Agreement as an independent contractor and nothing contained herein shall be construed to be inconsistent with this relationship or status. Nothing in this Agreement shall be interpreted or construed to constitute **Consultant** or any of its employees to be the agent, employee, or representative of **Owner**, except that the Scope of Consulting Services described in **Exhibit A** may include having employees of **Consultant** serve as a representative of **Owner** during the Project.

**XIX. ASSIGNMENT:** This Agreement is binding on the heirs, successors, and permitted assigns of the parties hereto. This Agreement may not be assigned by **Owner** or **Consultant** without prior written consent of the other.

**XX. INTEGRATION:** This Agreement represents the entire understanding of **Owner** and **Consultant** as to those matters contained herein. No prior oral or written understanding shall be

of any force or effect with respect to those matters covered herein. This Agreement may not be modified or altered except in writing signed by both parties.

**XXI. JURISDICTION:** This Agreement shall be administered and interpreted under the laws of the State of Georgia. Jurisdiction of litigation arising from this Agreement shall be in that state. If any part of this Agreement is found to conflict with applicable laws, such part shall be inoperative, null, and void insofar as it conflicts with said laws, but the remainder of this Agreement shall be in full force and effect.

**XXII. NOTICES:** All notices shall be in writing and delivered in person or transmitted by certified mail, postage prepaid. Notices shall be addressed as follows:

**Owner**

**Consultant**

City of Canton

110 Academy Street

Canton, GA 30114

**XXIII. CAPTIONS:** All captions, headings and paragraph numbers are solely for the purpose of facilitating references to this Agreement and shall not supplement, limit or otherwise vary the text of this Agreement in any respect.

**XXIV. REFERENCES:** All references in this Agreement to Articles shall be deemed to refer to the appropriate Article of this Agreement. Use of pronouns or adjective of one gender shall include the other gender, use of the singular shall include the plural, and use of the plural shall include the singular, all as the context of this Agreement requires. Unless otherwise specified in this Agreement, the terms "herein," "hereof," "hereunder," and other terms of similar import, shall be deemed to refer to this Agreement as a whole, and not to any particular Article hereof.

**XXV. LEGAL PROCEEDINGS:** In the event of legal proceedings in connection with this Agreement, the party prevailing therein shall be entitled to recover the costs and expenses incurred in connection therewith, including, without limitation, reasonable attorneys' fees.

**XXVI. INTERPRETATION:** Both Parties have participated fully in the negotiation and preparation hereof; and, accordingly, this Agreement shall not be more strictly construed against any one of the Parties.

**XXVII. EXHIBITS:** The exhibits referred to in and attached to this Agreement are incorporated herein in full by reference.

**XXVIII. TIME OF ESSENCE:** Time is of the essence of this Agreement.



**IN WITNESS WHEREOF**, the parties hereto have made and executed this Agreement under seal as of the day and year first above-written.

**Owner:**

City of Canton \_\_\_\_\_

Bill Grant

By (Typed Name) \_\_\_\_\_

Mayor

Title \_\_\_\_\_

Signature \_\_\_\_\_

[SEAL]

Attest:

\_\_\_\_\_  
Annie Fortner

City Clerk

\_\_\_\_\_  
Witness

Address for Giving Notice:

City of Canton \_\_\_\_\_

110 Academy Street \_\_\_\_\_

Canton, Georgia 30114 \_\_\_\_\_

Approved as to form

\_\_\_\_\_  
Robert M. Dyer,

City of Canton

Attorney

**Consultant:**

\_\_\_\_\_

\_\_\_\_\_  
By (Typed Name)

\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature

[SEAL]

Attest:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
Witness

Address for Giving Notice:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Attach evidence of authority to sign and resolution or other documents authorizing execution of Agreement)

## **LIST OF EXHIBITS**

- |           |                   |
|-----------|-------------------|
| Exhibit A | Scope of Work     |
| Exhibit B | Project Schedule  |
| Exhibit C | Compensation      |
| Exhibit D | Immigration Forms |

**EXHIBIT A**  
**SCOPE OF WORK**

**EXHIBIT B**  
**PROJECT SCHEDULE**



## EXHIBIT C COMPENSATION

### I. TIME AND EXPENSE COMPENSATION

Services provided under **Exhibit A** for all described tasks shall be compensated reimbursable time and expense basis. Compensation shall be based on time related charges, plus direct expenses. The total compensation ceiling, for completion of services described in **Exhibit A**, shall be \_\_\_\_\_ (\$XXXXXXX). This price shall be modified only if the scope of services is changed in accordance with Article II. C.

Time related charges are hourly salary rates plus fringe benefits, general and administrative overhead, and profit. Overhead includes general and administrative costs not identifiable as directly allocable to the Project. Profit includes state and federal income taxes, plus profit. Time related charges shall be the total hours worked on the Project by each employee; multiplied by the employee's hourly salary rate; multiplied by a fringe benefit, overhead, and profit factor.

