Action Requested/Required:

- [x] 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 and Possible Action on Preliminary Design of the Hickory Flat Highway Gateway Project to Practical Design Partners, LLC. in the amount of $1,659,900.

Summary:

On December 18, 2025, City Staff put out a Request for Proposals for the Hickory Flat Highway Gateway Project. On January 29, 2026 the City received two proposals. City Staff, along with the DDA, interviewed both consulting firms. After interviews, the DDA voted to select Practical Design Partners to move into negotiations. After a very detailed scoping meeting, a proposal was presented to staff for the Preliminary Engineering phase of the project. This proposal includes project management, project surveys, traffic analysis, roadway design, hydraulic analysis, bridge design, and additional items as shown in the proposal.

Budget Implications:

Budgeted? [x] Yes [ ] No [ ] **N/A**

Total Cost of Project: $ 1,659,900.00 Check if Estimated [ ]

Fund Source: General Fund [ ] Water & Sewer [ ] Sales Tax [ ] Other: TSPLOST, Impact Fees

Staff Recommendations:

Staff recommends approval on Preliminary Design of the Hickory Flat Highway Gateway Project to Practical Design Partners, LLC. in the amount of $1,659,900.

Reviews:

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

Attachments:

RFP
PDP Proposal
PDP Cost Proposal

ATTACHMENT A
SCOPE OF SERVICES
for
CITY OF CANTON
Hickory Flat Highway Gateway Concept Plan
Transportation Improvements

I. Project Description:

The City of Canton is seeking to implement transportation improvements identified in the Hickory Flat Highway Gateway Concept Plan (HFGCP) to create a safe and connected transportation network that better serves the community.

The proposed improvements were designed based on a May 2024 design workshop and considered factors such as parcel ownership, connectivity to Downtown, local attractions, right-of-way acquisition, Transportation Master Plan (TMP) recommendations, and at-grade railroad crossings. The primary features of the HFGCP Roadway Concept include:

- **Canton Creek Vehicular Bridge Replacement:** Replacement of the existing Canton Creek Vehicular Bridge, which is currently rated as fair.
- **Three New Roundabouts:** To be constructed at the intersections of:
    - Marietta Road and Hickory Flat Highway.
    - Marietta Road and Dr. John T Pettit Street.
    - Marietta Road and Railroad Street.
- **Marietta Road Realignment and Widening:** Realigning and widening the existing portion of Marietta Road between two of the roundabouts to improve traffic movement and safety.
- **Longview Street Extension:** Extending Longview Street to reach the new Marietta Road realignment.
- **Pedestrian/Bicyclist Features:** Adding sidewalks and a shared-use path along the corridor.
- **Traffic Flow Improvement:** Improving traffic flow at Marietta Street and Railroad Street.

The City of Canton is requesting proposals from qualified and experienced Engineering firms to perform professional services for the planning, design, and preparation of construction documents for these transportation improvements. The selected firm will be expected to provide full professional services, including surveying, civil design, permitting, and engineer of record services during construction.

II. Scope:

The City of Canton is seeking proposals for consideration to accomplish the following:

1. Data Collection and Survey Services

- Perform Data Collection and prepare a survey database including but not limited to:
    - Property lines, rights-of-ways, streets, sidewalks, and existing utilities.
    - Topography.
    - Identifying land ownership for necessary right-of-way acquisition.

2. Geotechnical Investigation

- Conduct geotechnical investigations related to the design and construction of the new vehicular bridge, roundabouts, road widening, and any associated structures.
- Provide a geotechnical engineering report and an executive summary.

3. Environmental Permitting, Studies, and Documentation

- Perform necessary Environmental Studies and Agency Coordination.
- Obtain all necessary permits, including Land Disturbance and Erosion Control Permits.

4. Alignment and Design Development

- Convert the Roadway Concept into a buildable preliminary and final alignment based on field data and right-of-way needs.
- **Bridge Design:** Complete the civil/structural design for the new vehicular bridge.
- **Roundabout Design:** Complete the civil design for the three planned roundabouts.
- **Roadway Design:** Complete the design for the realignment and widening of Marietta Road, and the extension of Longview Street.
- **Pedestrian/Bicyclist Design:** Design the new sidewalks and shared-use path along the corridor.
- Coordination and conflict resolution of any and all existing utility facilities and obtaining utility clearance.
- Prepare construction plans and cost estimates for the following phases (Concept, 50%, 90%, and Final).
- Provide certification by a Georgia Registered Professional Engineer for design and construction plans.

5. City of Canton Coordination and Meetings

- Conduct City Review meetings and Coordination meetings with other agencies.
- Conduct a minimum of two City Council Presentations.
- Attend pre-bid meeting and pre-construction meeting as Engineer of Record.

6. Final Design Development & Project Management

- Prepare Final Construction Plans and 100% design drawings.
- Conduct monthly project coordination meetings and provide Monthly Project Reports.

AGREEMENT FOR CONSULTING SERVICES

between

CITY OF CANTON

and

_____

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 _____, 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 _____ 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:	**Consultant:**
City of Canton	
Bill Grant	
By (Typed Name)	By (Typed Name)
Mayor	
Title	Title
Signature	Signature
[SEAL]	[SEAL]
Attest:	Attest:
Annie Fortner	
City Clerk	
Witness	Witness
Address for Giving Notice:	Address for Giving Notice:
City of Canton	
110 Academy Street	
Canton, Georgia 30114	

Approved as to form

Robert M. Dyer,

City of Canton
Attorney

(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:_____

CANTON

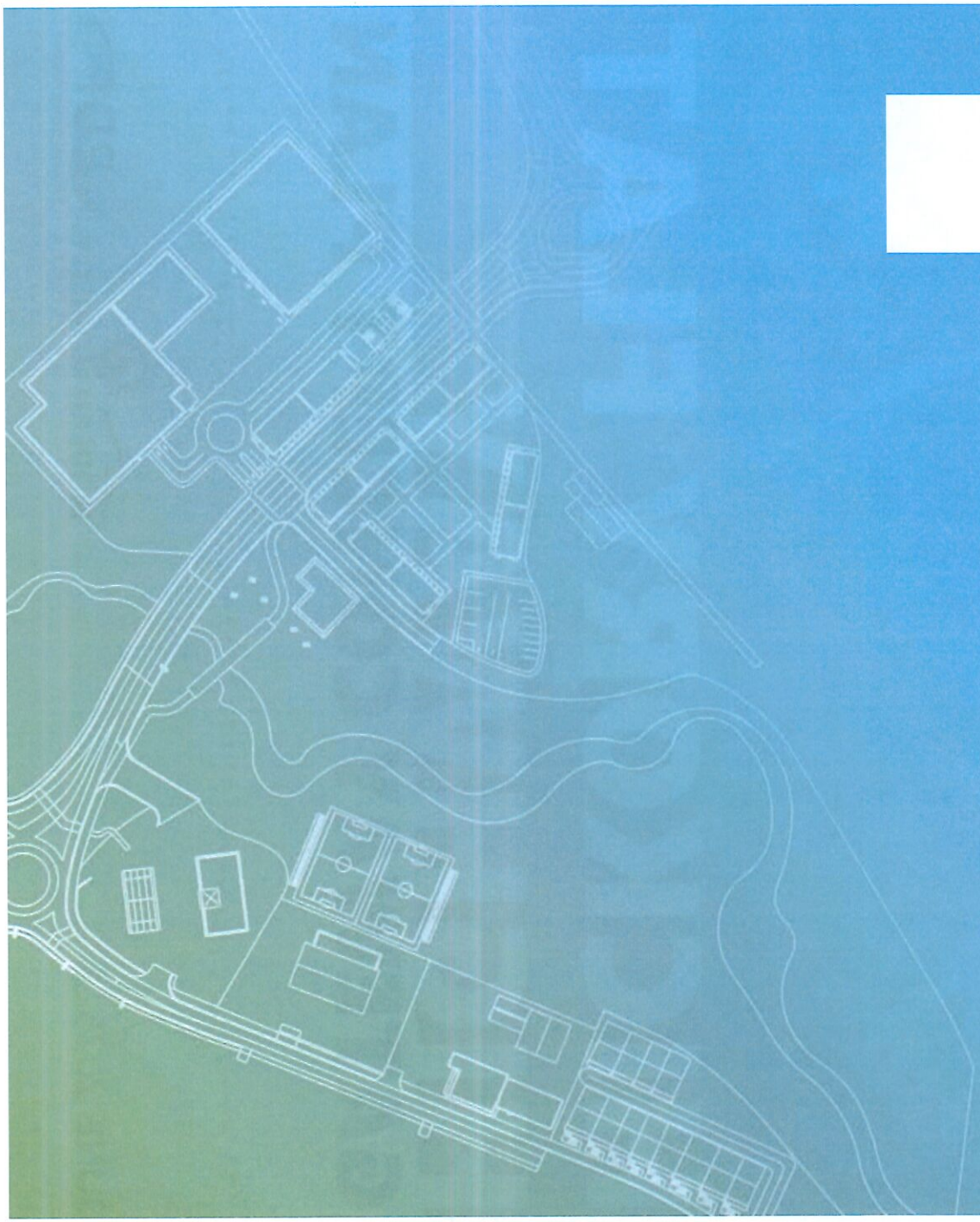
HICKORY FLAT HIGHWAY

GATEWAY CONCEPT PLAN

JUNE 2025

MODERN MOBILITY partners

PDP
PRACTICAL DESIGN PARTNERS



Est. 1834

CANTON

GEORGIA

CITY COUNCIL

Bill Grant, Mayor

Shawn Tolan, Mayor Pro-Tempore, Councilmember Ward 2

Travis Johnson, Councilmember Ward 1

Sandy McGrew, Councilmember Ward 1

Bryan Roach, Councilmember Ward 2

Dwayne Waterman, Councilmember Ward 3

Farris Yawn, Councilmember Ward 3

CITY STAFF

Billy Peppers, City Manager

Nathan Ingram, CPA, Assistant City Manager

Bethany Watson, PE, AICP, City Engineer

DOWNTOWN DEVELOPMENT AUTHORITY

Velinda Hardy, Staff Liaison

Corey Shupert

Raul Cifuentes

Brooke Schmidt

Lee Oliver

Jennifer Hughes

Carmen Slaughter

Cory Wilson

Cover Image Source: Google Earth. Canton, GA. 34°13'50"N 84°29'25"W. Retrieved from https://earth.google.com/web/search/Hickory+Flat+Highway,+Canton,+GA/@34.23099562,-84.49062004,264.19914335a,709.68242434d,35y,0h,0t,0r/ on March 13, 2025.

Back Cover Image Source: Homes.com. Canton. Retrieved from https://www.homes.com/local-guide/canton-ga/?dk=g46cs2we4c3sx&tab=2 on March 13, 2025.

CONSULTANT TEAM

MODERN MOBILITY PARTNERS

Kirsten Mote, AICP
Principal-In-Charge

Amber Berg, AICP, RSP$_1$
Project Manager

Alicia Chen
Transportation Planner

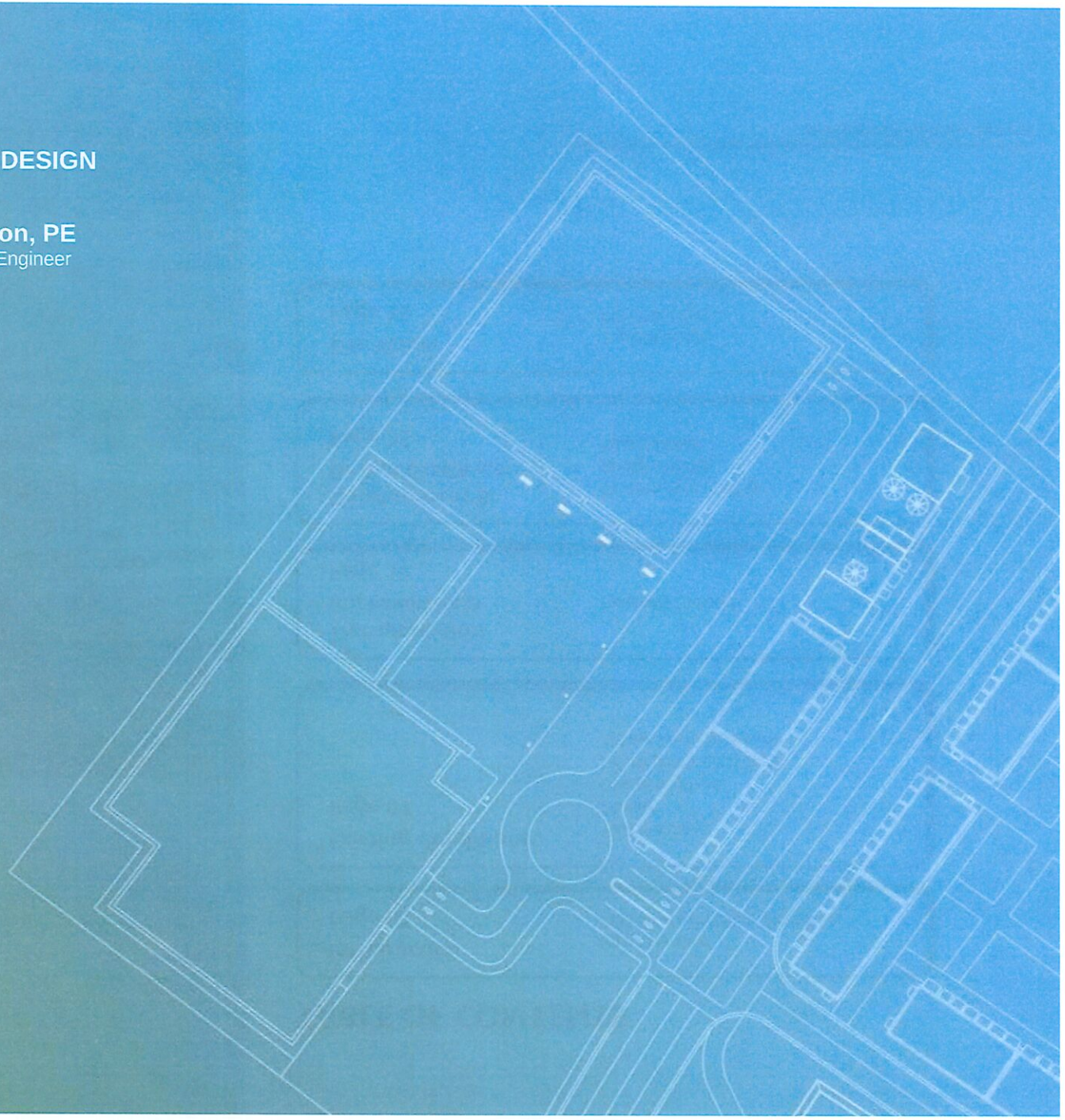
Hunza Irfan
Transportation Planner

Yasamin Khorashahi
Transportation Planner

Malavika Murali
Transportation Planner

PRACTICAL DESIGN PARTNERS

Brad Robinson, PE
Senior Roadway Engineer



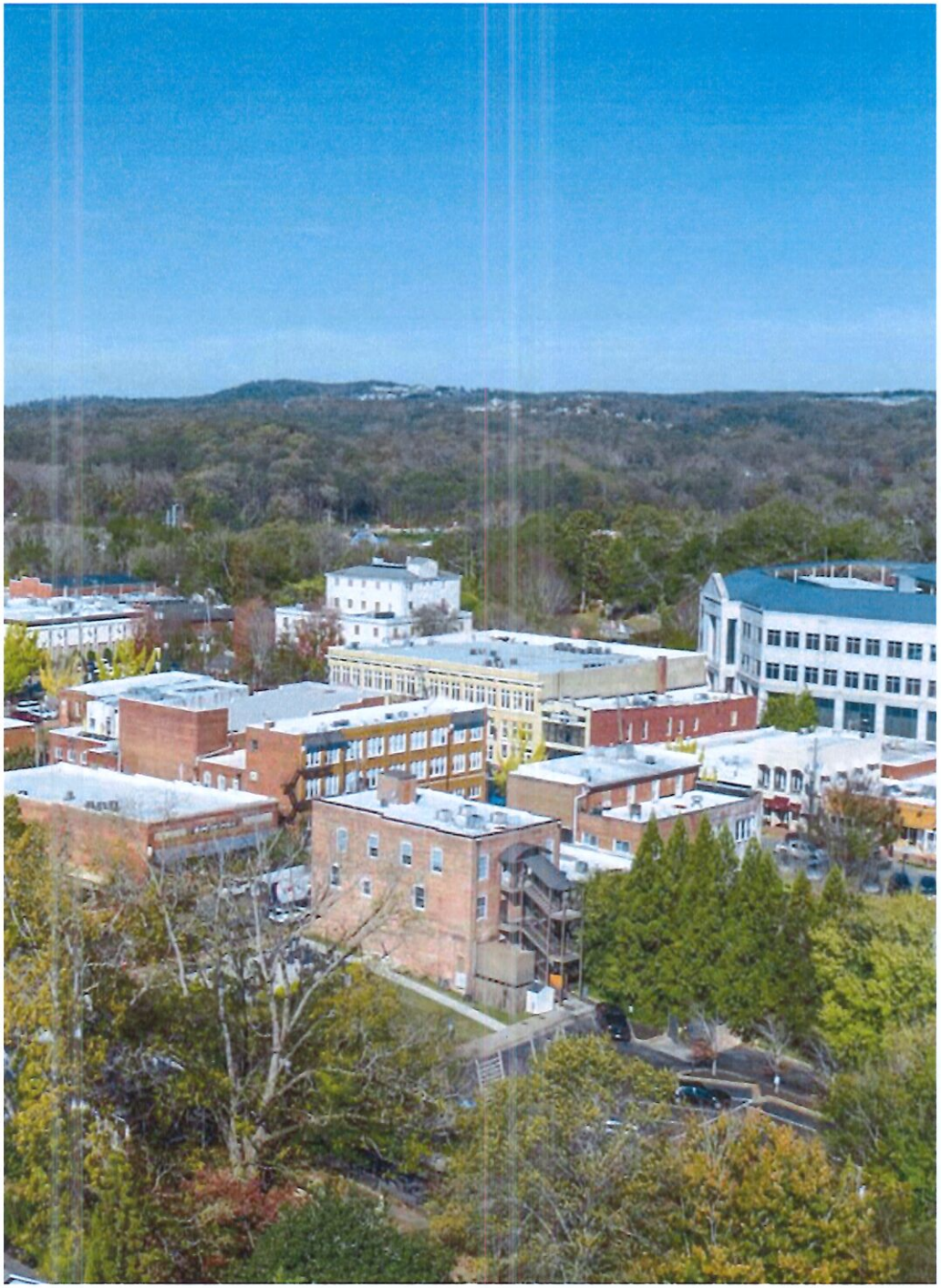


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Image Source: Homes.com, Canton.Retrived from https://www.homes.com/local-guide/canton-ga/?dk=jnwtewne6xkjs&tab=2 on May 9, 2025

INTRODUCTION

Plan Overview

The Hickory Flat Gateway Concept Plan (HFGCP) was developed by the City of Canton and the Downtown Development Authority (DDA) between April 2024 and June 2025. This timeline is illustrated in **Figure 1.** The HFGCP reviews the development and mobility potential for the Hickory Flat Highway corridor, shown in **Map 1.** This study was initiated to address the following:

- The 2023 Transportation Master Plan's (TMP) recommendation to install a roundabout at the intersection of Marietta Road and Hickory Flat Highway;
- The DDA's purchase of a key redevelopment property, 203 Marietta Road (referred to in this document as "the DDA site"), shown in **Figure 2**; and
- The study area's importance as a key connector between I-575 and Downtown Canton.

HFGCP is informed by the findings and recommendations from previous planning efforts described in **Alignment with Other City Efforts.** Building on these efforts, this plan presents recommendations for:

- Transportation improvements to aid in the movement of people using all modes through the corridor;
- Placemaking elements to welcome people into the city, the Sunnyside neighborhood, and Downtown Canton; and
- Identification of redevelopment opportunities along the corridor, especially the DDA Site.

Figure 2: DDA Site

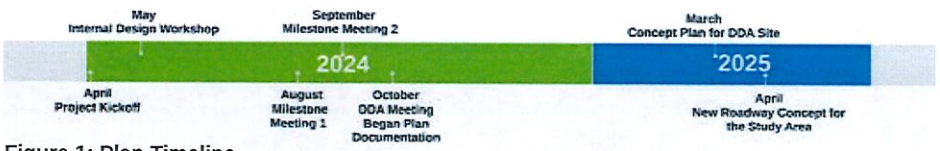
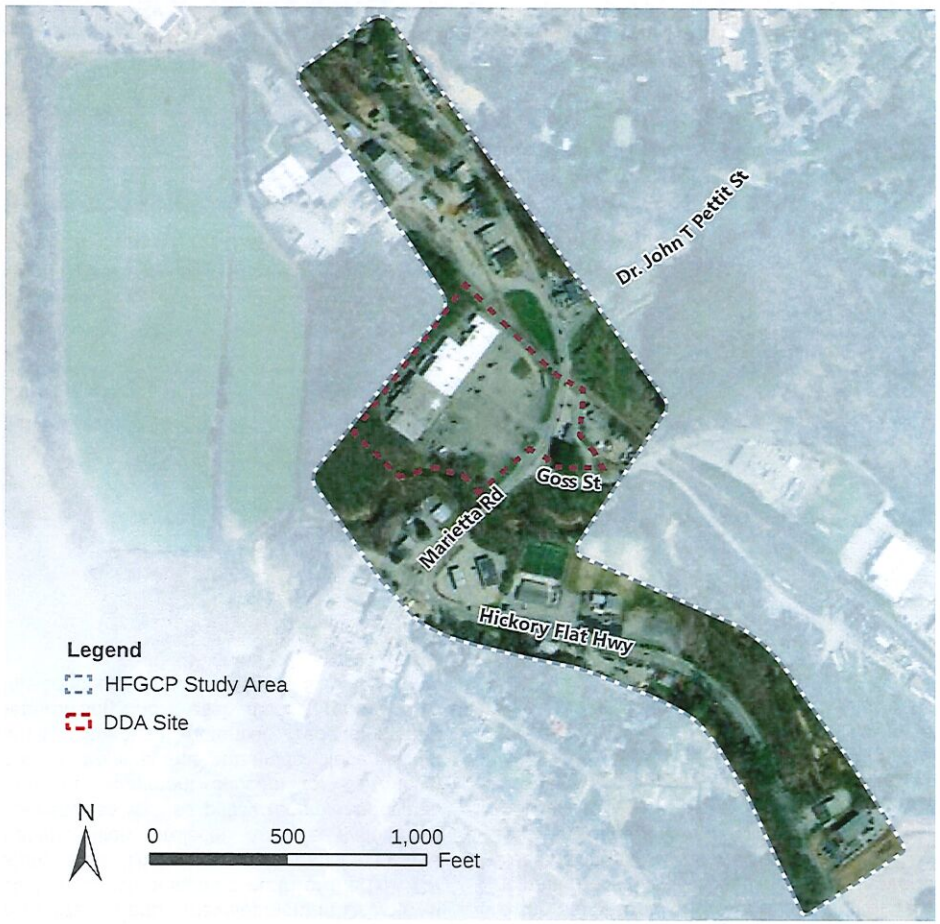


Figure 1: Plan Timeline



Map 1: Study Area and DDA Site

Alignment with Other City Efforts

The development of the HFGCP was guided by the City's Core Tenets and the TMP vision, shown in **Figures 3** and **4**, respectively. This plan makes recommendations for revitalizing the adjacent neighborhood by creating residential and retail spaces, multimodal connectivity, and connections to recreation.