Direct expenses are charges other than those included in time related charges incurred for the Project. Expenses incurred shall be billed at actual purchase price. Expenses include, but are not limited to:

- Services and equipment use applicable to Project such as special accounting, computer and electronic data processing, field testing and laboratory analysis.
- Reproduction services applicable to Project such as reproducing drawings, photocopying, printing and binding.
- Communication services applicable to Project such as telephone, telecopy, telegraph, cable, express delivery, and postage.
- Subcontracted services applicable to Project.
- Living and traveling expenses of employees when away from home office on business applicable to Project.
- Automobile mileage applicable to Project at federal mileage rate.

Invoices shall be submitted monthly for the work completed during the previous billing period. Invoices shall include breakdown of hours worked by and salaries paid to each employee charging time to the Project and direct expenses charged to the Project. Time and expense charges shall be separated by tasks.

Owner shall not be obligated to reimburse Consultant for costs incurred above the compensation ceiling unless Owner agrees in writing to do so.

Additional information on the compensation is provided in the following tables.

**EXHIBIT D**  
**IMMIGRATION FORMS**

**O.C.G.A. § 50-36-1(e)(2) Affidavit**

By executing this affidavit under oath, as an applicant for a City of Canton contract for public benefit as referenced in O.C.G.A § 50-36-1, I am stating the following with respect to my application for a City of Canton contract for public benefit:

- 1) \_\_\_\_\_ I am a United States citizen
- 2) \_\_\_\_\_ I am a legal permanent resident of the United States
- 3) \_\_\_\_\_ I am a qualified alien or non-immigrant under Federal Immigration and Nationality Act with an alien number issued by the Department of Homeland Security or other federal immigration agency.

My alien number issued by the Department of Homeland Security or other federal immigration agency is: \_\_\_\_\_

The undersigned applicant also hereby verifies that he or she is 18 years or older and has provided at least one secure and verifiable document, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit.

The secure and verifiable document provided with this affidavit can best be classified as:

\_\_\_\_\_

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 O.C.G.A. § 16-10-20, and face criminal penalties as allowed by such criminal statute.

Executed in \_\_\_\_\_ (city), \_\_\_\_\_ (state).

\_\_\_\_\_  
Signature of Applicant

\_\_\_\_\_  
Date:

\_\_\_\_\_  
Printed Name of Applicant

Sworn to and subscribed before me

This \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

\_\_\_\_\_

Notary Public

My commission expires: \_\_\_\_\_

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

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 Canton 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 applicability provisions and deadlines 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:

Federal Work Authorization User Identification No.: \_\_\_\_\_

Date of Authorization: \_\_\_\_\_

Name of Contractor: \_\_\_\_\_

Name of Project: \_\_\_\_\_

Name of Public Employer: City of Canton, Georgia

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

Executed on \_\_\_\_\_, \_\_\_\_\_, 20\_\_ in \_\_\_\_\_ (city), \_\_\_\_\_ (state)

\_\_\_\_\_  
Signature of Authorized Officer or Agent

\_\_\_\_\_  
Printed Name and Title of Authorized Officer or Agent

Sworn to and subscribed before me

This \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
Notary Public

My commission expires: \_\_\_\_\_



**Subcontractor Affidavit under O.C.G.A. § 13-10-91(b)(3)**

By executing this affidavit, the undersigned subcontractor 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 under contract with \_\_\_\_\_ (name of contractor) on behalf of the City of Canton 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 applicability provisions and deadlines in O.C.G.A. § 13-10-91.

Furthermore, the undersigned subcontractor will continue to use the federal work authorization program throughout the contract period and the undersigned subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the subcontractor with the information required by O.C.G.A. § 13-10-91(b). Additionally, the undersigned subcontractor will forward notice of the receipt of an affidavit from a sub-subcontractor to the contractor within five business days of receipt. If the undersigned subcontractor receives notice that a sub-subcontractor has received an affidavit from any other contracted sub-subcontractor, the undersigned subcontractor must forward, within five business days of receipt, a copy of the notice to the contractor. Subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

Federal Work Authorization User Identification No.: \_\_\_\_\_

Date of Authorization: \_\_\_\_\_

Name of Subcontractor: \_\_\_\_\_

Name of Project: \_\_\_\_\_

Name of Public Employer: City of Canton, Georgia

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

Executed on \_\_\_\_\_, \_\_, 20\_\_ in \_\_\_\_\_ (city), \_\_\_\_\_ (state)

\_\_\_\_\_  
Signature of Authorized Officer or Agent

\_\_\_\_\_  
Printed Name and Title of Authorized Officer or Agent

Sworn to and subscribed before me

This \_\_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
Notary Public

My commission expires: \_\_\_\_\_