This plan is informed by the findings and recommendations from the TMP, the City's 2024 Downtown Master Plan (DMP), 2045 Comprehensive Plan, and previous community involvement efforts with the Sunnyside community.

- Creating Great Neighborhoods
- Sustaining Our Natural Environment
- Celebrating the Diversity of Our Community
- Connecting Citizens to Parks and Recreation
- Advancing Regional Economic Success
- Improving Infrastructure for Future Demands
- Enhancing Historic Downtown Canton
- Leading with Excellence

Source: City iof Canton, GA.

Figure 3: Canton's Core Tenets

"Provide the residents and visitors of City of Canton a plan that outlines safe access and enhanced connectivity to neighborhoods, recreation facilities, local businesses, and natural resources today, while envisioning future transportation solutions that ensure sustainability and implementable action steps."

Figure 4: TMP Vision

Image Sources:
Figure 5: Modern Mobility Partners. (2024).
Figure 6: City of Canton, GA. Sunnyside - Marietta Road Community Initiative. https://www.cantonga.gov/government/departments/community-development/sunnyside
Figure 7: Explore Canton. Sunnyside shines bright with new mural, (2024). Retrived from https://explorecantonga.com/blog/sunnyside-shines-bright-with-new-mural/ on May 9, 2025

Downtown Master Plan

The DMP proposes 43 recommendations for revitalization and redevelopment in Downtown Canton, which is located north of the HFGCP study area. These recommendations include transportation projects and redevelopment concepts as well as policy recommendations. The redevelopment concept for Downtown covers projects that pertain to placemaking, public spaces, potential redevelopment, repurposing and preservation. A rendering of this concept is shown in **Figure 5**.

Sunnyside Neighborhood

The Sunnyside neighborhood is adjacent to the study area to the east and south. This neighborhood has also been the focus of several placemaking initiatives. Key efforts include:

- The Marietta Road Community Initiative, which aims to promote commercial and residential investments on Marietta Road through community involvement and a shared vision, such as the banner shown in **Figure 6**;
- The Sunnyside Mural Project to create a vibrant mural to symbolize the community's vibrancy, shown in **Figure 7**; and
- Harmon Park Renovation and community outreach efforts.

Figure 5: Concept for DMP

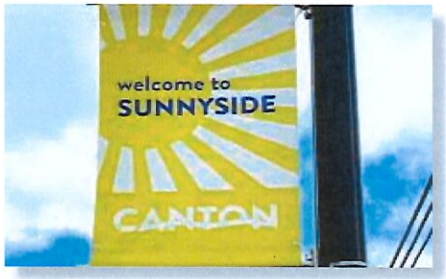


Figure 6: Wayfinding for Sunnyside

Figure 7: Sunnyside Mural

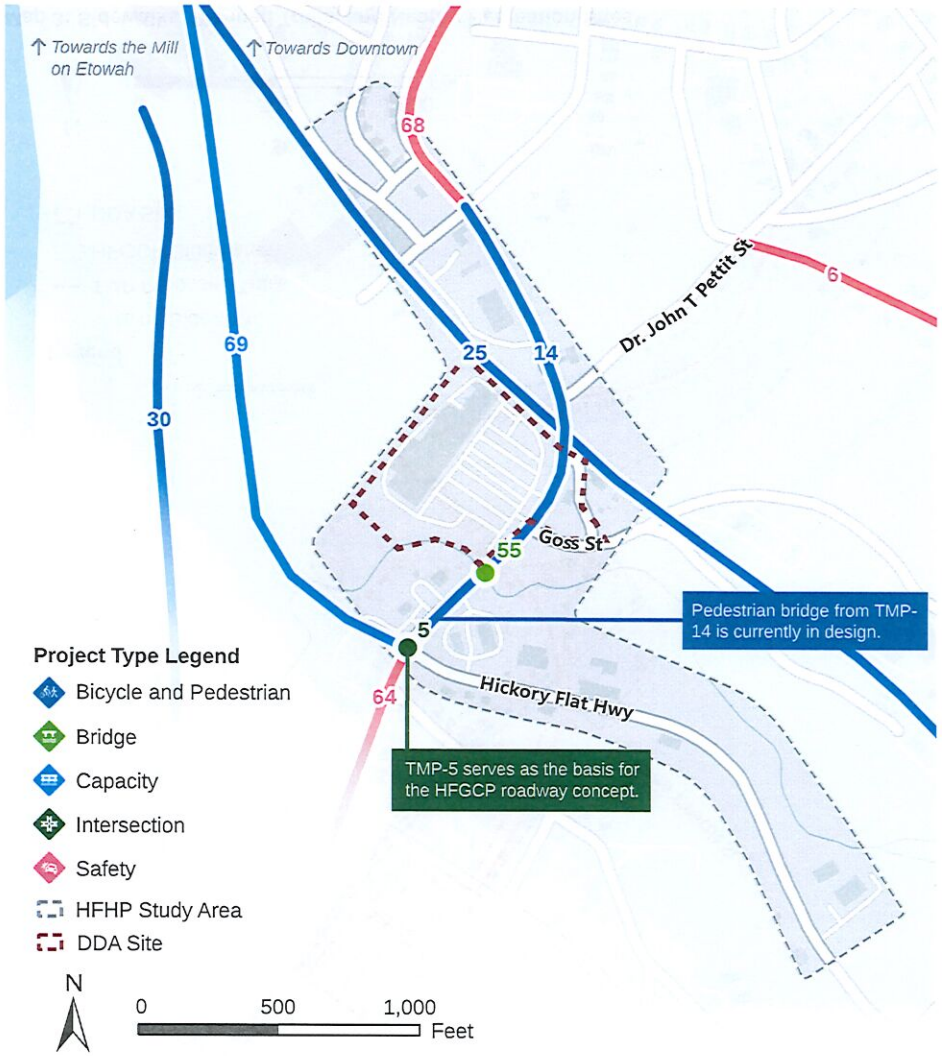
Transportation Master Plan

The HFGCP is the byproduct of two projects first recommended in the City's 2023 TMP, TMP-5 and TMP-14. The location of TMP recommendations overlapping and near the study area are shown in **Map 2** and **Table 1**. TMP-5, the Marietta Road/Hickory Flat Highway intersection project, has led to the current study, the HFGCP. The bridge portion of TMP-14 is in design at the time of this study. The remaining overlapping projects were considered while developing recommendations for the study area and DDA site.

Table 1: Overlapping TMP Projects

TMP ID	Type	Project Name	Timeframe
5		**Marietta Road / Hickory Flat Highway*** Install roundabout with driveway for future connection.	Short-term
6		**Cherokee Street Traffic Calming** Install traffic calming such as speed cushions or chicanes.	Short-term
14		**Marietta Road Bicycle and Pedestrian Improvements*** Install pedestrian improvements along the corridor including a pedestrian bridge over Canton Creek.	Short-term
25		**Rail with Trail**** Trail adjacent to the railroad starting at the Mill at Etowah and following the railroad south and southwest to the proposed trail on Chattin Drive.	Long-term
30		**The Mill Trail** Off-road trail connecting the Mill on Etowah to Harmon Park.	Short-term
55		**Marietta Street Bridge**** Rating less than 80. Fair condition.	Short-term
64		**Marietta Road Safety Improvements**** Reconfigure the intersection of Marietta Road and Marietta Highway, and addressing driveway placement at that intersection.	Long-term
68		**West Marietta Street Safety Improvements**** Reconfigure the intersection to handle the traffic leaving the shopping center on Tritt Lane and neck down of Marietta Highway from two lanes to one.	Short-term
69		**Hickory Flat Road Extension**** Roadway extension to reduce pass-through traffic through Downtown to Riverstone Parkway.	Long-term

** These projects are directly addressed by the HFGCP.*
*** Planning for these projects is furthered by the HFGCP.*



Map 2: TMP Projects

EXISTING CONDITIONS

Transportation and Recreation

The study area covers segments of Hickory Flat Highway and Marietta Road, which are the main connector to Downtown from I-575.

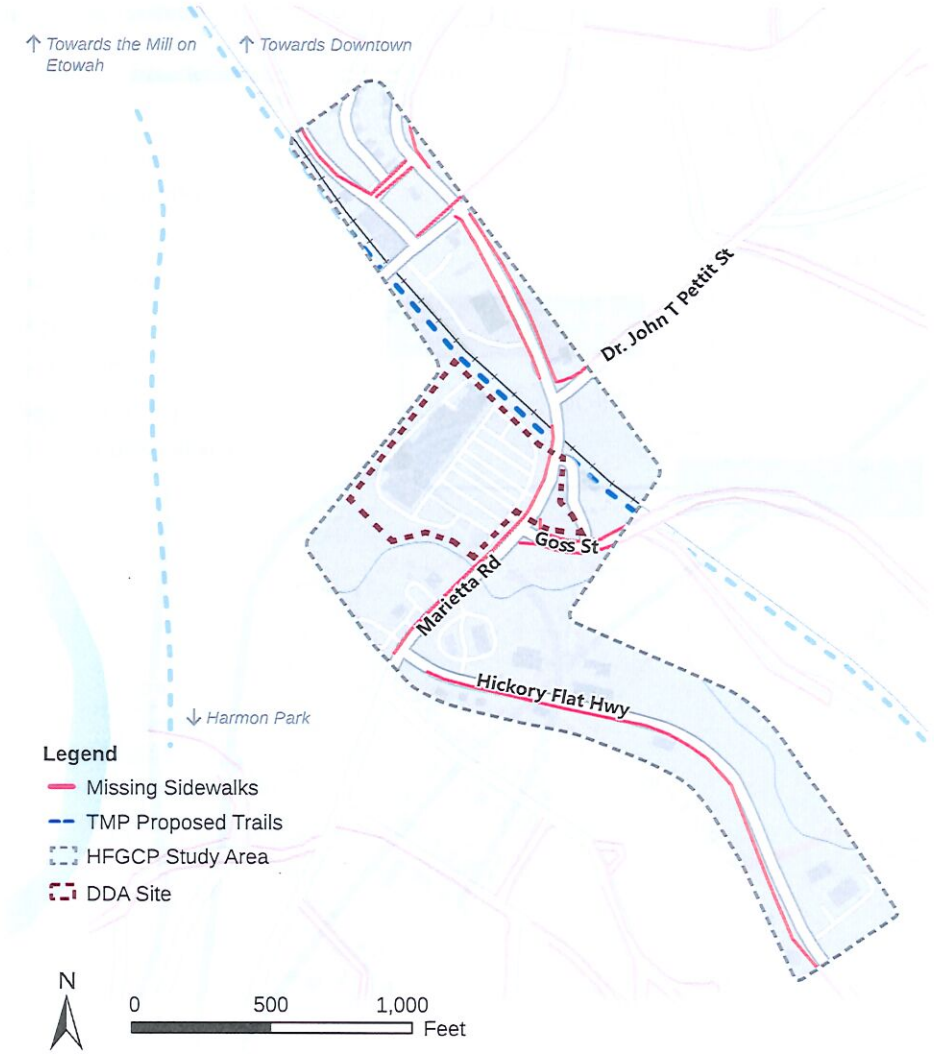
Hickory Flat Highway has wide travel lanes, which encourage higher travel speeds for drivers and reduce pedestrian comfort and safety. The pavement on Hickory Flat Highway and Marietta Road is in generally good condition.

There are sidewalks on at least one side of the road throughout most of the study area, but they abruptly end at some locations and often cross wide driveways or intersections at others. This leads to conflicts for both pedestrians and drivers. **Map 3** shows the locations of missing sidewalks in the study area.

Canton has no dedicated bike infrastructure, though there are some multi-use trails in the city, primarily in parks. The TMP recommended additional multi-use trails based on a public desire for more bicycle and pedestrian connectivity. Two of these proposed trails would help connect the study area to Downtown Canton and the Mill on Etowah, and other parks and trails facilities elsewhere in the city including Harmon Park only 500 meters away.

Canton Creek, a tributary of the nearby Etowah River, flows through the study area. Both the creek and river offer a multiplicity of recreational activities such as fishing, floating, and canoeing.

The public spaces proposed for the HFGCP aim to connect these future trails, waterways, and existing sidewalks to facilitate broader multimodal connectivity to the rest of the city.



Map 3: Sidewalks, Planned Trails, and Nearby Recreation Sites

Zoning

Most parcels along Hickory Flat Highway and Marietta Road in the study area are zoned as General Commercial (GC), as shown in **Map 4**. This zoning allows clustered commercial development to form along the city's transportation arteries. However, these large commercial zones do not currently facilitate mixed-use development, which would support the city's goal of vibrant and connected neighborhoods. Further, this zoning allows for uses and development that is disconnected from the character of the nearby historic downtown, as shown in **Figure 8**.

Downtown Canton, which starts in the northern portion of the study area, is zoned as the Central Business District (CBD). These parcels encourage development that welcomes pedestrian activity, such as by facilitating a mix of land uses and allowing engaging storefronts abutting the street. The study area also has a handful of Light Industrial (LI), Residential (R), and special use parcels, including the DDA site.

Vacant and undeveloped parcels do not generate economic activity nor do they serve as community assets. These low-activity lots can sometimes burden the community by creating a perception of blight and lack of maintenance.[1] In addition, industrial parcels in the study area are incongruent with the economic and community activities of Downtown and the residential uses nearby in the Sunnyside neighborhood. When possible, infill redevelopment of these sites and roadside placemaking can improve experiences for residents and visitors in the study area and Downtown Canton.

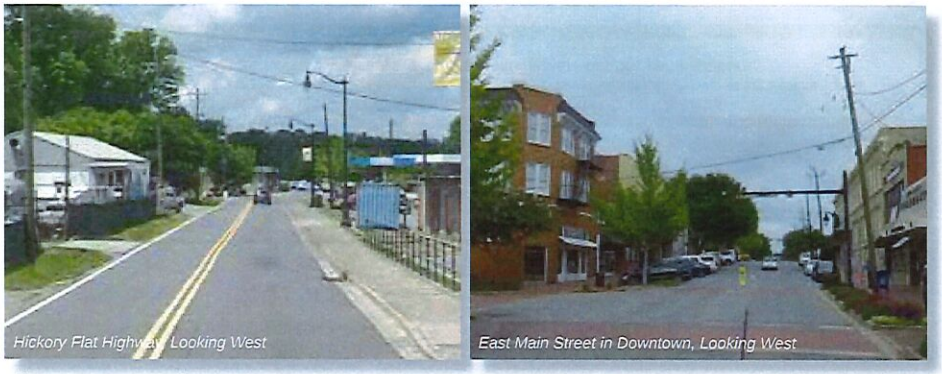
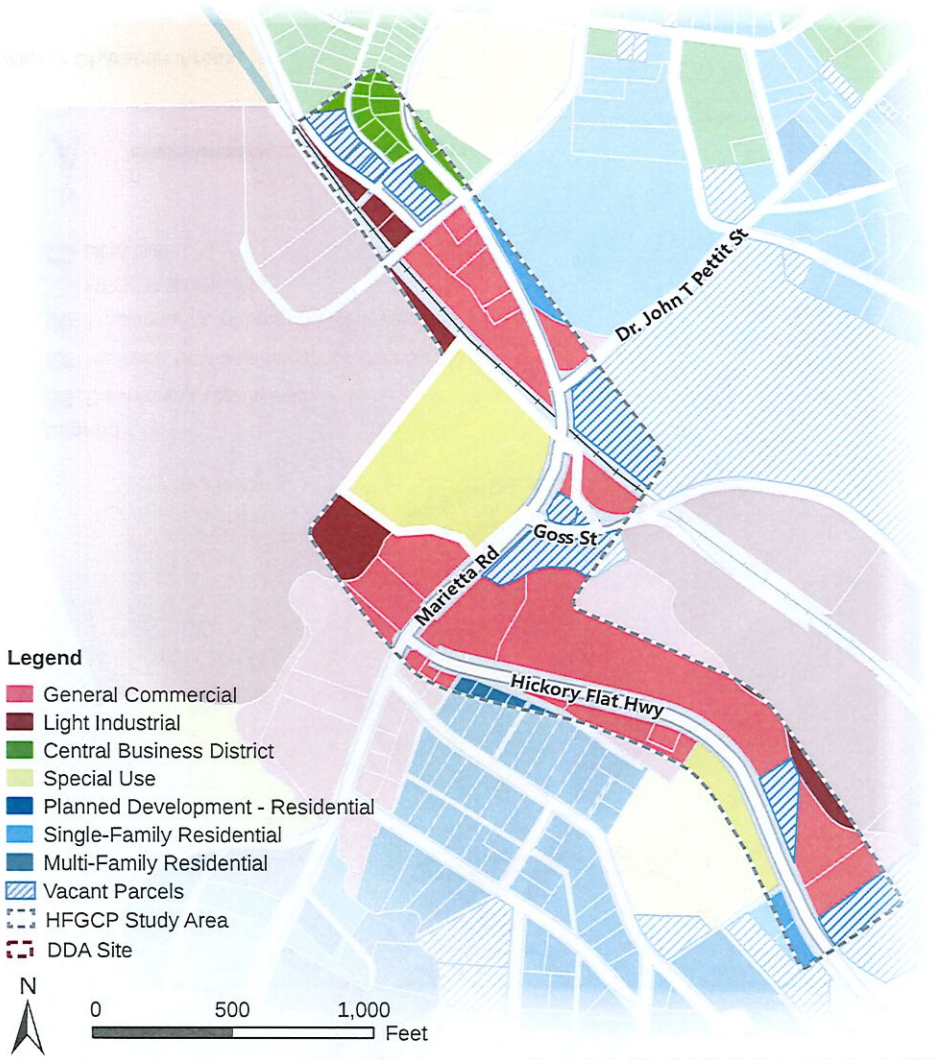


Figure 8: Comparison of Land Use Character Along Hickory Flat Highway and Downtown

[1] *Smart Growth America. Economic Diversification Roadmap: Land Inventories and Leveraging Underutilized Parcels. (2023). https://smartgrowthamerica.org/economic-diversification-roadmap-land-inventories-and-leveraging-underutilized-parcels/*

Image Source for Figure 8: Google Street View. 161 Hickory Flat Highway. (May 2024). Retrieved from https://www.google.com/maps/@34.2281514,-84.4894983,3a,90y,280.38h,105.09t/data=!3m7!1e1!3m5!1sWMTquCgroLX3Dplmm3JSfA!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D-15.090150092395 93%26panoid%3DWMTquCgroLX3Dplmm3JSfA%26yaw%3D280.38144787299 37!7i16384!8i8192?entry=ttu&g_ep=EgoyMDI1MDUxMy4xIKXMDSoASAFQAw%3D%3D on May 15, 2025.



Source: Canton Open Data Portal, Canton Zoning Parcels, 2024

Map 4: Zoning

Character Areas

In the Canton 2045 Comprehensive Plan, the city defined future land-use planning based through character area planning. This helps the city craft development strategies based on the unique needs of the area and desired outcomes, as opposed to traditional planning, which guides development based on land-use only.

The HFGCP study area includes three distinct character areas, shown in **Map 5** and described further in **Figure 9**. These character areas provide a basis for the HFGCP study area to develop mixed-use and infill properties at densities and in styles consistent with the existing neighborhood character.

Downtown / Urban Center

- ***Character:*** Dominated by commercial uses and local government functions in the core. Industrial-related land uses lie to the west.
- ***Land Use Diversity:*** Greatest diversity, compatible uses include commercial, residential, mixed use, institutional, and recreational.
- ***Strategies:*** Encourage use diversity, improve accessibility for all visitors, promote a pedestrian friendly, compact core.

Historic Area / Traditional Neighborhood Stable (HTNS)

- ***Character:*** Possesses a sense of neighborhood identity and a well-established and maintained housing stock.
- ***Land Use Diversity:*** Medium density residential, institutional, recreation, parks.
- ***Strategies:*** Protect historic structures. Promote infill development at neighborhood scale. Increase pedestrian infrastructure and parks.

Traditional Neighborhood Redevelopment Area (TNRA)

- ***Character:*** Older neighborhoods with homes or structures that have declined due to lack of investment. May also have vacant land.
- ***Land Use Diversity:*** Medium density residential, institutional, recreation, parks, neighborhood-level commercial.
- ***Strategies:*** Encourage smaller lot sizes, neighborhood-level commercial, interconnected streets, and pedestrian infrastructure.

Source: Canton 2045 Comprehensive Plan

Figure 9: Canton Character Areas in HFGCP Study Area

Source: Canton Open Data Portal, Character Area Future Land Use, 2022

Map 5: Character Areas

Development Challenges

Topographic Challenges

Much of the study area's terrain is level, but there are some significant slopes near Downtown and the residential neighborhood adjacent to Hickory Flat Highway, as well as along Canton Creek. The study area's topography is shown in **Map 6**. Such changes in topography can make development more expensive and challenging. In addition, Downtown Canton is at a much higher elevation than the HFGCP study area, making it more difficult to provide suitable transportation connections between the study area and Downtown, especially for people walking and biking.

Flooding Challenges

Most of the study area falls into a flood hazard zone because of Canton Creek and the nearby Etowah River, shown in **Figure 10**. Flood hazard zones have a 1% or more chance of flooding. Any buildings constructed here are considered high-impact development and, therefore, require special permits from developers and flood insurance for tenants and owners.

This potential for flooding makes much of the study area risky for development, as shown in **Map 6**. However, there are lower-impact ways to improve sites in these flood hazard zones in the study area, such as multi-use trails or floodable parks where flooding will lead to minimal property destruction. Even when developing for low-impact uses, flood risk mitigation strategies, such as the deployment of green infrastructure and planting of native vegetation, should be considered and incorporated into all developments in flood hazard areas.

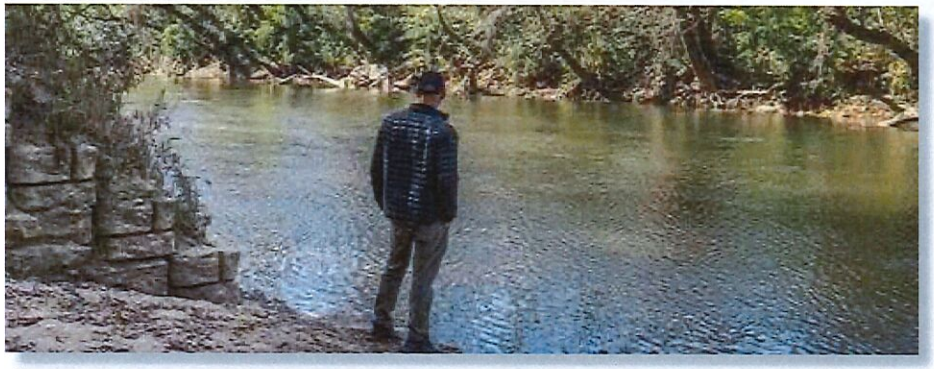
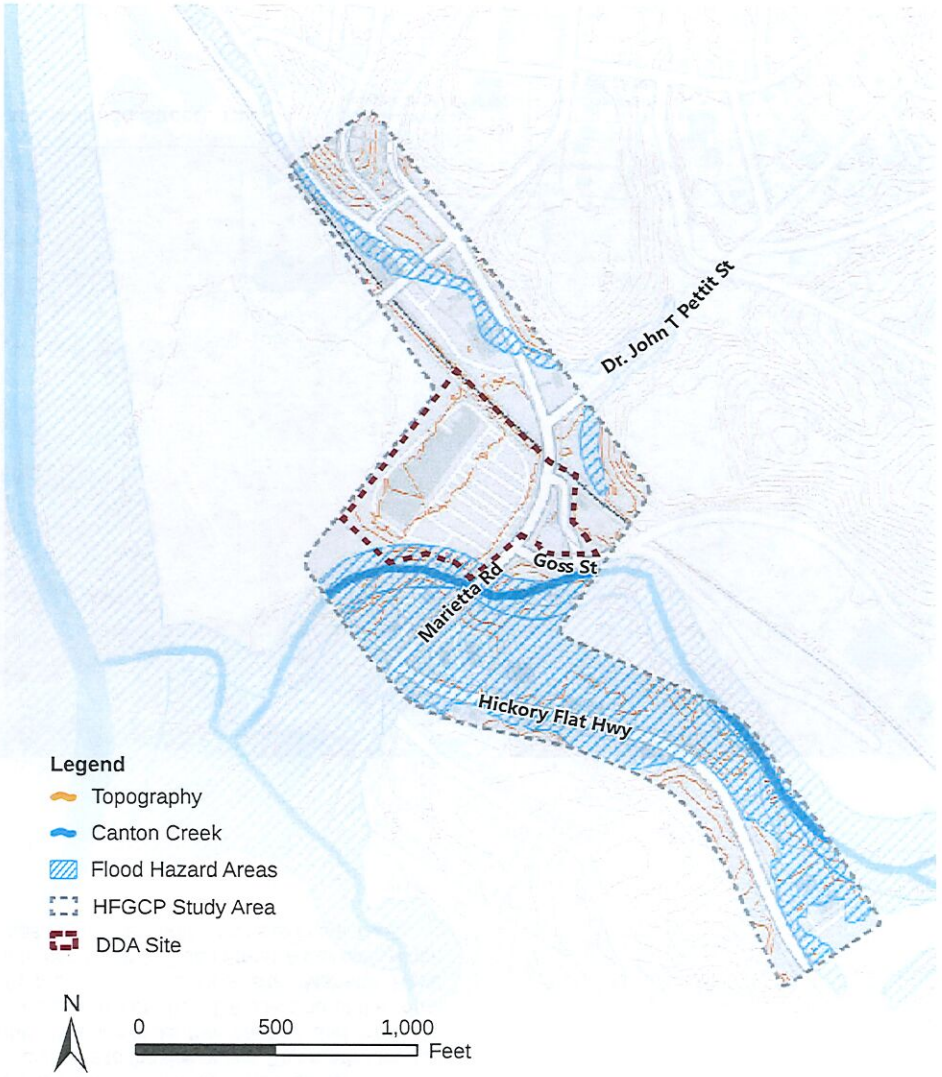


Figure 10: Someone Overlooking the Etowah River

Image Source:
Figure 10: Homes.com, Canton.Retrived from https://www.homes.com/local-guide/canton-ga/?dk=t37nzwv9z60l1&tab=2 on May 9, 2025.



Source: Canton Open Data Portal, Flood Hazard Zones, 2019

Map 6: Topography and Flood Hazard Zones

A Gateway to Downtown

The Hickory Flat Highway corridor is the gateway to Canton's Downtown but the lack of wayfinding markers and placemaking element do not reflect this to visitors and residents alike. **Figure 11** depicts the road conditions coming in on the Hickory Flat Highway from the I-575 exit going toward Downtown via the Marietta Road.

As one enters HFH from the I-575 exit, there are no signs to indicate this corridor leads to Canton's downtown. The wide lanes allow for speeding beyond posted speed limit. There are no sidewalks on one side of the road and the wayfinding markers inviting people to the Sunnyside neighborhood are barely visible. Currently, HFH ends at the intersection with Marietta Road. As one turns West onto Marietta Road here, again, there is no indication that this road leads to the downtown. The road in front of the DDA site lacks tree canopy, and there are no sidewalks on the DDA site-side of the road. At the end of the DDA site, Marietta Road intersects with Railroad Street. A trail connection was recommended for this site in the TMP.

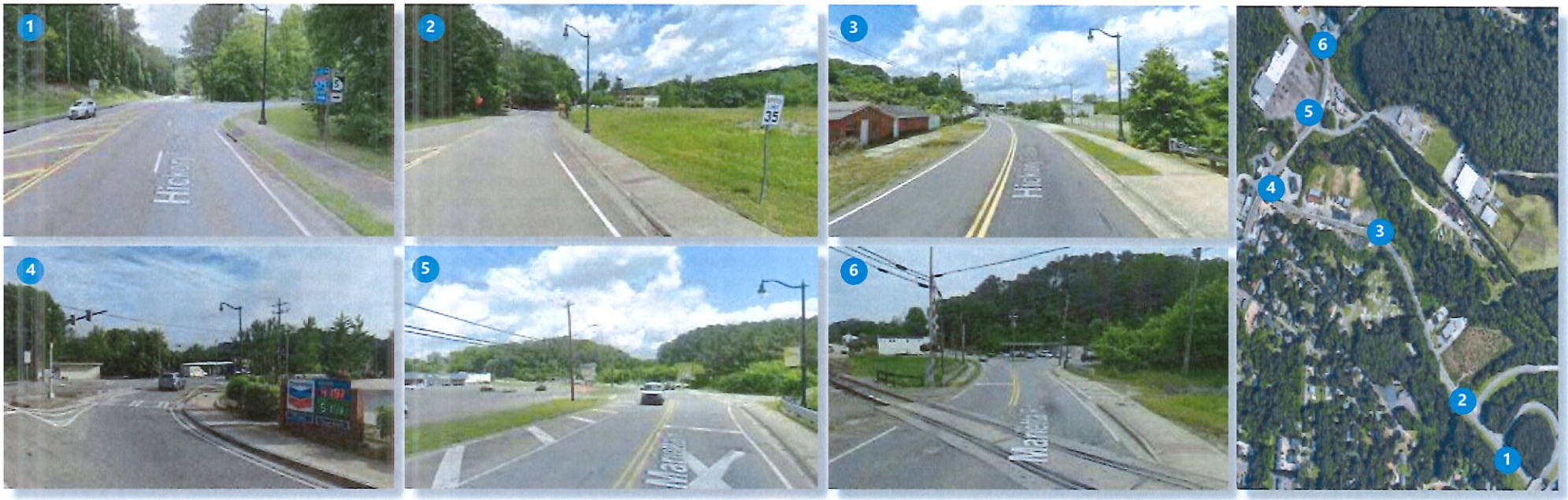


Figure 11: Road conditions on Hickory Flat Highway (traveling from I-575 to intersection of Marietta Road and Railroad Street). The map numbers (1-6) correspond to the street view locations shown (left to right).

Image Source: Google Earth. Canton, GA. 34°13'40"N 84°29'17"W. Retrieved from https://earth.google.com/web/@34.22799245,-84.48815973,262.49891288a,1091.77414269d,60y,0h,0t,0r/data=CgRCAggBQgIIAEoNCP_____wEQAA on May 15, 2025.

TRANSPORTATION IMPROVEMENTS

This chapter describes recommendations for transportation improvements to the HFGCP study area. In line with Canton's Core Tenets, the recommendations are intended to create a safe and connected transportation network to better serve the community. The roadway and transportation recommendations included as part of the HFGCP are shown and listed in **Figure 12**.

Roadway Concept

The project team identified new roadway concepts for the study area during a half-day design workshop held at city hall in May 2024. Factors such as parcel ownership, connectivity to Downtown and local attractions, required right-of-way acquisition, TMP recommendations, and at-grade railroad crossings were considered to design and eventually select the new roadway concept. This concept and detail views of the concept are shown on the following pages in **Figures 13** through **15**. This roadway concept is also available in **Appendix A.**

1. Three roundabouts, one at each of these three locations:
   - The intersection of Marietta Road and Hickory Flat Highway;
   - The intersection of Marietta Road and Dr. John T Pettit Street;
   - The intersection of Marietta Road and Railroad Street;
2. Realign and widen the existing portion of Marietta Road between the two roundabouts to improve traffic movement and safety;
3. Extend Goss Street to reach the new Marietta Road realignment;
4. Add sidewalks and a shared-use path along the corridor; and
5. Improve traffic flow at Marietta Street and Railroad Street.

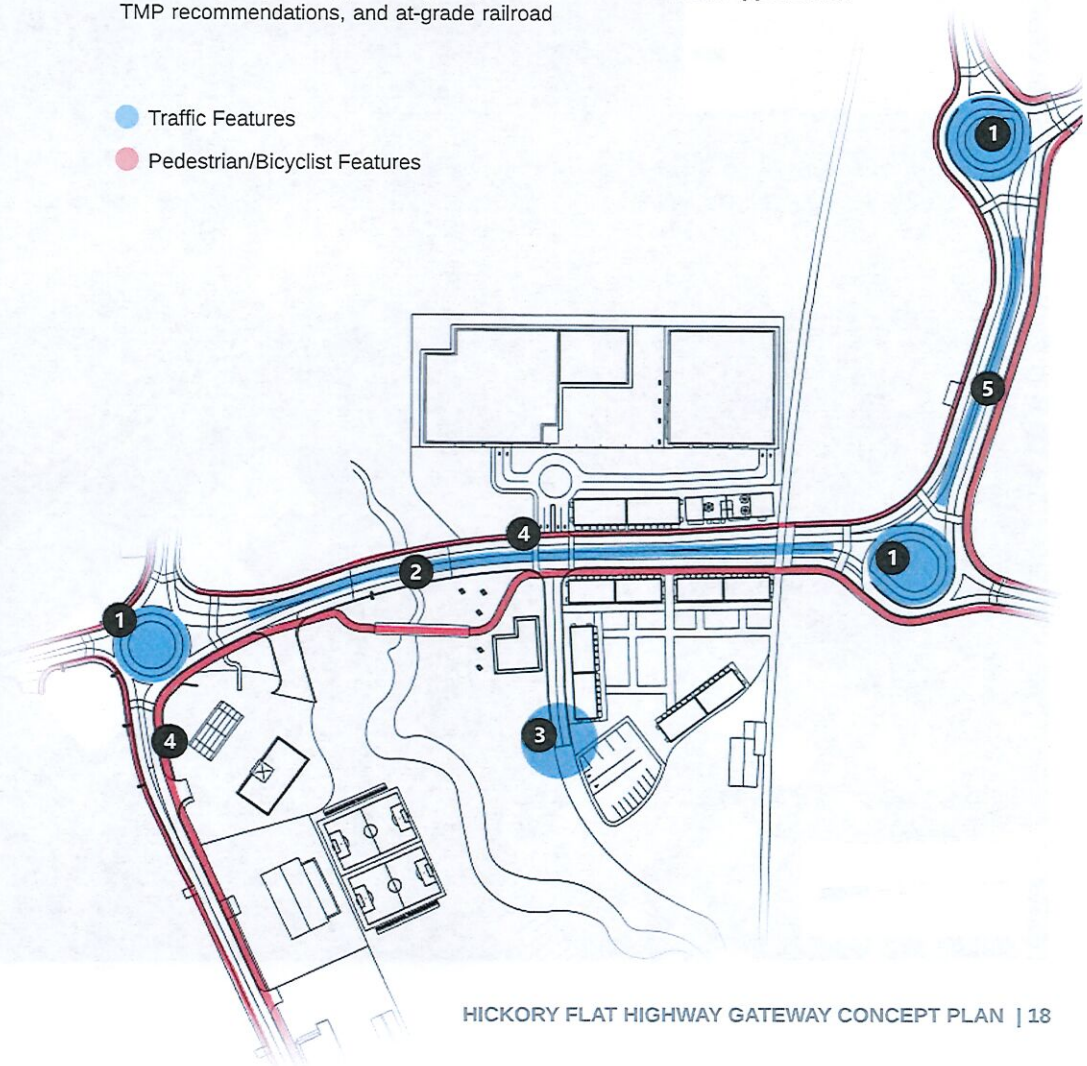


Figure 12: Roadway Concept Features

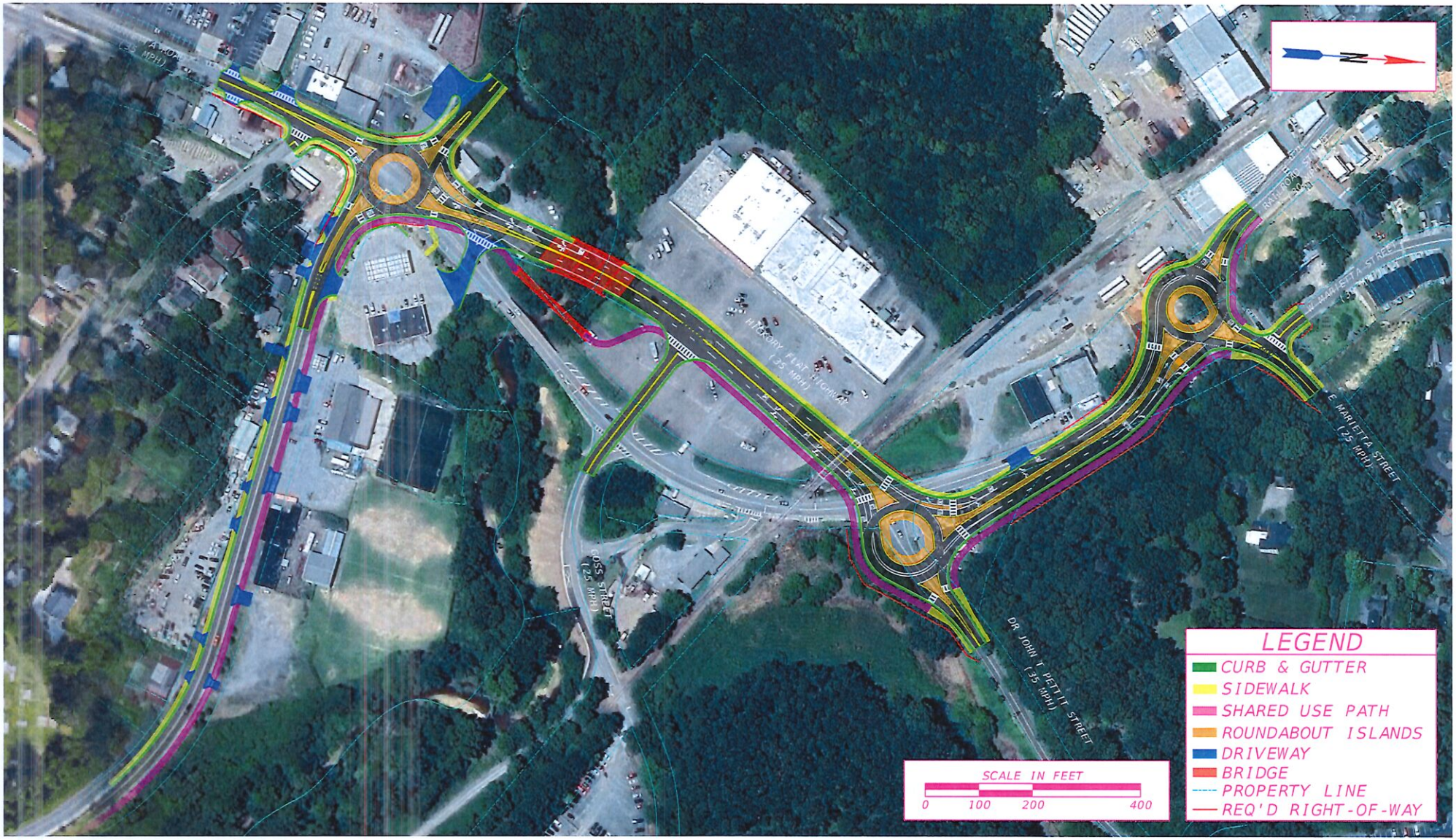


Figure 13: Hickory Flat Highway and Marietta Street Roadway Concept

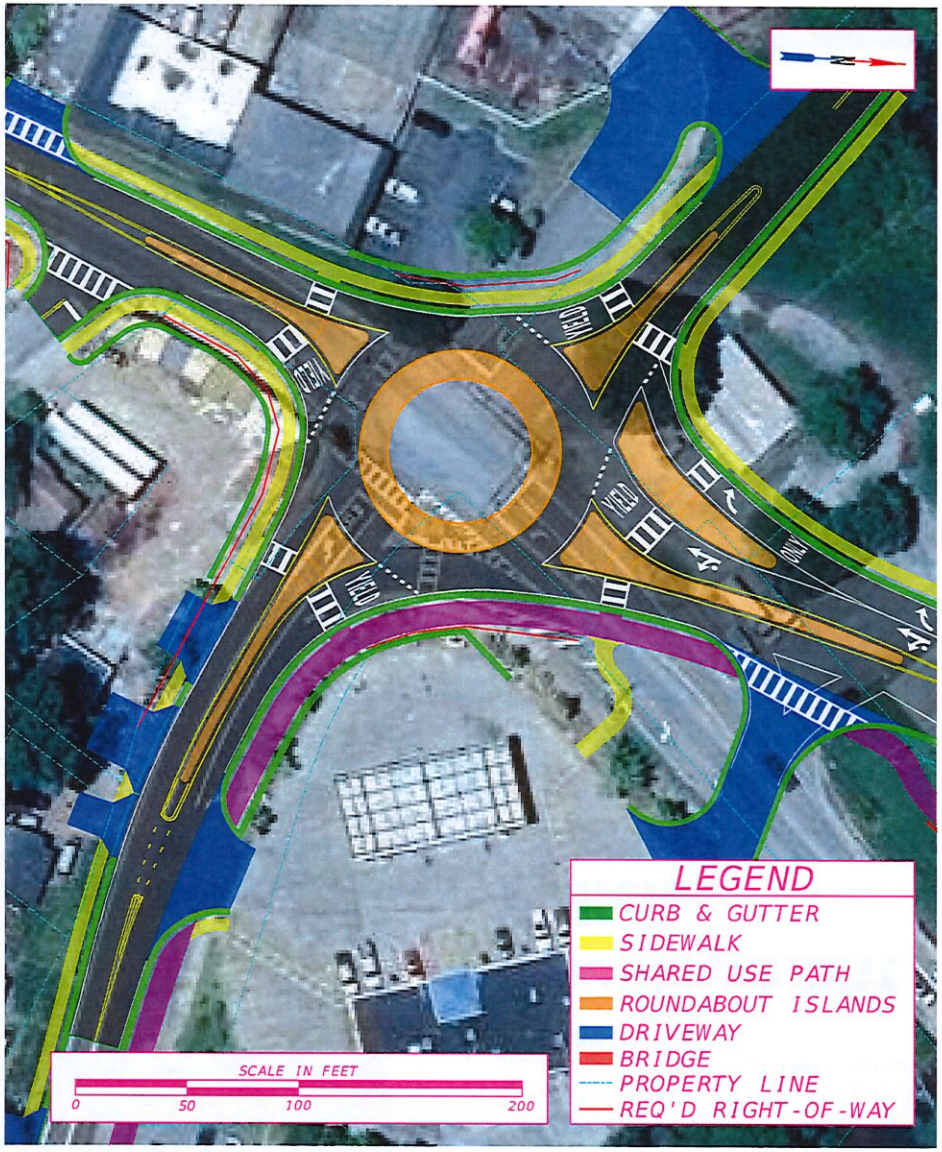


Figure 14: Roadway Concept - Hickory Flat Highway and Marietta Street Intersection

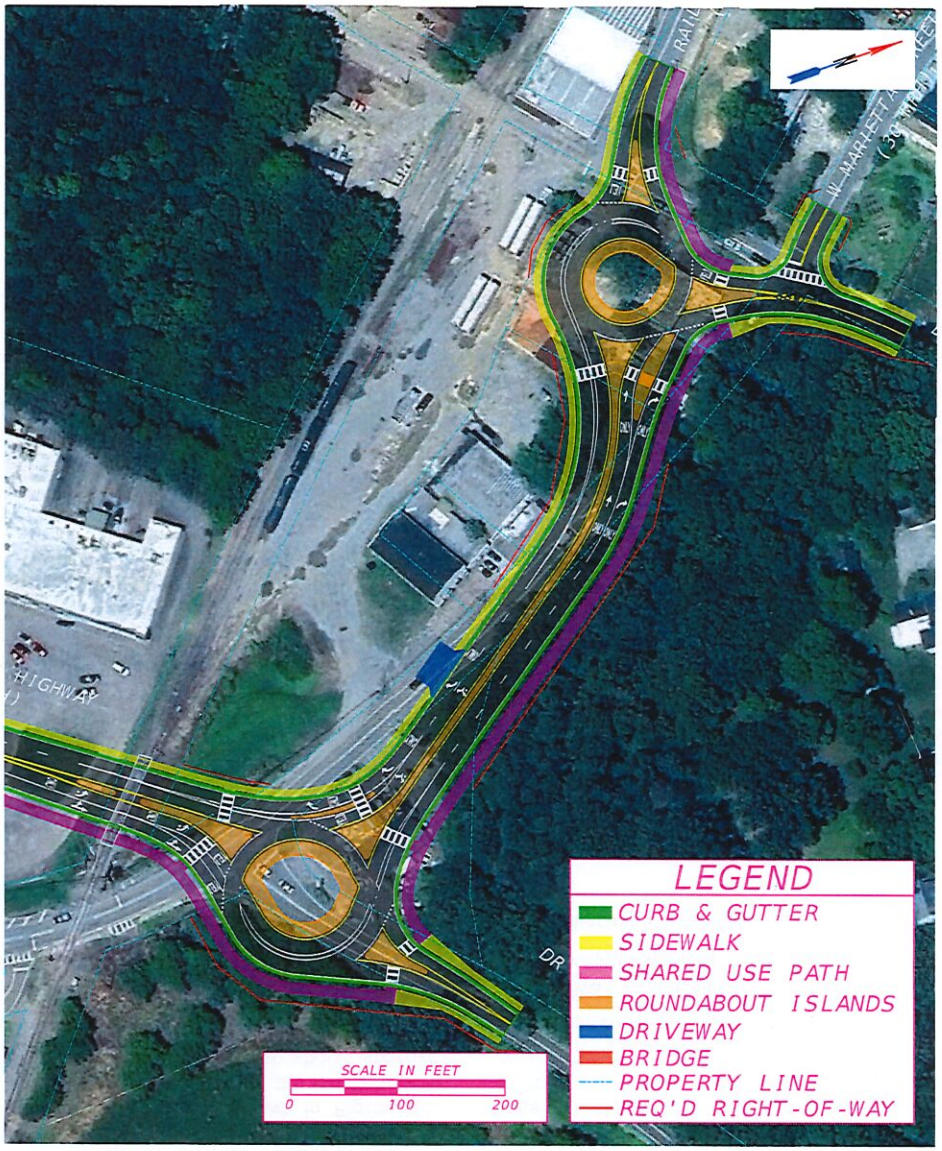


Figure 15: Roadway Concept - Marietta Street Mobility Improvements

DEVELOPMENT & DESIGN GUIDANCE

Recommendations for this plan were supported by the development of comprehensive design policies and a cohesive design palette. These recommendations are further informed by a review of relevant case studies to ensure that this plan is contextually grounded and align with the best practices.

Development Policies

- Transportation improvements to connect to Downtown.
- Public space that leans into the existing environmental terrain.
- Redevelopment patterns that allow for creative new uses.
- Multi-use trails that connect residents and visitors with nature.
- Retail and commercial uses that preserve the character and charm of the community.
- Public art that highlights local artists and connects the Sunnyside community.
- Anti-displacement strategies to create economic opportunities for existing residents.
- Activation events to activate public space.

Figure 16: Development Policies

Transportation

Development policies affecting the city's transportation system, shown in **Figure 16**, were selected to align with the existing TMP projects and priorities. These should improve connectivity within the HFGCP study area and to Downtown; make the corridor safer for pedestrians, cyclists, and drivers; and help make Canton more climate resilient. These should also offer connections beyond the study area, such as to nearby Harmon Park. This document discusses the roadway design created to align with this vision, discussed in detail in the previous chapter.

In addition to the roadway reconfiguration, other changes were recommended for the study area. These recommendations include improving:

- Placemaking along the highway;
- Sidewalk connectivity;
- Traffic calming; and
- Wayfinding towards Downtown.

Figure 18: Reduced speed limit as road improvement

Figure 19: Urban tree canopy

Figure 20: Connected sidewalks

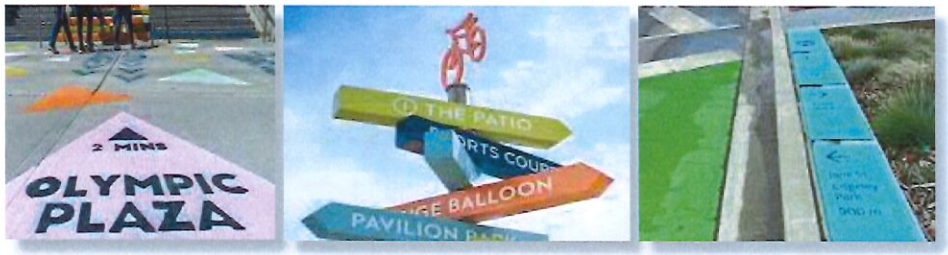


Figure 21: Innovative wayfinding that attracts pedestrians and bicyclists.

Image Sources:
Figure 19: USDOT Federal Highway Administration. Retrieved from https://highways.dot.gov/safety/speed-management/noteworthy-practice-booklet-speed-management/case-study-7-noteworthy-speed on May 15, 2025.
Figure 20: The Urbanist. Op-Ed: Correcting the Narrative about Seattle's Tree Ordinance.(2023). https://www.theurbanist.org/2023/11/07/op-ed-correcting-the-narrative-about-seattles-tree-ordinance/on May 15, 2025.
Figure 21: San Antonio Report. (2019). Retrieved from https://i0.wp.com/sanantonioreport.org/wp-content/uploads/2019/07/SABG-sidewalk-with-trees-photo-by-Bill-Barker.jpeg?fit=1200%2C900&ssl=1 on May 15, 2025.
Figure 22: Sidewalk Wayfinding Mural Pilot Project. Retrieved from https://bloomingtonrevivalists.com/resources/sidewalk-wayfinding-mural-pilot-project/on May 15, 2025.
Figure 23: RSM Design. Retrieved from https://rsmdesign.com/work/beacon-park-irvine-ca on May 15, 2025.
Figure 24: Jason Thorne. (2024). Retrieved from https://mastodon.social/@JasonThorne/113110683148304234 on May 15, 2025.

Redevelopment

Three alternatives for the DDA site were presented. The selected alternative forms the basis of the site concepts discussed in the next chapter. Some of the redevelopment strategies included are:

- Concentrate density along the corridor adjacent to the roadway;
- Reduce surface parking;
- Hide parking behind or under the development;
- Build with higher density; and
- Create missing middle housing and build various housing typologies.

Retail/Commercial Use

The plan aims to encourage retail and commercial use of the site. Some strategies to enable this include:

- Lean into the existing community character and create third places for community connection;
- Retail uses, like breweries or coffee roasters, that match the existing light industrial uses along the corridor;
- Maintain existing businesses like ethnic grocers and local bakeries;
- Create incubators and opportunities for existing and new businesses; and
- Fund micro-grants for business landscaping and beautification.

Anti-Displacement

The aim of this plan is to create placemaking and wayfinding opportunities while ensuring that redevelopment does not unintentionally result in displacement of current residents and business owners. Strategies for anti-displacement include:

- Create a funding source to help local businesses and residents;
- Use forgiveable loans to keep local businesses open during project construction;
- Give preference to existing local businesses when redeveloping commercial sites, including the DDA site;
- Community land trusts; and
- Assistance with property taxes and home repair for legacy residents.

Public Spaces

Welcoming public spaces are essential for revitalizing this site. Public spaces can be used for recreation and community events, as well as building climate resilience. This plan identifies the following strategies to enable this:

- Build inclusive spaces for all ages that highlight natural resources;
- Build multiple creek access points, including space for fishing and a "beach front;"
- Include walking paths and ample seating; and
- Include green infrastructure like a floodable park, rain gardens, and bioswales.

Image Sources:
Figure 25: Becca Dwyer Design. Painting My First Utility Box in Vista. Retrived from https://www.beccadwyer.com/blog/painting-a-utility-box on March 13, 2025.
Figure 26: Homes.com, Canton.Retrived from https://www.homes.com/local-guide/canton-ga/?dk=wfeymbr48b0v1&tab=2 on March 13, 2025.

Public Art

Public art can be used as a traffic calming measure and as a way to foster community identity. Strategies for using public art inlcude:

- Create a visual identity to signal that visitors are approaching Downtown Canton;
- Painted crosswalks and intersections;
- Add a stop on the downtown sculpture tour;
- Paint utility boxes;
- Partner with the cultural arts commission and History Cherokee to create historic art series with storytelling; and
- Include placemaking or landmark art pieces.

The neighborhood of Sunnyside has been investing in public art, including a mural in Harmon Park. Bringing public art to the corridor will make it a more inviting place.

Figures 22: Painted Utility Box

Activation Events

As the city invests in the infrastructure to support these placemaking and wayfinding projects, it will be important to keep the community involved and create programming to support the use of the redeveloped DDA site. This plan encourages the city and DDA to host community events to activate the public space and connect to Downtown, such as:

- Outdoor concert series, invite local guests and partner with The Mill;
- Outdoor movies on the green or tailgates for sports games;
- Annual 5k/10k race that starts at the DDA site and ends Downtown; and
- Multicultural festival or Hispanic Heritage Month celebration.

Figures 23: First Friday in Downtown Canton

Design Palette

The design palette developed for the HFGCP includes modern and vibrant design elements that foster a welcoming atmosphere for the study area while maintaining a cohesive look and feel in all aspects of the built environment. **Figure 24** shows the factors considered in creating this design palette.

- Inviting and safe pedestrian walkways with buffer from roadway.
- Creative crosswalk designs that contribute to traffic calming.
- Multi-use building façades with natural and industrial elements.
- Bright lighting for roadway users and pedestrians to ensure safety.
- Vibrant streetside vegetation compliant with city's plant guidelines.
- Unique bicycle parking that are both functional and artistic.
- Trash receptacles that integrate seamlessly in public spaces.
- Modern and comfortable public seating options.

Figure 24: Design Palette Considerations

Sidewalks

Currently, the study area lacks sidewalks in several places, and there is no buffer between pedestrians and vehicles. Adding buffers will make walking a safer experience on the Hickory Flat Highway corridor. A separate pedestrian bridge will also make crossing over the creek safer.

Figure 25: Sidewalk with Buffer

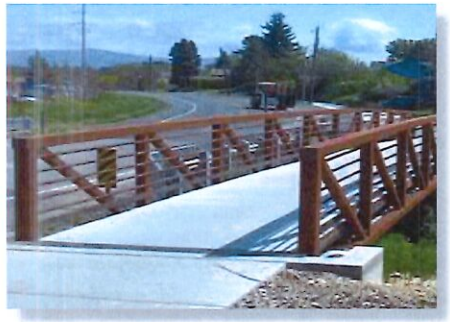


Figure 26: Pedestrian Bridge Example

Image Sources:
Figure 25:Cross Timbers Gazette. (2017). Retrieved from https://www.crosstimbersgazette.com/crosstimbersgazette/wp-content/uploads/2017/07/20155673_10154910278644397_7574876010882540673_n.jpg on May 15, 2025.
Figure 26: True North Steel. (2021). Retrieved from https://truenorthsteel.com/wp-content/uploads/2021/07/Pedestrian-Bridge-8-wide-x-30-span.jpg on May 15, 2025.

Crosswalks

Crosswalk design can contribute to traffic calming as well as placemaking. This can be achieved through a number of design elements as highlighted in **Figures 29**.

Figure 27: Clear markings for crosswalks

Figure 28: Painted crosswalks

1. Reduce pedestrian exposure through raised crosswalks.
2. Pedestrian-activated signalized high-intensity activated crosswalk (HAWK).
3. Rectangular Rapid Flashing Beacons (RRFB), pedestrian activated mid-block crossing, and median with vegetation.
4. Painting crosswalks and intersections to increase visibility and promote placemaking.
5. Continuous sidewalk design through the intersection to emphasize pedestrian space.

Figure 29: Crosswalk Design Elements

Bicycle Parking Design

Bicycle parking, especially in retail locations, can provide safe and secure locations for bicycles and encourage visitors to choose biking to get to places. These can also become artistic additions to the streetscape.

Figure 30: Functional and Artistic Bicycle Rack Designs

Image Sources:
Figure 27: Long Beach. Retrieved from https://www.longbeach.gov/globalassets/go-active-lb/media-library/images/mobility-toolkit/toolkit_ped-refuge-island.jpg on May 15, 2025.
Figure 28: Go Chapel Hill. (2020). Retrieved from https://gochapelhill.org/wp-content/uploads/2020/02/200204_new_crosswalk_008.jpg?w=640 on May 15, 2025.
Figure 30: Inhabitat. (2014). https://inhabitat.com/wp-content/blogs.dir/1/files/2014/08/Bike-Bollards-Sidewalk.jpg; and Retrieved from https://i.pinimg.com/736x/f6/c6/24/f6c624ab5879e38ca6a5e83bf61a6388.jpg on May 15. 2025.

Street and Sidewalk Lighting

Curved lamp post designs and pedestrian-scale lighting are recommended to increase the light exposure radius of the street light in the study area. These can include solar options for energy efficiency.

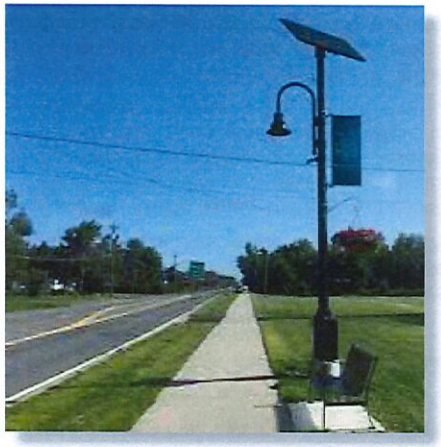


Figure 31: Curved Lamp

Street Vegetation

All street side vegetation needs to comply with city and GDOT guidelines. Acceptable species include: Sauce Magnolia, American Elm, Flowering Dogwood, Crape Myrtle, Floride Anie Tree, Chaste Tree, Treeform Wax Myrtle, and Eastern Red Bud.

Trash Receptacles

Trash receptacles placed in the study area should match other street furniture and design elements.

Figure 32: Example of a Suitable Trash Receptacle

Public Seating Space

Benches and other street furniture that match other design elements should be placed in publlic spaces to increase comfort for visitors.

Figure 33: Suitable Bench for Sidewalks

Image Sources:
Figure 31: Retrieved from https://cdn.locomotive.works/sites/6128fce261c40200a6dbaa4c/content_entry612d10e005122d00c09d8ab2/61804719e95d4b007cdcde59/files/New_Maryland_2.JPG?1666284645
Figure 32:American Playground Company. Retrieved from https://www.americanplaygroundcompany.com/slated-wood-32-gallon-trash-receptacle-with-liner-and-lid on May 15, 2025.
Figure 33: Urban Land Products. Outdoor Benches. Retrieved from https://urbanlandproducts.com/outdoor-bench-urbanland-products/ on May 15, 2025.

Building Facades

Building facades play a key role in activating a public space. Some strategies that enable this include:

- Including dining, retail, residential, and hotel space;
- Having open areas for public events;
- Reusing abandoned properties to create entertainment districts and parks; and
- Encouraging and programming for mixed-use development.

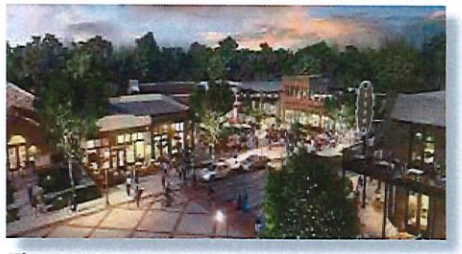


Figure 34: Parson's Alley, Duluth

Floodable Parks

Parks can be designed to serve as critical flood resilience infrastructure. Floodable parks such as Rodney Cook Sr. Park, shown in **Figure 36**, use recreational spaces to provide functional hydrological infrastructure by including basins that can retain water in case of flooding. Native plants can help improve stormwater retention and aesthetics of the open space.

Figure 38 shows Parsons Alley in Duluth, an example of public space with adaptive reuse of abandoned properties to create an entertainment district which includes retail and park in the center.

Figure 39 shows Halcyon, in Forsyth County, which is a mixed-use development with residential space, retail, restaurants, a food hall, and open space with seating for public recreation and gathering.

Figure 35: Halcyon, Forsyth County

Figure 36: Rodney Cook Sr. Park, Atlanta

Image Sources:
Figure 34: The Atlanta Journal Constitution. Duluth wins award for Parsons Alley design. (2017). Retrieved from https://www.ajc.com/news/local/duluth-wins-award-for-parsons-alley-design/KhxXNS4Pb7wK9cyavwXZBK/on May 15, 2025.
Figure 35: Forsyth County. Halcyon has six new openings. (2020). Retrieved from https://forsythcounty.com/local-news/82665-halcyon-has-six-new-openings on May 15, 2025.
Figure 36: National Recreation and Park Association. How a Stormwater Park Is Revitalizing a Historic Atlanta Neighborhood. (2022). Retrieved from https://www.nrpa.org/parks-recreation-magazine/2022/april/how-a-stormwater-park-is-revitalizing-a-historic-atlanta-neighborhood/ on May 18, 2025.

Case Studies

This section presents projects, plans, and studies comparable to the HFGCP study area. More detail about each of these case studies is available in **Appendix B**.

Indian Trail LCI

Gwinnett County, Georgia

Part of the Gateway 85 CID, this project received money from ARC's LCI program to develop into a more pedestrian-friendly area with a mix of uses beyond the existing industrial and commercial uses.

This case study is a good comparison to HFGCP because it is also within metro Atlanta, mostly industrial but looking to convert into mixed uses, along a major roadway (Indian Creek Road), abuts an interstate (I-85), and is located along a major waterway (Beaver Ruin Creek).

Some of this project's recommendations that are relevant to HFGCP include:

- Establish pedestrian connections in areas where there is evidence of pedestrian use but limited facilities, as shown in **Figure 37**;
- Convert existing large parking lots and low-density land uses into mixed use plazas and developments that support pedestrian activity and aging in place, as shown in **Figure 38**;
- Adapt existing uses in the long run to be more walkable and less vehicle oriented, even if they see high traffic in the present; and
- Add public amenities, such as parks and trails, to make the most out of existing uses and increase a sense of community and connectivity.

Figure 37: Beaver Ruin Creek

Figure 38: Tech Drive/Singleton Road

North Branch Framework Plan

Chicago, Illinois

The North Branch Framework is a land use plan focused on revitalizing the North Branch industrial corridor in Chicago as part of the Industrial Corridor Modernization Initiative. The goal of the Framework is to maintain the corridor as an important economic engine and job center for the city, provide better access for all transportation modes, and build upon the area's unique natural and built environment.

While this project is in a much larger and more densely population urban area than Canton, the land use and neighborhood character make it a good case for the HFGCP. The North Branch neighborhood is a historically industrial area that has access to major expressways, the Chicago River, and some existing public transportation facilities. There are many distinctive, historical buildings in the area that add to its historic charm and character.

Some of this project's recommendations that are relevant to HFGCP are shown in **Figure 39** and include:

- Create a Tax Increment Finance (TIF)/Tax Allocation District (TAD) district so that the district may raise necessary funds for the project area's improvements;
- Connect to existing transportation routes and create new connections for pedestrians and cyclists;
- Take advantage of the district's unique geography to create pedestrian-friendly spaces and activities, including paths along the river; and
- Utilize floor area ratio (FAR) bonuses to strategically maximize density and open space.

Figure 39: North Branch Framework Concept Renderings

Grandview Heights Goodale West Area Plan

Grandview Heights, Ohio *(Columbus metro)*

Goodale West is a mostly industrial corridor of Grandview Heights that is immediately adjacent to civic facilities, greenspace, and residential neighborhoods. The city wishes to convert existing industrial and commercial uses to a mix of uses that promote transportation accessibility, safety, and community.

The Goodale West Area Plan presents a vision for the neighborhood that transforms it from an automobile-centric industrial area, as shown in **Figure 40**, into a pedestrian and bike friendly corridor. There is an existing, active railroad track that is being explored as part of a Rails to Trails study. The community did not want too much density in the area but were supportive of pedestrian and bicycle-friendly projects.

Some of this project's recommendations that are relevant to HFGCP are shown in **Figure 41** and include:

- Ground level retail in all new buildings to activate the street/potential trail;
- Linear parks along the potential trail and major roadways;
- Move parking away from big lots and into plinth-level parking for new development or onto the street to create more opportunities for street-level business activation and to aid in traffic calming; and
- Have a variety of building facades and materials to create an eclectic and visually interesting neighborhood feel.

Figure 40: Existing Industrial Features

Figure 41: Goodale West Concepts

Andrews/Oakland Corridors

Wilton Manors, Florida *(Fort Lauderdale metro)*

Andrews Avenue and Oakland Park Boulevard are multi-lane "stroads." They are not safe for pedestrians, cyclists, or motorists, and they are fronted by low-density commercial and light industrial uses with large surface parking lots.

Declining and dilapidated commercial building stock, along with high costs for street overhaul, make Andrews Avenue a prime corridor for economic development. The morphology of the street makes safety interventions necessary. Oakland Park Boulevard is a similar street that is slightly more residential, but still has several surface parking lots, limited or dilapidated pedestrian amenities, and heavy vehicle traffic.

Some of this study's recommendations that are relevant to HFGCP are shown in **Figures 42** and **43**, and include:

- In 2015, the city's Complete Streets ordinance designated both roads as "context sensitive corridors," allowing for flexibility in road design, including travel lane reductions and mid-block crosswalks.
- Andrews Avenue
  - Attract diverse, minority-owned businesses to the corridor.
  - Take advantage of the existing waterway and encourage new development that accentuates it.
  - Better bicycle and pedestrian connectivity to neighboring streets.
- Oakland Park Boulevard
  - The Walmart proposed along this road should be constructed in a way that reduces surface parking and maximizes accessibility for pedestrians and cyclists.
  - There is willingness from the region and the state to transform this road into a major transit corridor.

Figure 42: Andrews Avenue Crosswalk

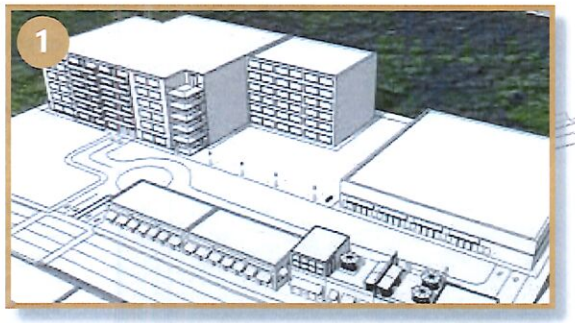
Figure 43: NW 29th Street Bus Stop

SITE VISION

Through a review and analysis of past planning efforts, community priorities for the DDA site, and precedent studies, a set of recommendations were identified to create a redevelopment concept for the Hickory Flat Highway corridor and the DDA site.

The concepts for redevelopment and placemaking build upon the roadway concept for the corridor. These concepts feature new residential and retail buildings, improved circulation, third spaces, and opportunities for building community identity.

Figure 44 shows the recommended layout of the study area under this plan.



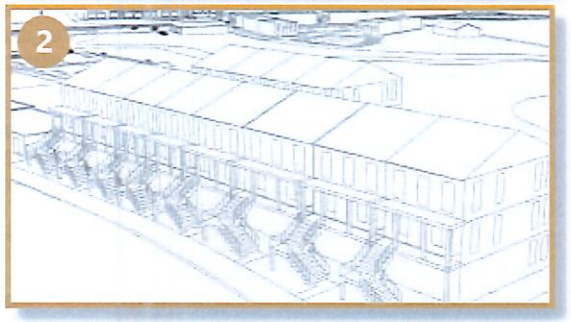


Figure 44: Site Plan for the Study Area

Plan Elements

Circulation

Based on the roadway concepts, the circulation plan for this site was crafted. **Figure 45** shows how pedestrians, bicylists and drivers will move within and around the DDA site. Througout the site, walkability will be a top priority.

Conflicts with vehicular traffic will be minimized through the use of continous sidewalks, artistic crosswalks, cramble crossings. and roundabouts. Connections to planned TMP projects will also be established.

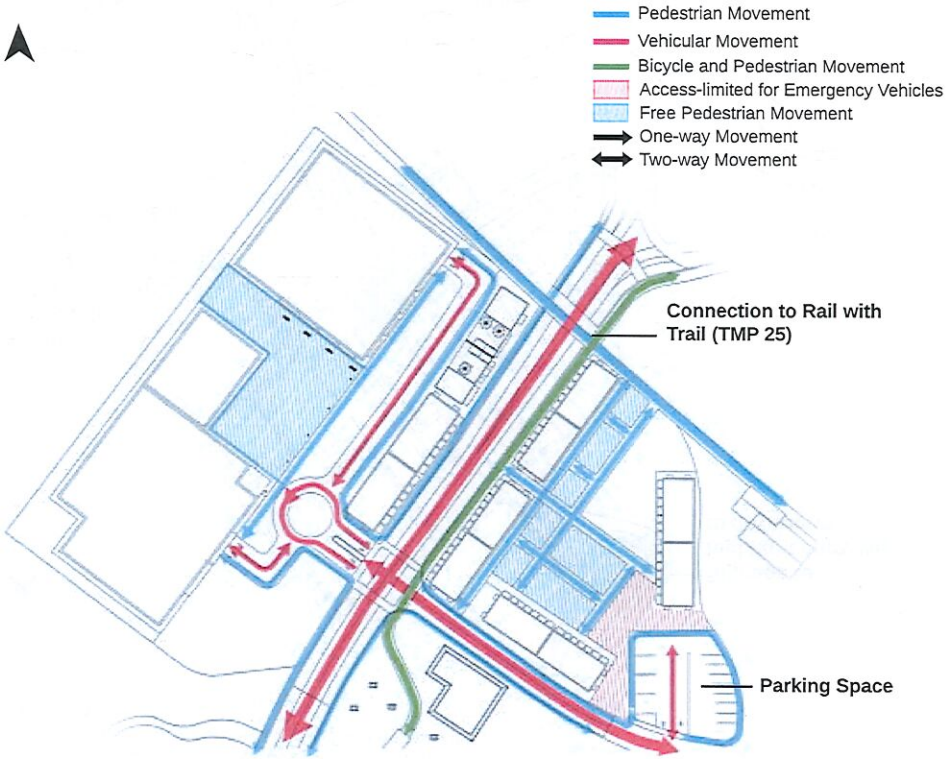


Figure 45: Pedestrian and Vehicular Traffic movement at the DDA site.

Redevelopment

This plan proposes dense development along the Hickory Flat Highway corridor. This includes residential townhouses along Hickory Flat Highway on undeveloped and low-density parcels, and multi-use buildings in the DDA site.

The plan also proposes retail establishments along Marietta Road and along the shared use path. Additionally, a city-owned public space on the abutting site south of the realignments is being proposed.

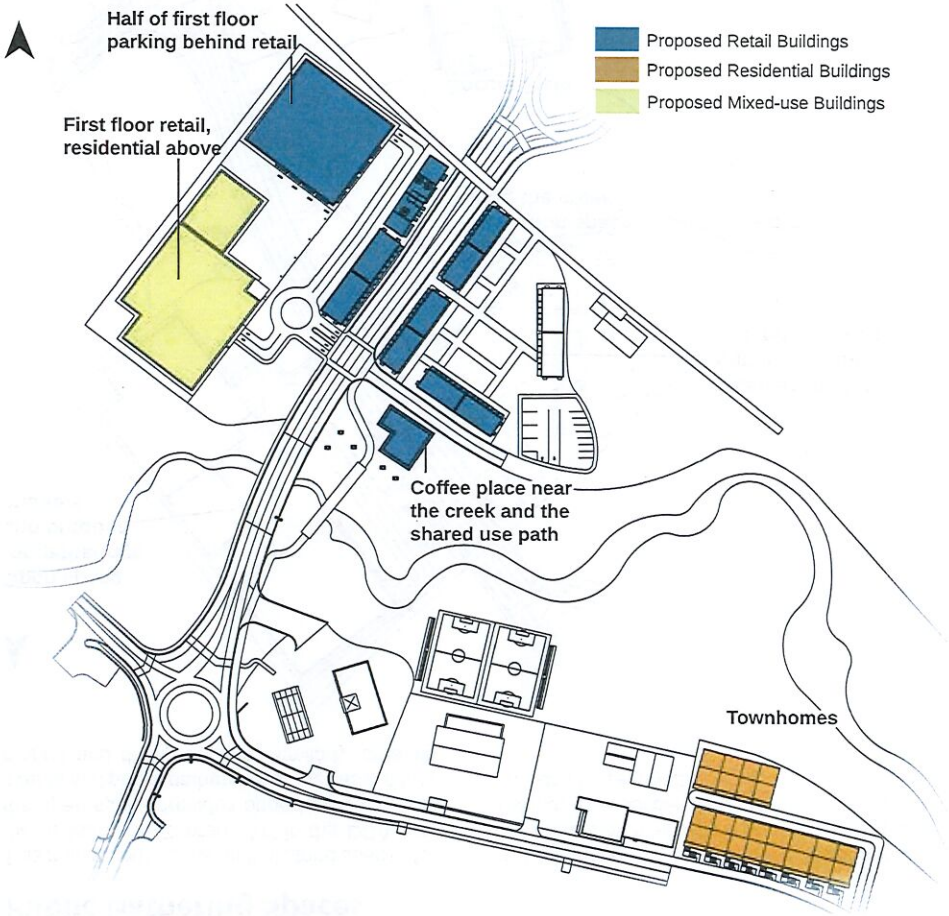


Figure 46: Redevelopment in the Study Area

Wayfinding

Art and signage can be used as wayfinding markers along Marietta Road and Hickory Flat Highway to invite people to the DDA site and the downtown.

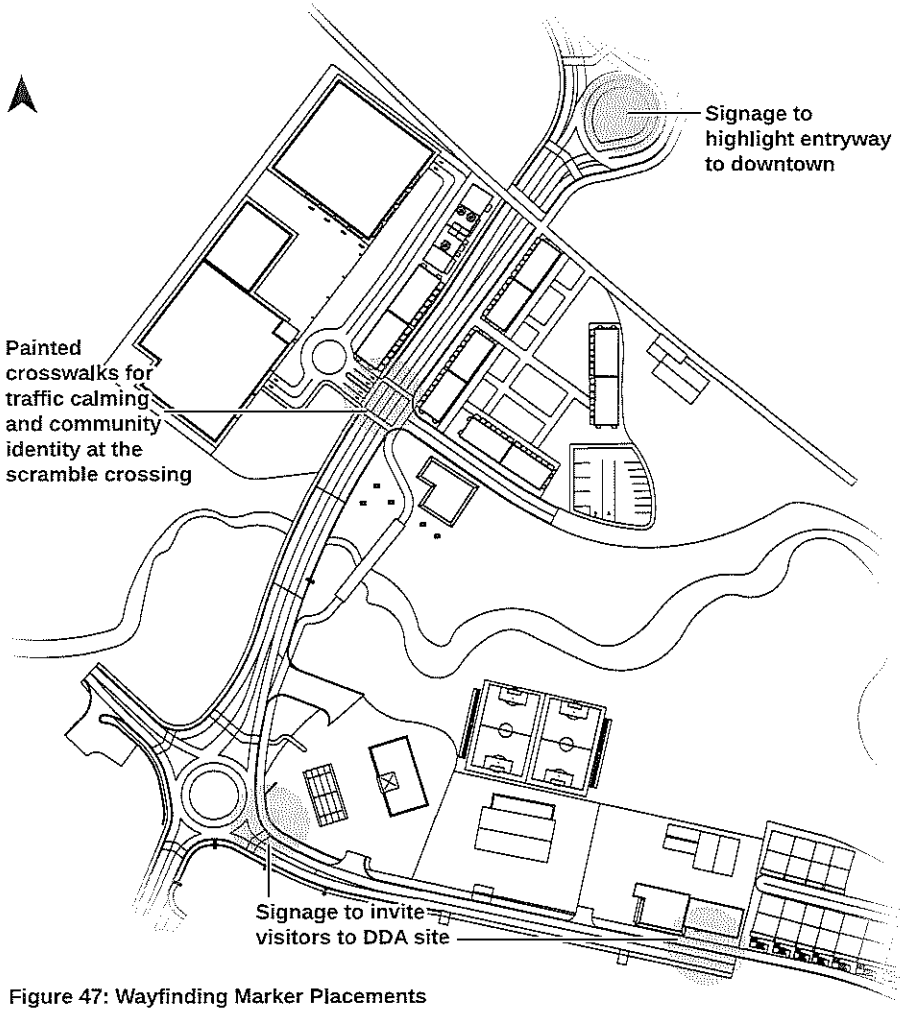


Figure 47: Wayfinding Marker Placements

Public Gathering Spaces

This plan recommends multiple third spaces for the residents of Canton. Within the DDA site, the open space provides opportunities to host events and public gatherings as well as outdoor market and dining options. Similarly, creating a trail along the creek offers opportunities for recreational activities such as hiking and fishing. The soccer field within the study site will also be retained.

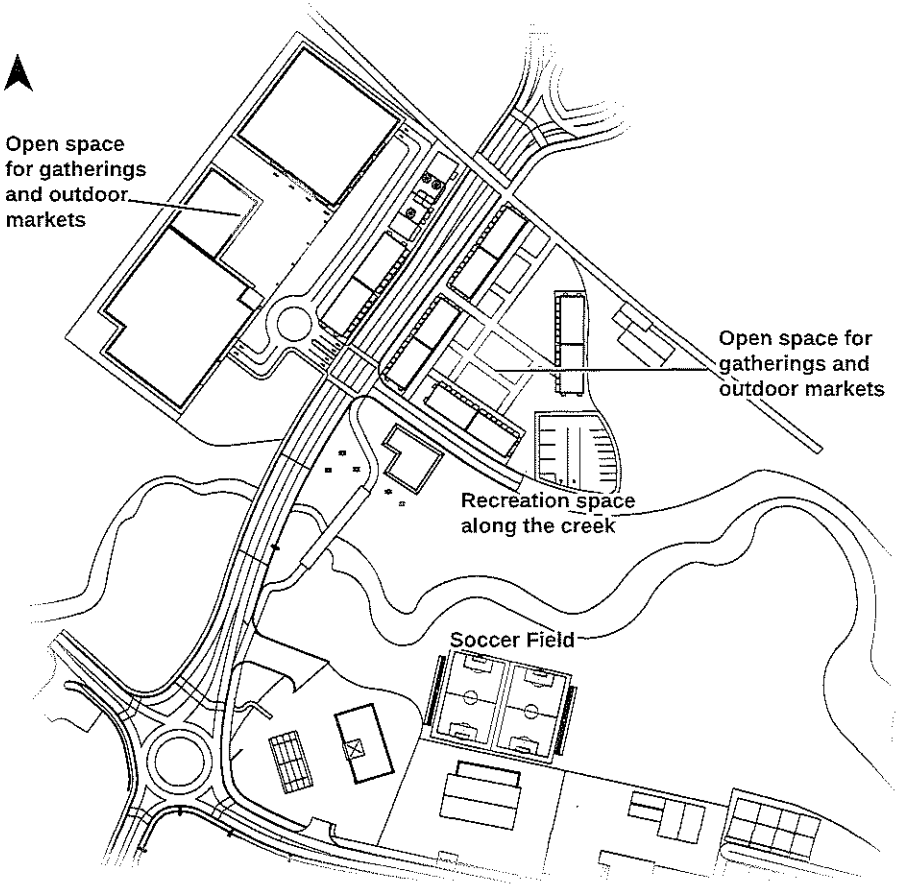


Figure 48: Recreational spaces

Site Concepts

Hickory Flat Highway

This rendering in **Figure 49** illustrates Hickory Flat Highway after implementation of this plan's roadway concept, placemaking elements, and proposed townhomes. This vision for the study area, aligns with the city's Core Tenets by:

- Creating new residential buildings (townhouses) along the highway. This development can support the city's aim to make great neighborhoods;
- Installing pedestrian-scale streetlights to makethe neighborhood safer; and
- Connecting existing and planned trails and other recreational spaces through the shared use path along Hickory Flat Highway. This also supports the city's vision of creating sustainable transportation options and provides a connection to the downtown for users of all modes of transportation.

Figure 49: Hickory Flat Highway (Rendering)

DDA Site

This rendering shows a view of improvements at the DDA site looking from Marietta Road. Site features are listed in **Figure 50**. This rendering shows what the site might look like after redevelopment based on the proposed concept of mixed-use residential and commercial purposes. The open green spaces can be used for gatherings or can be converted into outdoor markets.

1. Mid-rise residential building with first floor for retail and parking use;
2. Buildings for retail use;
3. Roundabout driveway for traffic calming;
4. Pedestrian scramble crossing;
5. Open green spaces for public gathering and outdoor retail opportunities; and
6. Connections to TMP projects.

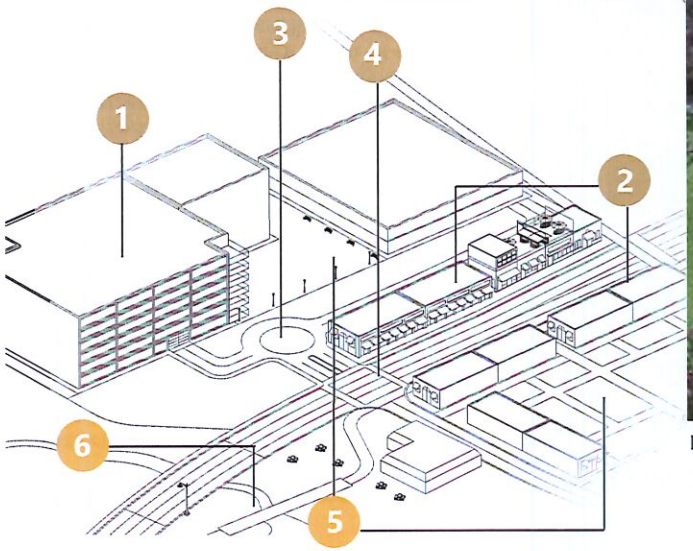


Figure 50: DDA Site (Rendering)

CANTON

110 Academy Street

Canton, GA 30114

www.cantonga.gov

PDP
PRACTICAL DESIGN PARTNERS

April 16, 2026

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

Re: Fee Proposal for the Preliminary Design of the Hickory Flat Gateway Project

Dear Mrs. Watson,

Practical Design Partners, LLC (PDP) is excited to have been selected as the most qualified firm to deliver the Hickory Flat Gateway 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 includes the implementation of roadway improvements identified in the Hickory Flat Highway Gateway Concept Plan prepared by Modern Mobility Partners (MMP) and PDP. Those improvements include three multi-lane roundabout facilities along Marietta Road at Hickory Flat Highway, Dr John T Pettit Street, and Railroad Street. A new four-lane roadway connecting each roundabout will also be included with a new bridge over Canton Creek. The typical section will consist of curb and gutter, a five-foot sidewalk on the west side, and a shared use path on the east side. The pedestrian improvements along Hickory Flat Highway are not included in the scope of this project and will be implemented separately.

The design will closely follow the conceptual layout included in the planning study and will be phased with this first task order including services through Preliminary Design (60% Plans). Subsequent proposals will be provided for Final Design, Right-of-Way Acquisition, and Construction Services.

As shown in our SOQ, PDP has partnered with Modern Mobility Partners (MMP), Kimley-Horn and Associates (KHA), KCI Technologies (KCI), UES Professional Solutions 18 (UES), Root Design Studio (RDS), Survey and Mapping (SAM), Michael Baker International (Baker), and Holt Consulting Company (Holt). Following is a phased breakdown of the anticipated services.

Project Management:

1. PDP will perform project management activities throughout the Preliminary Design Phase to include contracting, invoicing, monthly status meetings with the City of Canton, utility coordination meetings and up to three meetings with the Downtown Development Authority (DDA).
2. MMP will perform in the role of Planning Liaison to ensure consistency with the design and planning study by attending coordination meetings to provide input on the roadway layout, landscaping, and aesthetics of proposed features. If required during the design phase, MMP will prepare up to three

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perspective renderings of the proposed conditions for the city's presentation to City Council or the DDA.

3. PDP will coordinate with Georgia Northeastern Railroad early in the design process so that they are aware of and can provide initial input on the proposed improvements. As the preliminary design nears completion, PDP will submit the preliminary plans to the railroad for a detailed review and approval.
4. PDP and our subconsultants will perform quality assurance throughout the design process. In addition, Baker will perform external quality control reviews of the preliminary plans prior to submission to the City of Canton.

Project Surveys

1. KCI will complete topographic surveys within the survey boundary attached (approximately 29 acres). Existing features will be located within the survey boundary, including existing bridges, asphalt, curb and gutter, sidewalk, driveways, buildings, streams, drainage features, and surface evident utilities. Property resolution will be completed on up to 47 parcels. 21 hydraulic cross-sections of the existing streams adjacent to the project will be completed up to 25-feet beyond the top of bank.
2. KCI will also complete Subsurface Utility Engineering (SUE) Quality Level "B" in order to identify the horizontal locations of existing underground utilities. These locations will be surveyed and incorporated into the survey database. The assumed lengths of underground utilities to be located is approximately 3,200' electrical, 8,400' communications, 4,200' gas, and 4,200' water.
3. KHA will complete environmental delineations for consideration during the design phases. These delineations will determine the presence or absence of potential jurisdictional aquatic resources, including wetlands, open waters, and jurisdictional streams. Federally protected species habitats will be evaluated based on visual assessments. A historic architectural evaluation will be completed for properties 50 years of age or older within 100 meters of proposed jurisdictional water impact. The location of jurisdictional waters and stream buffers within the survey boundary will be provided.
4. UES will also complete a Phase 1 Environmental Site Assessment (ESA) for properties that will require right-of-way acquisition to identify potential risks to the City of acquiring contaminated property. The assessment will be completed in general conformance with ASTM Standard E1527-21 and include research of past land use and on-site reconnaissance to identify visual indications of potential contaminants. A Phase 2 ESA may be required under a future task order to confirm the presence of contaminants.

Preliminary Plans

1. MMP will complete a traffic analysis and summarize the results in memo format. The analysis of the proposed improvements will assist in optimizing the roundabout lane configurations. Traffic projections for one future design year will be completed and used as bridge and roadway design traffic volumes.
2. PDP will complete the roadway design of the proposed improvements to include typical sections, construction layout, horizontal and vertical alignments, earthwork cross-sections, retaining wall envelopes, guardrail and handrail locations, storm drain design, driveway design, signing and marking plans, staging sequencing, and erosion control BMPs. PDP will complete roundabout performance checks and evaluate sight distance at intersections and commercial driveways. It is assumed that a formal post-construction stormwater report will not be required; however, PDP will evaluate pre- vs. post-construction stormwater runoff at the project outfalls for the City's consideration by installing detention facilities during subsequent phases.

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3. KHA will complete an Engineering Study for Floodplain Encroachments. KHA will obtain the FEMA effective/preliminary FEMA Flood Insurance Study (FIS) one-dimensional (1D) hydraulic and hydrologic model(s) and any models from the local community. The hydraulic model will be revised, as necessary, to more accurately model the existing channels, overbanks, and/or culverts near the project location. The model will be updated as necessary with survey and the best publicly available land use, soils, and topographic data. The updated model will be used to determine the floodplain boundaries and Base Flood Elevations (BFE) for existing conditions. KHA will then develop a proposed conditions model 1D hydraulic model with the goal of producing a "no-rise" condition. If a rise is created, KHA will make recommendations to revise the grading and drainage plan to eliminate increases in the BFE or future conditions water surface elevations.
4. KHA will prepare a conceptual grading alternative for the remaining property owned by the City of Canton and the DDA. The plan will identify potential property access, layout, and grading to make the property more marketable to end user developers, while balancing floodplain encroachments and compensation.
5. KHA will complete the preliminary design of the proposed vehicular bridge to include span arrangement, typical section, and structure depth. The bridge plans will include lighting, utilities and aesthetic enhancements to serve as the basis for final bridge design. The bridge will be designed in accordance with AASHTO LRFD Bridge Design Specifications, 9th Edition, 2020 and generally consistent with relevant GDOT design criteria, presentation, and typical methodology.
6. UES will complete a soil survey for the new location roadway and properties currently owned by the DDA. Soil test borings 10 to 15 feet in depth will be performed every 500 feet along the centerline of the new alignment and an additional three borings within the future development. This will help to ensure subsurface conditions are known and identify poor soils where removal and replacement may be required. The soil survey should also be beneficial to future developers during their due diligence of the project site.
7. RDS will complete preliminary landscape, streetscape, and irrigation plans along the roadway and for a small pocket park consistent with the planning study. Site furnishings, signage, and pavement details will be included consistent with the planning study and the aesthetics of downtown Canton's streetscape.
8. KCI will prepare preliminary photometrics for the sidewalks, shared use path, and roundabouts. The photometrics will include the average illuminance, uniformity ratio, and veiling luminance according to GDOT requirements and IES RP-8 lighting. The preliminary photometrics will be used to develop a preliminary lighting cost estimate.
9. SAM will perform utility coordination services during the preliminary design process. This will include initial outreach to utility owners to ensure each is aware of the proposed improvements. SAM will coordinate with utility owners to provide records of existing facilities and ensure each is captured in the preliminary plans. Upon completion of preliminary design, SAM will request relocation plans and right-of-way or easement requirements from each utility owners as required due to impacts of the proposed project and the conversion of overhead utilities to underground within the project limits.
10. Holt will review the project impacts to private property and provide a preliminary right-of-way cost estimate based on those impacts to assist PDP in establishing a preliminary cost opinion.

Proposed Schedule:

The PDP team will complete the scope of work generally following the schedule provided in the SOQ.

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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 recommended to capture any unforeseen scope required during the preliminary phase. The contingency phase shall only be utilized after approval from the City.

Tasks	Fee Proposal
Project Management	**$98,300**
Project Surveys	**$261,000**
Topographic Database	$173,500
SUE QL-B	$52,300
Environmental Delineations	$23,100
Phase 1 ESA	$12,100
Preliminary Plans	**$1,150,600**
Traffic Analysis	$61,000
Roadway Design	$634,600
Hydraulic Analysis	$154,400
Conceptual Site Grading	$31,500
Bridge Design	$100,800
Soil Survey	$20,200
Landscaping Design	$61,700
Photometric Analysis	$42,000
Utility Coordination	$29,600
Right-of-Way Cost Estimate	$5,800
External QC	$9,000
Subtotal	**$1,509,900**
Contingency Fee	**$150,000**
Task Order Total	**$1,659,900**

Additional Assumptions:

1. PDP will meet with the City monthly for project updates. Up to three additional meetings are included to be used as requested by the City of Canton.
2. Utility design will be provided by utility owners as required.
3. Full boundary surveys will not be required.
4. Specialized studies for protected species will not be required.
5. FEMA will provide KHA with the effective hydraulic model for Canton Creek and the Etowah River. No updates to the model or future conditions floodplain analysis will be required. If a "no-rise" condition is not feasible, a CLOMR/LOMR may be required and will be scoped under a future fee proposal.
6. Structural wall design is not included. Any required retaining walls will follow GDOT standards.
7. PDP will submit the roadway plans and the railroad's Application for Public Project Initiation to the railroad. If the railroad requires any additional studies, documents or design changes to gain approval, those changes will be scoped in a subsequent fee proposal.

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8. This project is funded through a combination of City funds and Cherokee County's TSPLOST. No other federal and/or state funds are being utilized in any phase of the project.
9. No railroad, permitting, mitigation, or other agency fees are included and will be paid separately by the City of Canton.
10. 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 gateway improvement project! We look forward to continuing our relationship with the City of Canton.

Please let us know if there are any questions.

Sincerely,

Brad Robinson, PE
Vice President

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Hickory Flat Gateway Project

Proposed Survey Boundary

Proposed Hydraulic Cross Sections

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City of Canton
110 Academy Street
Canton, Georgia 30114
(770)704-1500
www.cantonga.gov

REQUEST FOR QUALIFICATIONS/PROPOSALS

for

PROFESSIONAL ENGINEERING SERVICES

for

DESIGN and ENGINEERING SERVICES

of the

CITY OF CANTON
HICKORY FLAT HIGHWAY GATEWAY CONCEPT TRANSPORTATION IMPROVEMENTS

Issued on: December 18, 2025

Deadline for Questions: January 16, 2026 5:00pm

Due Date: January 29, 2026 10:00am

I. GENERAL INFORMATION

A. The City of Canton (herein referred to as the City) is requesting proposals from qualified consultants for design and engineering services for the Hickory Flat Highway Gateway Concept Plan Transportation Improvements Project to be located in and around Canton Creek on Marietta Road in Canton, Georgia.

B. The project includes design and engineering services of a new vehicular bridge replacement, three (3) new roundabouts, road realignment and widening. and pedestrian and bicyclist improvements. The project should be consistent with the character of the surrounding areas.

C. This Request for Qualifications/Proposals (RFQ/P) describes the project in general, the required scope of services, the selection process, and the minimum information that must be included with the proposal. Failure to submit information in accordance with the requirements and procedures listed herein may be cause for disqualification.

D. The information contained in this RFQ/P is the City's best understanding of the current needs and approach on how to address them, but the City is open to creative and beneficial modifications to the scope of work described herein based on the consultant's professional expertise in these subject areas. If the consultant believes there is a better way to achieve the City's goals, then that should be reflected in their proposal.

E. Questions and Clarifications

1. Any questions concerning this Request for Proposals should be directed to the person listed below. No interpretation or clarification of the meaning of the instructions or scope of services will be made orally except for general information that does not require a clarification. Every request for such interpretation should be in writing, submitted by e-mail or fax, and addressed to the individual shown below. Questions must be submitted by **January 16, 2026 at 5:00pm**. All clarifications and any supplemental instructions will be posted on the City of Canton website at the following address: http://www.cantonga.gov. Firms should periodically check the website for updates to this Request for Proposals.

2. Address requests to
   RFP Review Committee
   City of Canton
   110 Academy Street
   Canton, GA 30114

(770)704-1500
Rfp.review@cantonga.gov

II. SCOPE OF SERVICES

A. See Attachment A

III. SUBMITTAL REQUIREMENTS/PROPOSAL FORMAT

A. One (1) hard copies of the Proposal and one (1) electronic copy (pdf) on a flash drive must be received by the City of Canton Main Office no later than **January 29, 2025 10:00am.** The City cannot be responsible for the lack of receipt of proposals by the date and time specified.

B. The Project name and Consultant's name and address must be shown on the outside of the sealed envelope, addressed to and delivered to:
RFP Review Committee
City of Canton
110 Academy Street
Canton, GA 30114

C. Submittals will NOT be accepted or considered after the deadline. Submittals must be paper copies, appropriately bound; **e-mailed or faxed copies will not be accepted.**

D. The Proposal must demonstrate specific expertise in the elements of work described herein. Proposals should be bound with the name of the Firm or firms and name of the Project visible on the outside cover. To allow the selection committee sufficient time to properly review all documents in their entirety, each proposal will be limited to 50 pages. The Title Page, Table of Contents, Letter of Transmittal, Section Dividers, and Resumes will not count against the page limits. The Proposal shall contain the following:

1. SECTION 1 - INFORMATION: The Proposal shall include background information of the firm including its history, size, services offered and related information.

2. SECTION 2 - IDENTIFICATION OF PROPOSER: The Proposal shall include the names, offices, addresses, email addresses and phone numbers for Consultant and subconsultant staff that are proposed to be involved in the project. The Proposal shall identify in which office(s) production will occur.

3. SECTION 3 - PROJECT OVERVIEW AND APPROACH: The Proposal shall demonstrate the Consultant's understanding of the Project and include a statement acknowledging the Scope of Services. The Proposal shall also include a detailed description of the proposed approach to the Project. The description shall include details to implement the tasks described in the Scope of Services. The Consultant is encouraged to provide comments and enhancements to the scope provided in the RFP. The Proposal shall include a discussion regarding the Project's technical issues and the Consultant's approach to handling these issues. The Consultant shall also explain how technical memos, workshops, and/or design review meetings will be used, working with the framework of the Scope of Services, to achieve consensus in design details. Emphasis should be placed on how the Consultant's technical approach will promote the Project's success.

4. SECTION 4 – PROJECT TEAM: The Proposal shall include a team member organizational chart and a listing and biography of key individuals proposed to be assigned to the project. Each individual's proposed position/responsibility shall be indicated. Special emphasis shall be provided on the individual's backgrounds, qualifications, certifications, experience on related and/or similar projects, and the location from where their work will be performed. Be sure to identify the principal design engineer, geotechnical engineer, and environmental coordinator the firm will assign for the project. The Proposal shall clearly indicate who will be in responsible charge of the project. At least three client references, including name, description of past working relationship, and current contact information, shall be listed for each key individual who is proposed in the organizational chart. The Proposal shall identify staff who will be assigned to the project for construction support, which will be negotiated later. Consultant/Subconsultant affiliation, and professional engineering licenses, including discipline and state of licensure, shall be designated for each individual. Full resumes, sorted first by firm, then by last name, shall be included as an appendix to the Proposal. Resumes shall be limited to two (2) pages each.

5. SECTION 5 - RELATED PROJECT EXPERIENCE: The Proposal shall include profiles of five (5) similar projects that the firm(s) and proposed team members have completed design in the last ten (10) years including project name, date, description and capacity of project, location, design and construction cost, and client reference including phone number. The firm's role in the project should also be described (preliminary design,

design construction management, etc., and prime Consultant, subconsultant, etc.). For each project, indicate which proposed team members worked on the project and describe the role/work they performed and their levels of involvement.

6. SECTION 6 -PROJECT SCHEDULE: The Consultant shall prepare a schedule, showing all major project tasks, milestones, and deliverables required to complete all work.

IV. EVALUATION PROCEDURE

A. The City of Canton will review and evaluate proposals based on the following factors:

1. Qualifications of Firm and Personnel (35 Points)

   a. Firm's and personnel's experience within the past ten (10) years of completed design in the United States of at least five (5) similar or comparable projects for municipal clients in the United States and two (2) similar or comparable projects for municipal applications in Georgia.

   b. Joint ventures or associations related to the services requested, as applicable.

   c. Organizational chart with qualifications, experience, and responsibilities of the key project personnel (*i.e.,* Project Manager, Project Engineer, Construction Manager, and QA/QC team) and sub-consultants/contractors.

   d. Experience and successful project delivery history of the Project Manager responsible for delivery of project scope on similar projects.

2. Project Approach and Understanding (30 Points)

   a. Suggested approach and understanding of the project.

   b. Innovative suggestions and identifying challenges

   c. Approach to communication with City Staff and the public to facilitate successful delivery of the project within the proposed schedule.

   d. Firm's description of their experience with and knowledge of all jurisdictional regulations that will be applicable to this project.

e. Internal QA/QC process on this project.

3. Capacity and Capability of Firm (25 Points)

   a. Ability to meet technical design required by the scope. Please note, an emphasis will be placed on the firm's demonstrated ability to meet schedule and budget requirements.

   b. Proposed schedule to perform the work with sufficient detail to understand the timing of the project deliverables.

   c. Present and projected workloads

   d. Potential to effectively replace key personnel, if necessary.

   e. Management Control Program-Approach, cost control system used to track expenses and labor, method for project status reporting, and schedule control methodology

   f. Past record of performance on contracts for delivery of work relevant to the project scope, including such factors as technical design, constructability, control of costs, quality of work, ability to meet schedules.

4. Overall Quality of Proposal (10 Points)

   a. The organization, structure and quality of the proposal will be factored into the scoring criteria

B. The evaluation scoring summary is outlined below.

Evaluation Criteria	**Maximum Points**
Qualifications of Firm and Personnel	35
Project Approach and Understanding	30
Capacity and Capability of Firm	25
Overall Quality of Proposal	10

C. Selection Process:

1. Proposals will be evaluated based on the written response to selection criteria listed and the cost proposals provided. After receipt and review of proposals, the City may elect to conduct interviews for some or all firms.

2. It is anticipated that a contract for the prescribed services will be entered into with the consultant that in the opinion of the City offers the most favorable combination of qualifications, approach, and capability.

3. The City will select the most qualified firm, in its opinion based on the evaluation criteria, and conduct negotiations for scope of work and fees.

4. Should the City and the first selected firm not come to terms on the scope of work and fees, the City will continue negotiations with the next most qualified firm whose price is fair and reasonable. The firm selected for the award will be chosen on the basis of qualifications and experience and the apparent greatest benefit to the City and not necessarily on the basis of lowest cost.

D. Award of Contract

1. The City anticipates recommending to City Council, the award of this contract on March 19, 2026. The City reserves the right to reject any and all proposals submitted, to waive any informalities in the proposals submitted, and to award a contract only when it appears to be in the best interest of the City.

V. Relevant Studies and Plans (Attached)

1. Hickory Flat Highway Gateway Concept Plan

VI. SPECIAL CONDITIONS

A. This RFQ/PP does not commit the City to procure or award a contract for work or to compensate Proposers for proposal preparation expense. All costs to prepare a response to this RFP shall be borne by the proposer

B. All information submitted in response to this RFP shall become the property of the City, and as such, may be subject to public review as public record.

C. The City reserves the right to cancel, modify, supplement, add to, delete from or change any part or aspect of this project if it is believed to be in the best interest of the City.

D. The City reserves the right to request additional data, information or clarification pertinent to this solicitation after the submittal date, provided that such information is germane to evaluation of the firm's qualifications from any or all members of submitting consultants. However, the City shall not be required to request missing information from the submittal which may cause them to be considered non-responsive.

E. The City shall provide the release of all public information concerning the project, including selection announcements and contract awards. Those

desiring to release information to the public must receive prior written approval through the City.

F. Members of the consultant teams, their agents, lobbyists, attorneys and others shall not contact members of the City Council, any employee of the City other than the contact person or any member of the Selection Committee regarding this project or process. Any such contact shall be grounds for automatic disqualification of the consultant team submittal.

G. The City, at its sole discretion, reserves the right to reject any and all submittals, waive any and all irregularities, and disregard any and all non-conforming or counter submittals.

H. The City may accept or reject any or all information submitted as part of the RFP.

I. All proposals will be held in confidence until award.

VII. EQUAL EMPLOYMENT OPPORTUNITY

A. The City of Canton is an equal employment opportunity employee. The City endeavors to do business with firms sharing the City's commitment to equal opportunity and will not do business with any firm that discriminates on the basis of race, religion, color, ancestry, age, gender, sexual orientation, disability, medical condition or place of birth.

VIII. ATTACHMENTS

A. Scope of Services

B. Professional Services Agreement

C. Hickory Flat Highway Gateway Concept Plan

PDP

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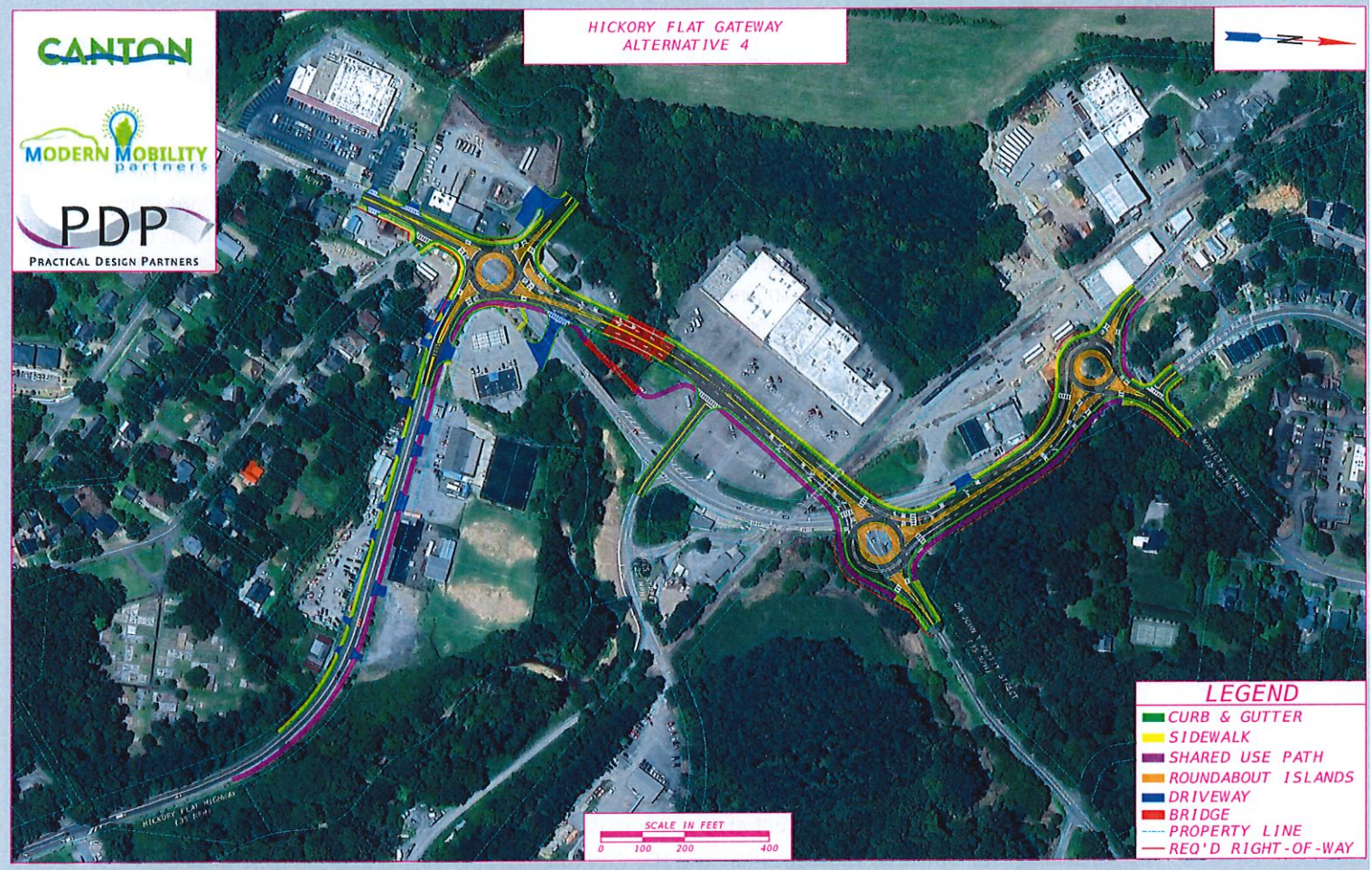

Original concept developed by the PDP team

CITY OF CANTON, GEORGIA

Professional Engineering Services for Design and Engineering of the City of Canton Hickory Flat Highway Gateway Concept Transportation Improvements

January 29, 2026

PDP
PRACTICAL DESIGN PARTNERS

January 29, 2026

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

Re: Request for Proposals for Professional Engineering Services of the City of Canton Hickory Flat Highway Gateway Concept Transportation Improvements

Practical Design Partners, LLC (PDP) is excited to present our proposal to the City of Canton for our plans to implement transportation improvements as identified within the Hickory Flat Gateway Concept Plan (HFGCP). Our experience developing the concept plans for the HFGCP, and as the prime consultant on the subsequent Canton Creek Pedestrian Bridge project, gives our team the necessary knowledge of the project area to deliver unique solutions to meet the City's needs. PDP's 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 four years, we have worked closely with City staff on many projects, including the Downtown Master Plan and the West Main Street Pedestrian Corridor. The pedestrian corridor project provides a wider sidewalk, landscaping, underground utility conversion, and on street parking along W Main Street and will serve as a connector to the Mill on Etowah while also increasing parking within the City. Through the experience on these projects, PDP has become a trusted resource to the City built on quality, nimbleness, and responsiveness.
- **Prior experience within the project area.** PDP assisted Modern Mobility Partners (MMP) with the Hickory Flat Gateway Concept Plan and the City of Canton's Transportation Master Plan. Additionally, PDP is the prime consultant on the Canton Creek Pedestrian Bridge project with MMP as a major subconsultant. This has provided a greater understanding of the City's priorities and long-term transportation initiatives which aims to improve the quality of life of its residents and visitors, safe connectivity, and increased economic opportunity.
- **Local Project Manager and Principal Design Engineer.** 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 envisioned within the Hickory Flat Gateway Plan. Our proposed Principal Design Engineer for this project, Cory Pfau, also lives and works within Cherokee County, allowing for quick access to the project site and City offices as needed.
- **Qualified team of consultants.** Since our inception in 2020, PDP has completed a variety of projects including intersection improvements, bridge replacements, roadway widenings,

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roundabouts, new location roadways, sidewalk/path installations, and interchange reconstructions. This includes projects for local municipalities, counties, and GDOT. We understand the challenges associated with this type of project, including minimizing right-of-way, utility and environmental impacts, managing design and construction costs, and comprehensive quality control. To provide continuity to the vision of the HFGCP, we have included MMP as a subconsultant on our team and they will also be providing traffic analysis, as needed. Also included is the same consultant team from the Canton Creek Pedestrian Bridge Project, including:

- KCI Technologies, Inc. (KCI) for survey database and Construction, Engineering, and Inspection (CEI)
- Kimley-Horn and Associates (KHA) for bridge design, hydraulic analysis and environmental coordination
- UES Professional Solutions 18, LLC (UES) for geotechnical investigations and Construction Materials Testing (CMT)

The following team members have also delivered their services on the West Main Street Pedestrian Corridor, providing additional experience of the City's processes and preferences:

- Holt Consulting Company, LLC (Holt) for Right-of-Way acquisition
- Root Design Studio, LLC (RDS) for landscape architecture
- Survey and Mapping, LLC (SAM) for utility coordination.

The budget and schedule for the Canton Creek Pedestrian Bridge project was monitored throughout the process and delivered within the grant requirements. The PDP team also developed a realistic construction budget for the West Main Street Pedestrian Corridor early in the process which has only decreased throughout the design process. We believe the successful delivery of both projects, and providing a consistent team with experience in the project area, will provide the ability to expeditiously and efficiently deliver the Hickory Flat Gateway improvements.

In addition, we recognize the complexities associated with this project, and we strive to make the job easier for City staff. Therefore, we have also included Michael Baker International Inc. (Baker) to provide external quality control during the design phase of this project. Baker has extensive experience with all the design aspects of this project and performs quality control reviews directly for GDOT, so they will add tremendous value in ensuring the project is designed with the quality that the City of Canton deserves.

We look forward to continuing our successful relationship with the City of Canton and providing you with the professional services that you 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

Brad Robinson, PE
Project Manager
Vice President

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SECTION 1
INFORMATION

WHY PDP?

Our key team leaders have supported the City of Canton on multiple projects through our Professional Engineering Services Contract and multiple planning studies, including the Hickory Flat Highway Gateway Concept Plan.

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 5+ years, PDP has grown to a firm of eighteen employees and has gained experience working on numerous projects including 30 county, 45 municipality, 20 design-build, and 31 GDOT projects as a prime consultant or subconsultant. PDP's services on these contracts have ranged from Project Management, Deputy Project Management, Lead Roadway Design, Drainage and MS4 Design, Erosion Control Design and Inspections, Value Engineering, Quality Control Plan Reviews, Public Involvement, and Utility Coordination. PDP supports a range of projects, from intersection improvements and bridge replacements, small sidewalk installations and drainage enhancements to major roadway widenings, new location roadways and interchange reconstructions.

OUR CORE VALUES:

To exhibit ownership in all that we do:

By providing quality solutions and superior service to our clients

By engaging, developing, and providing flexibility to our employees

By influencing our industry and giving back to the community

Our core values serve as a guideline for our firm, and play a crucial role in the way we operate. If chosen to support the City of Canton, these values would further help us to support the City's goal of providing local transportation improvements that increase safety and connectivity for residents and visitors of the City of Canton.

PDP is a Georgia-based, female-owned, small business. We continue to strive to be a respected firm known for our superior customer service and the quality of the plans we produce. Our employees take extreme ownership in their work with the overall goal of making our clients' jobs easier. This is proven by our numerous repeat local government clients who trust us as their "go-to" consultant.

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.

Our employees are the source of our successes, and we strive to maintain an environment where value is placed on a work-life balance. Each of our employees work from their home offices to provide the flexibility that is sometimes needed for this balance. We believe that this flexibility combined with the latest technology promotes efficiency throughout all management and design tasks. 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. In addition, PDP has an office space at One Glenlake Parkway

in Sandy Springs to provide a place where employees and clients can meet, as needed, to collaborate or utilize conference rooms.

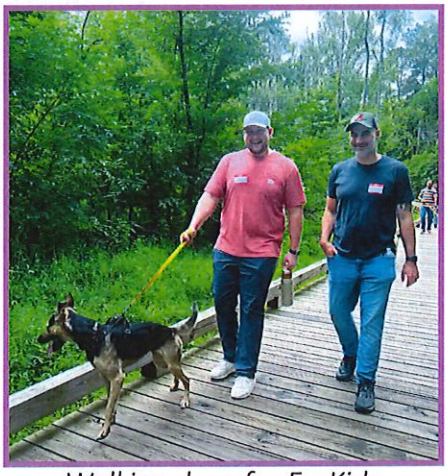
PDP's vision of **providing exceptional services to improve our local communities** is only made possible through the support and partnership of an innovative and diverse team. While each of our employees works from their home office, we plan monthly team-building events so that we are able to gather together and continue to foster our relationships together as a firm. These events range from picnics with our team and their family members, hiking, bowling, escape rooms, and meals close to our shared office space.

To further support our core value of giving back to the community, PDP employees place 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. The PDP team regularly participates in and advocates for STEM related activities that benefit our local community, both through organized events as well as individually through our neighborhood schools.

Sample photos of our team building and community engagement events are included below:

Packing lunchbags for Snax Sax

PDP's 5-year anniversary event at a Gwinnett Stripers game with friends and family



Walking dogs for FurKids

Team event at Top Golf

Volunteering at the Atlanta Community Food Bank

SECTION 2
IDENTIFICATION OF PROPOSER

NAMES AND CONTACT INFORMATION FOR CONSULTANT AND SUBCONSULTANT STAFF

Practical Design Partners LLC

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- Cory Pfau, PE, Principal Design Engineer
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Company Address:

- PO Box 3111, Tucker, GA 30085
- While PDP is headquartered in Tucker, Georgia, all of PDP's 18 employees work out of their home offices. Brad lives and works in unincorporated Cherokee County, just east of the City of Canton. Cory also lives and works in Cherokee County in the City of Woodstock. The majority of production work will occur from these locations.

Holt Consulting Company, LLC

Company Contact:

- Jared Estes
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Company Address Where Majority of Production Will Occur:

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KCI Technologies, Inc.

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Company Address Where Majority of Production Will Occur:

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IDENTIFICATION OF PROPOSER CONTINUED

Kimley-Horn and Associates, Inc.

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Root Design Studio, LLC

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Company Address Where Majority of Production Will Occur:

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Survey and Mapping, LLC

Company Contact:

- Kerry Gore
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Company Address Where Majority of Production Will Occur:

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UES Professional Solutions 18, LLC

Company Contact:

- Jim Gough, PE
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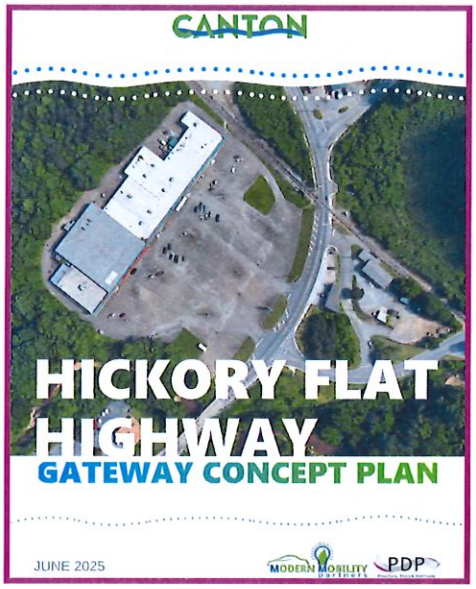
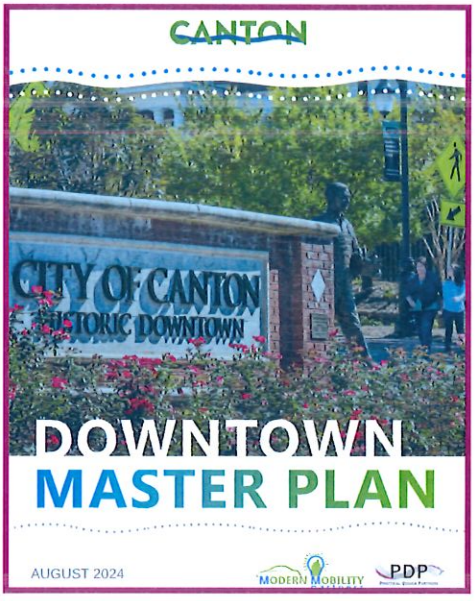
Company Address Where Majority of Production Will Occur:

- 1955 Vaughn Road NW, #101, Kennesaw, GA 30144

SECTION 3
PROJECT OVERVIEW & APPROACH





The PDP team understands that the City of Canton seeks to design, permit, and construct the realignment and corridor improvements along Marietta Street between Hickory Flat Highway and East Marietta Street. 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.

PROJECT BACKGROUND

The improvements included in this project originated through the development of the City's Hickory Flat Gateway Concept Plan (HFGCP), which built off of the previously completed Transportation Master Plan (TMP) and the Downtown Development Authority's (DDA) plan to redevelop key properties within the Sunnyside area. The team of **Modern Mobility Partners (MMP)** and **PDP** developed both the TMP and the HFGCP, providing our team with a unique understanding of the needs of each improvement and the redevelopment desires of the City of Canton. Through the development of the HFGCP, the team also assessed the needs, issues, and opportunities of 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.

PDP completed the conceptual layout provided in the HFGCP, which included the widening and realignment of Marietta Road with a new bridge across Canton Creek, a shared use path throughout the project corridor, and three roundabouts along Marietta Road, including a single lane configuration at Hickory Flat Highway, and single-multilane hybrid configurations at Dr. John T. Pettit Street and E. Marietta Street at Railroad Street.

PDP is also serving as the prime consultant for the Canton Creek Pedestrian Bridge and Sidewalk Improvement Project. The PDP team completed the design and is currently managing the construction of that project which included an aggressive two-year schedule to design, permit, and construct the project due to the funding requirements. Through proactive design measures, the team was able to avoid time-consuming environmental permitting to accelerate to the construction phase and the project is currently progressing ahead of schedule.

PROJECT OVERVIEW & APPROACH CONTD.

PDP is proposing the same proven team of subconsultants on this project that were included on the Canton Creek Pedestrian Bridge and Sidewalk Improvement Project, in addition to other team members which PDP has worked with on the W Main Street Pedestrian Corridor Project for the City. Our team has unmatched experience in the project area and background planning. The inclusion of MMP on the team also helps with maintaining cohesive planning oversight and continuity in the overall vision of the City of Canton.

WHY PDP?

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

PROPOSED APPROACH

The PDP team will be responsible for delivering all phases of the project to the City of Canton, including project management, database development, environmental permitting, geotechnical investigations, utility coordination, and design of the Hickory Flat Road realignment, including the vehicular bridge over Canton Creek. PDP is also including Right-of-Way (ROW) acquisition and construction management services to be provided as-needed based on the City's desire. The following approach walks through each anticipated phase for this project:

Pre-Design Activities

Upon notification of award, PDP will meet with City of Canton staff to discuss our approach and ensure that all desired scope is covered. We will also coordinate and negotiate the schedule and fee, as needed. As PDP has already worked closely with City staff to develop the conceptual layouts, there will be no concept validation work required; however, PDP will ensure there are no changes desired by the City. For example, we understand that the City may not want to move forward with the sidewalk and shared use path improvements along Hickory Flat Highway under this project, so those improvements may be removed from the scope and the concept updated to reflect those changes. Our goal is that after confirmation of the proposed layout 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 be available to lead any additional public and stakeholder engagement required for this project which may be needed early in the process to ensure the surrounding community is aware of the ongoing activities. Under the TMP, HFGCP and the City's 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 Hickory Flat Gateway project. PDP will lead City review meetings and City Council presentations with MMP's assistance to provide background information from the planning study and ensure Council is up to date throughout project development.

Hickory Flat Gateway location

PROJECT OVERVIEW & APPROACH CONTD.

Survey Database

Upon execution of the contract and refinement of the concept, the PDP Team will immediately begin topographic, environmental, and hydrological surveys to form the basis of the detailed design. **KCI Technologies, Inc. (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.

Example Test Hole by KCI

KCI will collect field data and complete a Hydraulic Field Survey Report in accordance with the GDOT Automated Survey Manual. Field survey will be performed within the survey limits to produce 2' contour interval topography. Creek hydrology will be collected consistently with GDOT specifications to include hydraulic cross section intervals extending upstream and downstream of the project limits. Topographic features will be located including all streams, ditches, above ground utilities, accessible storm drains, edges of pavement, curb lines, etc.

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 to establish this information. Monumentation will then be located during the field survey for right-of-way and boundary analysis and resolution. Special attention will be given to the railroad right-of-way and location of the areas within that right-of-way. KCI will utilize terrestrial 3D (static) scanners so as not to encroach on railroad properties or tracks.

KCI is also equipped to complete Subsurface Utility Engineering (SUE) if desired by the City. SUE Quality Level "B" (QL-B) can be performed to identify the precise horizontal location of existing underground facilities. During the design process, PDP will take steps to avoid utility relocations as much as practicable. Where conflicts may exist, KCI can also complete SUE Quality Level "A" (QL-A) test holes to determine the vertical location of the utilities and verify that a conflict exists.

Engineering Design

The PDP team will apply the conceptual layout to the topographic survey through the design of the widening and new location of Marietta Road, three roundabouts, bridge, hydraulic analysis, stormwater facilities, and sidewalk and shared use path. Through our conversations with the City, we also understand the City's desire to include street and pedestrian lighting, landscaping, and streetscaping improvements. Therefore, **Root Design Studio (RDS)**, who completed the streetscaping and landscaping design of the West Main Street Pedestrian Corridor Project, is also included on the team to provide those services as needed.

PROJECT OVERVIEW & APPROACH CONTD.

The use of roundabouts at each terminus of the four-lane roadway will allow for maximum lane utilization by preventing lengthy tapers for mergers and lane closures by allowing the outside lanes to become right-turn bypass lanes at each of the roundabouts. The roundabouts will also provide flexibility for the overall realignment of Marietta Road. Early in the design phase, PDP will work with the City to determine the appropriate Design and Check Vehicles to help guide the geometric configuration. While Marietta Road is truck restricted except for deliveries because of the project's vicinity to I-575 and access to downtown Canton and The Mill on Etowah, a notable amount of trucks were observed traveling through the corridor. Based on the proposed traffic analysis to be performed, the volume of trucks recorded would likely guide the recommendation to provide a Case 2 design for the multi-lane components of the hybrid roundabouts, where the Design Vehicle would maintain their lanes on entry and departure of the roundabout, but would utilize both lanes for circulating. To maximize their efficiency, each roundabout will be evaluated to ensure they satisfy standard roundabout performance metrics, including fastest path, design and check vehicle turning movements and path overlap, and sight distance verifications.

The PDP team understands that the City of Canton has extensively vetted the concept layout developed during the HFGCP and will avoid unnecessary changes. MMP will obtain traffic counts for the corridor and be available to complete any traffic analysis that is required for bridge and pavement design as well as ensuring the design accommodations are included so that the proposed roundabouts operate efficiently and improve traffic flow throughout the corridor. The inclusion of MMP in the project team to perform the traffic analysis is critical in maintaining the City's vision from the HFGCP to avoid overthinking or redesigning the proposed improvements.

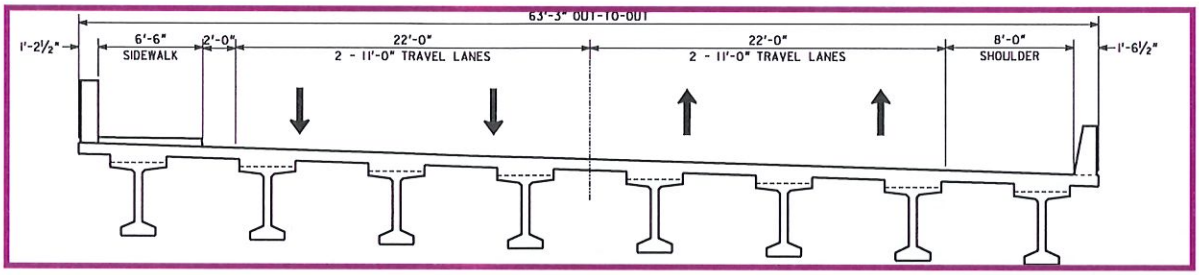
Marietta Road at Hickory Flat Highway

Marietta Road at Hickory Flat Highway

Roadway and intersection improvements begin with the roundabout at Marietta Road and Hickory Flat Highway where a 130 ft diameter, 4-legged, single lane roundabout is proposed. The roundabout will need to be orientated to limit impacts to the northeast quadrant, where a Chevron gas station and underground storage tank (UST) are located. The right turn geometry will need to be sufficiently designed to accommodate the Design Vehicle. To minimize entry speeds into the roundabout, an outside truck blister may be needed to accommodate a larger check vehicle. The realigned northbound approach to the roundabout on Marietta Street will aid in the right turn movement by making the angle more obtuse than what is currently located at the intersection. The roundabout will be expanded to include a 4th leg, which can provide future direct connectivity to the Mill on Etowah, but will provide driveway access to business in the southwest quadrant in the interim.

Going northbound from Hickory Flat Highway, improvements to Marietta Road include providing a 4-lane roadway, with curb and gutter, sidewalk on the western shoulder, and shared use path on the eastern shoulder to the intersection with Railroad Street. PDP would recommend the use of a 35 MPH design and posted speed which is consistent with the existing speed limits of Hickory Flat Highway and Marietta Road at the southern end of the project. To minimize costs and impacts, PDP would also recommend providing 11- ft travel lanes for a majority of the corridor, only expanding where needed for vehicle turning movements, along with 24" curb & gutter. By utilizing these reduced amounts over the typical 12- ft lane and 30" curb & gutter, the design would save 5- ft in overall roadway width, reducing costs for the roadway, bridge, and right-of-way.

A shared use path will connect the intersection of Marietta Road and Hickory Flat Highway to a pedestrian bridge which is currently under construction before returning back to the relocated Marietta Road. Utilizing the pedestrian bridge allows for a narrower vehicular bridge, further reducing costs and environmental impacts. The realignment of Marietta Road will allow the new bridge to be constructed, as well as a good portion of the new location roadway, without traffic interference. The Longview Street extension will also have minimal impacts to traffic as any vertical adjustments required could be accomplished within the abandoned parking lot.



Bridge typical section

Marietta Road Bridge

The project proposes to replace the existing Marietta Road bridge (Bridge ID 057-0072-0) over Canton Creek on a new alignment that will be offset approximately 150 ft to the north-west and downstream. The existing Marietta Road bridge was built in 1934 and consists of three steel beam spans on concrete bents. The bridge is 130 ft long with a 50 ft long span over the main channel, placing the intermediate bents right on the creek banks. Although some scour was noted in the bridge inspection, the existing bridge is founded on spread footings with exposed rock in the area, so scour does not appear to be a significant concern. The existing travel width is approximately 24 ft gutter to gutter and there is a 4 ft wide, raised sidewalk on the southeast side of the bridge and roadway. Based on the current bridge inventory data, the traffic volume in 2024 was 12,800 AADT with approximately 6% being truck traffic. There are both gas and telephone utilities attached to the existing bridge as well as aerial lines along both sides of the road.

SECTION 3
PROJECT OVERVIEW & APPROACH CONTD.

FEMA flood zone

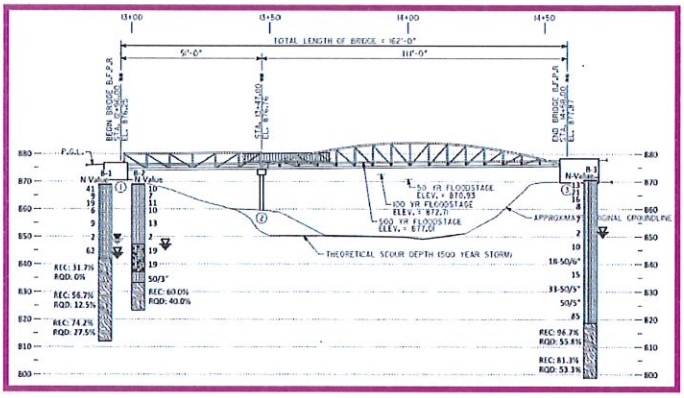
Canton Creek is a FEMA studied stream with a regulatory floodway and a drainage area of 19.9 square miles at the existing crossing. However, the flood elevations are controlled by the Etowah River confluence located 2000 ft downstream from the project location. The Etowah River is also a FEMA studied stream with a regulatory floodway, and the current effect Flood Insurance Study (FIS) will be a resource used to establish the low chord of the proposed replacement bridge. The base flood elevation from the Etowah River is approximately 873 and would overtop the existing Marietta Road bridge. The majority of this project is located within the FEMA 100-year flood zone, requiring extensive considerations to the earthwork associated with this project and the future developments.

As part of this pursuit effort, **Kimley Horn and Associates (KHA)** has developed an independent hydraulic model that illustrates the extent of the Etowah River base flood in the project area, and beyond. The model will be refined to show any localized changes in how the floodwaters are distributed in the area so that the profile can be optimized to offset any negative impacts. This large-scale model would then be useful in evaluating future projects such as the future multi-use developments planned by the City of Canton.

It will be preferable to avoid the FEMA CLOMR process by spanning the floodway and achieving a "no-rise" design. Having prepared the hydraulic analysis for the Canton Creek Pedestrian Bridge, which is currently being constructed between the existing and proposed Marietta Road alignments, the PDP team brings site specific experience to benefit this project.

During a recent site visit, KHA inspected the Canton Creek channel along the proposed centerline. The northern bank is quite steep all the way down to the channel bottom whereas the southern side includes an overbank shelf approximately 20-25 ft wide before sloping back up to the current grade level. Although clear spanning the entire channel/floodplain would be preferred, it would require a span length of approximately 150 ft, which is possible, but pushing the practical limit. An alternative design would be to place a single intermediate bent on the above-mentioned overbank shelf. This would result in a two-span bridge with a northern span length of approximately 100 ft and a southern span in the 50-60 ft range. This approach will closely mimic the span arrangement of the new pedestrian bridge and will require shallower beams for the shorter spans, thus limiting fill required for the roadway approaches within the floodplain. With removal of the existing Marietta Road bridge, which has two intermediate bents, there is a high probability that this design will achieve the desired "no-rise" and avoid the FEMA CLOMR process. The PDP team will build on recent modeling efforts at the pedestrian bridge thereby offering efficiency and lower design fees to the City.

PROJECT OVERVIEW & APPROACH CONTD.



Canton Creek boring profile

The boring information gathered from the nearby pedestrian bridge project provides a distinct advantage in selecting a recommended foundation type for the new bridge early on in the design process to help evaluate environmental impacts and understand any constructability constraints. **UES Professional Solutions 18 (UES)** performed the geotechnical investigations for the pedestrian bridge project which provides in depth knowledge around the type of soils and rock formation along the stream. UES will perform the same Bridge Foundation Investigations for this project. UES will also be prepared to complete a subsurface exploration (Soil Survey) for the new location roadway to ensure subsurface conditions are known and recommendations can be provided for special subgrade treatment where needed. This will assist in the prevention of future slope and pavement failures after construction as well as a reduction in maintenance costs.

Existing railroad crossing

Potential Longview Street relocation

Georgia Northeastern Railroad

Continuing northbound, realigning Marietta Road will require relocating the roadway's railroad crossing with Georgia Northeastern Railroad (GNR). Through prior coordination with the City, PDP understands that there are only two trains per day on this short line track, but the railroad will likely still maintain prior rights and require approval of all modifications to their property. PDP will coordinate closely with the railroad following their Public Projects Manual. PDP has reviewed that manual, and similar to all railroads, anticipate that GNR will scrutinize the addition of roadway capacity to the railroad crossing. However, the PDP team will coordinate with the railroad early in the process, to promote the safety benefits of the roadway improvements: reducing the crossing skew, improved sight distance, upgraded warning systems (gates, lights, signage, etc), and drainage improvements. We also know that the City has coordinated with the railroad through other projects and will leverage any relationships that may already exist to gain approval of the upgraded crossing. PDP and our subconsultants have extensive experience coordinating with railroads on this type of project and know the value of continuous communication throughout the process.

GNR may adamantly push for additional closures of existing railroad crossings before approving of this project. If early coordination and negotiations of the upgraded crossings

do not gain GNR's approval, the City may consider relocating Longview Street east of the railroad through undeveloped property to create a fourth leg to the roundabout at Dr John T Pettit Street and closing the existing crossing on Longview Street. This relocation would be approximately 550 ft in length and, although it would be an increase in construction costs, it would also provide better connectivity to downtown Canton and a safer crossing for vehicles traveling south to I-575 as the existing Longview Street crossing is only stop-controlled.

Due to the proximity of the railroad crossing, the roundabout located at Marietta Road at Dr John T Pettit Street will be evaluated to ensure that the queue into the intersection does not extend into the proposed railroad crossing. Additional crossing arms may be required at the entries to this roundabout to create a hold pattern when a train approaches the roadway crossing. These additional crossing arms will need to work in conjunction with the railroad crossing arms, but since they will be located off of the railroad's right-of-way, a maintenance agreement will need to be established with the City for this connection. For work performed within the railroad right-of-way, a permanent easement will be established to allow for the roadway construction work.

Marietta Road at Dr John T Pettit Street

North of the relocated railroad crossing, a 3-legged, hybrid single lane/multi-lane roundabout is currently proposed, providing dual lane entries and exits along the Marietta Road approaches. The roundabout will utilize ground-in rumble strips to aid in navigation through the roundabout, acting as traversable lane dividers. The southbound approach's right turn lane will be designed to maintain a free flow configuration, separated by a raised median, preventing entry into the roundabout; the lane will be designed to maintain a speed of 25 MPH through the curvature to limit the speed reduction needed to navigate this turn.

In addition to its proximity to the railroad, the roundabout proposed for Marietta Road and Dr John T Pettit Street will displace the existing auto repair shop located in the northern quadrant of the current intersection. The parcel likely contains an underground storage tank (UST), and due to its approximate age, may require remediation. Due to the complete acquisition of many properties, the PDP team recommends that an Environmental Site Assessment Phase I and II be completed along the project corridor to determine the presence of UST's and other potential soil contaminates. UES will be able to complete the ESA Phase I early in the design process. For properties that have a high risk of contaminates, UES will conduct an ESA Phase II by sampling the existing soils to verify the presence of contaminates and recommend mitigation measures to control the liability assumed by the City of Canton prior to property acquisition.

Marietta Road at Dr John T Pettit St

The existing topography of the eastern quadrant will also need to be considered, with an intermittent stream running

PROJECT OVERVIEW & APPROACH CONTD.

Existing masonry culvert

southbound along the existing roadway, crossing under Marietta Road. This stream then crosses underneath the railroad tracks in a masonry block culvert and into a large corrugated metal pipe that spans the length of the abandoned parking lot, collecting surface runoff from the parking lot, where it then discharges into Canton Creek. PDP will provide off-site drainage collection where needed due to impacts of the roundabout and its approaches, and maintain the existing conveyance of the stream to maintain the current drainage patterns.

Departing the Dr John T Pettit Street roundabout to the north, Marietta Road will continue the four travel-lane, urban section northward, providing drainage and pedestrian improvements to Railroad Street. PDP would recommend keeping the design and posted speed of 30 MPH as you approach the northern end of Marietta Road and Railroad Street, giving additional flexibility in the design to accommodate the existing topography and commercial property constraints at the northern end of the project. Careful consideration of the alignment and shoulders will be needed in this section as there is a significant grade difference between the existing roadway and the topography just northeast of the road, as well as commercial properties on the west side. The current commercial access these buildings utilize includes pull-off parking, as well as parking located on either side of the buildings. Parking circulation and access around these parcels is limited with the backside of the property bordering the railroad right-of-way. The realigned roadway and shoulder improvements would impact access to the current parking. PDP will work closely with the City and the property owners to provide a solution to limit the impacts to these parcels which may include additional parking adjacent to the roadway.

Marietta Road at W Marietta Street and Railroad Street

Marietta Road at W Marietta Street and Railroad Street

The third roundabout, located at the intersection of Marietta Road, Railroad Street, and W. Marietta Street, will also be a hybrid configuration of single and multi-lane approaches, respectively. The roundabout will have design challenges due to the grade difference between the intersections. In addition, this roundabout will displace the current bail bonds building, which during initial investigation, appears to have a UST located on the property and, due to its approximate age, may require remediation. In addition, this parcel appears to convey upstream stormwater beneath the structure of this building. PDP will evaluate this conveyance and incorporate into the proposed stormwater design as necessary.

The use of retaining walls may be required to limit impacts to the surrounding parcels. The roundabout will have single lane approaches for Railroad Street and E. Marietta Street, with a multi-lane approach on Marietta Road. Similar to the roundabout proposed at Hickory Flat Highway, the northbound right turn lane will terminate at E. Marietta Street with a right turn only lane. The shared use path along the north side of Marietta Road will continue across the roundabout to Railroad Street. The corner parcels between W. Marietta Street and Railroad Street are currently being redeveloped. PDP will work closely with the City to balance the roundabout's location, as well as the shared use path, to avoid impacts to these newly developed parcels.

A drainage evaluation will be completed and storm drain structures provided to ensure adequate conveyance of all stormwater to Canton Creek. This will also include limiting gutter spread into travel lanes as well as dissipation measures for slopes and outfalls. The design team will evaluate the need for post-construction storm water devices. Due to the proximity of the project to Canton Creek, and being located within the FEMA floodplain, the design team anticipates utilizing outfall infeasibility exemption criteria to limit the number of water quality BMPs required. The project will have over an acre of disturbed area, therefore, full NPDES compliant erosion control plans will also be developed.

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 will be generated. If desired by the City, the PDP team has also included the ROW acquisition team from **Holt Consulting** to perform appraisals, specialty reports, and ROW acquisition services as they have done on the West Main Street Pedestrian Corridor.

Right of Way Acquisition

Based off the concept layout, the proposed acquisitions for the Hickory Flat Gateway project appear to range from driveway easements only to full acquisition involving potential commercial displacements. As with West Main Street, Holt would plan to utilize a detailed ROW cost estimate for simple, non-complex acquisitions that do not involve specialty reports or damages. This method proved to be effective in negotiations and the expectation would be similar results for this project. ROW negotiators would work with each property owner and the City to ensure an amicable resolution is reached for both parties. Part of pre-project planning would include an appraisal team to scope each of the non-complicated parcel acquisitions in the event negotiations were to reach an impasse and a revised offer would need to be made based off a formal appraisal.

Formal appraisals would be recommended for full acquisitions due to the anticipated values and complexities that come with these types of acquisitions. Total acquisition of a parcel can become complicated especially when active businesses are operating on the subject site. For this project, that would include Performance Plus and All Bail Bonds. Numerous members

of our ROW team have extensive experience guiding commercial displacements through the relocation process and helping establish businesses with operating at new sites when needed.

We understand that the City has already started outreach to these property owners, and the PDP team will build off of that outreach, including the City throughout the acquisition process. Ultimately, PDP's ROW team operates as an extension of the City of Canton. Their mission is to be proactive and professional in meetings with stakeholders. Impacted property owners should leave meetings knowing their concerns were heard, questions were answered carefully, and any issues they may have will be addressed with the City and an amicable solution will be reached.

Once ROW negotiations have progressed with the affected parcel owners, PDP will address all remaining preliminary review comments and prepare final erosion control plans that will be submitted with the contractor's Notice of Intent (NOI).

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 by preparing bid documents and responses during the advertisement.

Intermittent stream outfall into Canton Creek

Environmental Coordination

In addition to being a FEMA studied stream, Canton Creek is a jurisdictional Water of the United States, and impacts within the jurisdictional limits of the stream would require permitting with the United States Army Corps of Engineers (USACE). In addition, the stream is a state water which possesses a mandated 25-foot buffer. As part of the nearby pedestrian bridge project, KHA's environmental team conducted a survey of the jurisdictional limits of Canton Creek in the area surrounding the existing Marietta Road bridge and the nearby pedestrian bridge, and worked with the design team to avoid permitting with both USACE and the Georgia Environmental Protection Division. Their environmental team would similarly conduct field studies early for this project, in order to provide exact environmental constraints to the design team while they prepare conceptual plans.

Impacts to the state buffer of Canton Creek would be exempt within 100 feet of the proposed bridge replacement; however, due to the likely location of the proposed bridge and activities which may be required to remove the existing bridge, a state buffer variance is possible. As previously discussed, the design team intends to propose a bridge which would either clear-span Canton Creek or place an intermediate bent. This design would likely avoid impacts

which would require USACE permitting in this area, however, due to the steep grades observed along the banks, streambank stabilization/rip-rap may be required beneath the proposed and existing bridges. Should impacts to Canton Creek or the intermittent stream adjacent to Dr John T Pettit Street be determined to be unavoidable, care should be taken to ensure that impacts are kept within the USACE General permit and stream mitigation thresholds. KHA's environmental team will work closely with the design team in order to ensure that impacts to Canton Creek and its buffer are avoided or minimized to the greatest extent practicable.

Utility Coordination

Without proactive utility identification, risk and conflict management, and effective coordination with utility owners and stakeholders, utility impacts can significantly affect both project schedule and cost. **Surveying and Mapping (SAM)** will leverage their thorough knowledge of the Utility Coordination process and the City of Canton's utility procedures to identify existing utilities within the project footprint and implement innovative conflict-resolution strategies to minimize relocation duration and cost. The following approach establishes a clear path to successful project delivery by targeting key utility-related schedule milestones. SAM has already identified the following utility owners to have facilities within the project limits and has relationships established through their other projects for the City of Canton and in Cherokee County to accelerate the outreach to each of them.

Gas	Water and Sewer	Cable	Telephone	Electricity
Atlanta Gas Light Company	City of Canton	Comcast Communications	Elijay Telephone Company Windstream Holdings	Georgia Power Company

The following approach establishes a clear path to successful project delivery by targeting key utility-related schedule milestones:

SAM will collect utility and as-built records as part of a SUE Quality Level D (QL-D) Records Research effort. Those records will be combined with surveyed locations to create a SUE Quality Level C (QL-C) database. If the City decides to include Quality Level B (QL-B) investigations, the horizontal accuracy of the existing facilities will be greatly increased. PDP and SAM will work collectively to identify utility risks early in design and recommend targeted SUE Quality Level A (QL-A) test holes at critical conflict locations to confirm vertical alignments. SAM will also develop a utility risk registry during the early preliminary design

phase to identify potential conflicts and mitigation strategies and conduct a preliminary utility relocation meeting.

As the coordination progresses, a Utility Impact Analysis (UIA) will also be developed and maintained throughout the design phase to actively manage utility conflicts and ROW impacts concurrently. This will allow for early identification of relocation needs, cost-to-cure requirements, and utility replacement easements. SAM will also evaluate constructability constraints, excavation parameters near at-risk utilities, environmental considerations, and ROW footprint impacts as part of a coordinated decision-making process.

SAM's utility coordination and design staff will closely coordinate with the utility owner stakeholders to avoid, mitigate, and accommodate their facilities to minimize the amount of design and relocation work. The Utility Coordinator's goal is to do as much of the "heavy lifting" for the utility owner's so their time can be spent wisely. To assure quality control and assurances, SAM will hold project team meetings and design utility workshop meetings, as needed.

Through PDP and SAM's prior work with the City of Canton, we know the investment that the City is making in converting overhead utilities to underground in the downtown area. The relocation and future development along Marietta Road presents an opportunity to proactively accommodate the necessary relocations in a manner that meets the City's current and future objectives. PDP and SAM will work closely with the City to understand those goals which may include underground installation of utility relocations through this gateway project and ensuring that future utility needs for the developments are accounted for.

Canton Creek pedestrian bridge construction management

Bidding Assistance and Construction Management

We understand that the City may want to stage the construction of the project. PDP will discuss the priorities for construction with the City at the onset of the design process. Some aspects of the project, such as the railroad coordination and complete parcel acquisitions, may take considerable time. The southern portions of the project, such as the Marietta Road at Hickory Flat roundabout and new location roadway, could be accelerated since the City already owns the property. The City may wish to advance the southern portion of the project to speed up the overall construction of the project and to show that progress is being made.

PDP, KCI, and UES will also be available for construction management and support similar to our Canton Creek Pedestrian Bridge project in an effort to minimize the oversight needed by City staff. A consistent team that leads design and provides construction phase support will streamline project schedule and limit constructability issues. 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 (CEI), 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 and pay applications
- 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 20 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

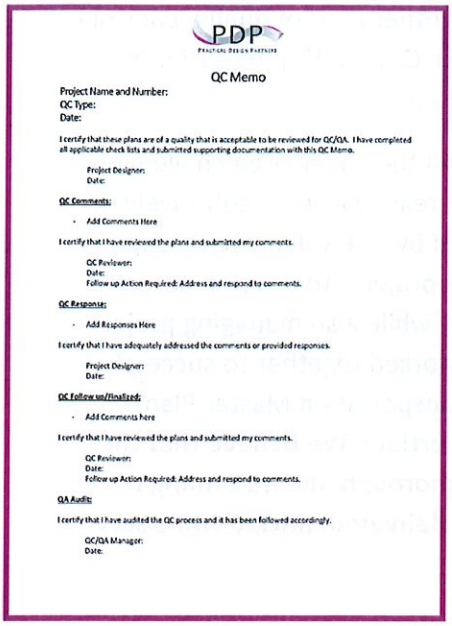
Brad is also responsible for managing the technical resources and operations of PDP. PDP has internal "all hands" meetings every Friday to discuss project needs and assignments. Brad has the authority to reallocate resources as necessary when technical assignments are on a critical path for the project 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, Cory Pfau, 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 Cory 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.

PDP's present and projected workloads do not over commit our 15 technical staff which currently average 66% availability throughout the proposed 24-month schedule. Additionally, our proposed subconsultant team provides redundancy in all services required under this project, including: roadway and bridge design, survey, traffic analysis, geotechnical investigations, environmental permitting, landscape architecture, and construction administration. In the unforeseen circumstance where PDP or any of our subconsultants no longer have the ability or capacity to perform any service, there are other team members that are capable to effectively replace team members. 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.

PROJECT OVERVIEW & APPROACH CONTD.



PDP

QC Memo

Project Name and Number:
QC Type:
Date:

I certify that these plans are of a quality that is acceptable to be reviewed for QC/QA. I have completed all applicable check lists and submitted supporting documentation with this QC Memo.

Project Designer:
Date:

QC Comments:

- Add Comments Here

I certify that I have reviewed the plans and submitted my comments.

QC Reviewer:
Date:
Follow up Action Required: Address and respond to comments.

QC Response:

- Add Responses Here

I certify that I have adequately addressed the comments or provided responses.

Project Designer:
Date:

QC Follow up/Finalized:

- Add Comments here

I certify that I have reviewed the plans and submitted my comments.

QC Reviewer:
Date:
Follow up Action Required: Address and respond to comments.

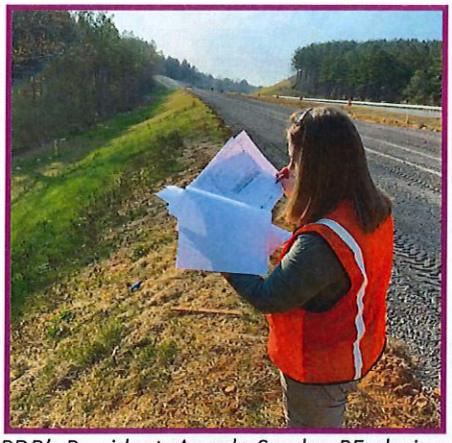
QA Audit:

I certify that I have audited the QC process and it has been followed accordingly.

QC/QA Manager:
Date:

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.



PDP's President, Angela Snyder, PE, during a construction site inspection

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 Principal Design 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.

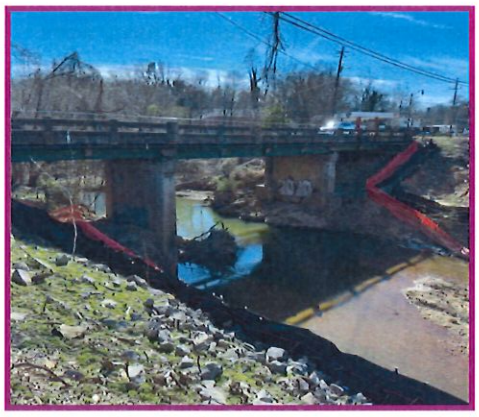
In addition to PDP's internal Quality Control Process, we have also included **Michael Baker International (Baker)** on the team for this project to provide External Quality Control. This is a complex project consisting of a new location roadway, three hybrid roundabouts, a multilane bridge within a large floodplain, multi-modal improvements, and a new railroad crossing. Baker has extensive experience in designing each of these features. Their QA/QC Lead, Greg Mayo, PE manages GDOT design reviews under Baker's Roadway Design Review Services contract with GDOT. Under this contract, for which PDP is a subconsultant, Baker has reviewed hundreds of GDOT projects on behalf of GDOT during the Field Plan Review processes. These projects are located throughout the state of Georgia and include all types of roadway improvement projects, including those containing the features of this project.

SECTION 3
PROJECT OVERVIEW & APPROACH CONTD.

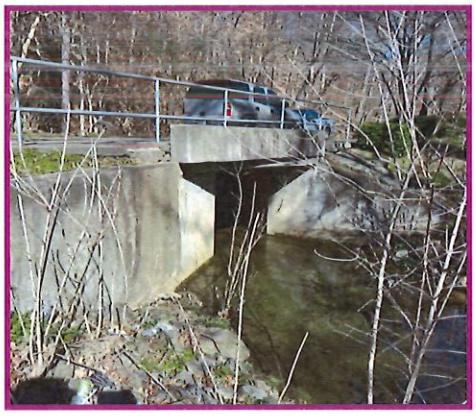
The inclusion of Baker on the team is intended to provide another level of quality control to provide peace of mind to the City of Canton and also to make City staff's jobs easier by not feeling the need to thoroughly review every detail of the design.

The proposed approach presented in this section has detailed the anticipated challenges of the project. The approach has also provided how the PDP team will work cohesively to address those challenges as the conceptual layout developed by PDP will move through the design process. We have proven our ability through past projects to develop accurate construction budgets and monitor those budgets proactively while also managing project schedules. The PDP team consists of consultants that have worked together to successfully develop the Hickory Flat Highway Gateway Concept Plan, Transportation Master Plan, Canton Creek Pedestrian Bridge, and West Main Street Pedestrian Corridor. **We believe that there is no other team that can provide the prior experience and thorough understanding of the concept presented for this project and how to ensure it is delivered quickly while serving as an advocate for the City of Canton!**

Additional photos of project area included below:








SECTION 4
PROJECT TEAM

*Indicates a Key Team Member

PROJECT MANAGER
Brad Robinson, PE*
PDP

QA/QC LEAD
Internal: Angela Snyder, PE — *PDP*
External: Greg Mayo, PE — *Baker*

Survey
Amos Adams, PLS*
James Clay, RLS
Gene Sanford
KCI

Principal Design
Cory Pfau, PE*
Daniel Taylor, PE
Angela Nguyen, PE
PDP

Environmental
Doug Hart, PWS*
Patrick Smith, RPA
Sean Yates
KHA

Structural Design
Gavin Good, PE*
Bradley Fischer, PE
Ronald Hernandez, EIT
KHA

Bridge & Hydraulics QA/QC
John McWhorter, PE, SE, CFM*
KHA

Landscape Architecture
Michael Kidd, ASLA, LEED AP
Andrea Grecco, PLA
Audrey Hackman
RDS

Hydraulics
Sarah Zeller, PE, CFM
Patrick Bailey, PE
Hannah Perry, PE
KHA

Traffic
Jonathon Nicholson, PE
Ran Xu, PE, PTOE, RSP1
David Hogan, EIT
MMP

Utility Coordination
Kerry Gore
Glenn Williams
Randy Jones
SAM

Geotechnical Studies
Jim Gough*
Masoud Zare, PhD, PE
Velree Friday, EIT
UES

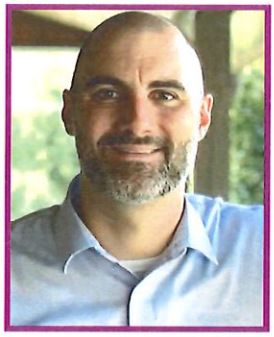
Construction Engineering and Inspection(CEI)
Jerod June, PE
Kim Baker, PE
Adan Gonzalez, PE
KCI

ROW Acquisition
Jared Estes
Kevin Clement
Laura Becker
Holt

Construction Management & Testing (CMT)
Jeanette Hamm, PE
Mark Padget, PG
Claire Gore, PE
UES

Support staff is shown as evidence of the PDP team's ability to effectively replace personnel 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

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 many corridor improvement projects, including new location roadways, roundabouts, bridge installations, and railroad crossing projects 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 of Canton's Transportation Master Plan, Downtown Master Plan, and the Hickory Flat Highway Gateway Concept Plan and has a thorough understanding of the City's intent for this project. He also manages the Professional Engineering Services contract between Practical Design Partners (PDP) and the City of Canton. Under this on-call, Brad has worked closely with City staff on several pedestrian and intersection improvement projects.

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 mobility, safety, and economic opportunities for those who live, work and visit the City. Brad works from his home office in unincorporated Cherokee County just east of the City of Canton and can quickly travel to the project site for any project-related needs. The majority of PDP's production will be performed from both Brad and Cory's home offices.

Client References:

1. **Brett Buchanan, PE, MSc - Cherokee County Transportation Director**
   - 678-493-6058
   - bbuchanan@cherokeecountyga.gov
   - Primary contact for Cherokee County contracts. Client for over 5 years.
2. **Michelle Hirose, PE - City of Dunwoody Public Works Director**
   - 678-356-1149
   - michelle.hirose@dunwoodyga.gov
   - Primary contact for City of Dunwoody contracts. Client for over 5 years.
3. **Rob Dell-Ross - Milton Deputy Director of Public Works**
   - 678-242-2538
   - robert.dell-ross@miltonga.gov
   - Primary contact for City of Milton contracts. Client for nearly 5 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, Former SPLOST Roadway Project Manager for Cherokee County

CORY PFAU, PE, Principal Design Engineer, *PDP*

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

Certifications: PE, Georgia, #038775 // GSWCC, Level II, #75152

About Cory: Cory has been delivering roadway design projects around the state of Georgia for over 17 years. He has worked closely with local municipalities and state DOTs to deliver high quality designs, ranging from improving gravel roadways to current standards to multi-lane widening projects. Cory has completed design on 33 intersection improvements, including many single and multi-lane roundabouts. He is an expert in Transoft's TORUS software for modeling roundabouts and evaluating their performance. Cory previously managed on-call task orders for the City of Canton and understands the City's preferences. Cory has also completed ten projects in Cherokee County through the County's on-call contract, in addition to three projects for cities located within Cherokee County limits and one new location roadway. Cory lives and works in Cherokee County, and the majority of PDP's production will be performed from both Cory and Brad's home offices.

Client References:

1. **Brett Buchanan, PE, MSc - Cherokee County Transportation Director**
   - 678-493-6058
   - bbuchanan@cherokeecountyga.gov
   - The Client Project Manager who oversaw several of Cory's roadway design projects
2. **Karyn Matthews - Cobb County DOT Project Manager**
   - 770-528-3685
   - karyn.matthews@cobbcounty.org
   - The Client Project Manager who oversaw several of Cory's roadway design projects
3. **Steven Foy - City of Cartersville Project Manager**
   - 770-606-6993
   - sfoy@cityofcartersville.org
   - Former co-worker and Client Project Manager who oversaw a previous TAP project

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 42 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. Amos has previously worked with PDP on a range of projects, including the Canton Creek Pedestrian Bridge and intersection improvements in Cherokee County and Gwinnett County. 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 - Consor Engineering**
   - 470-214-9931
   - Bryan.Lindsey@consoreng.com
   - Previous co-worker, for the past 15 years as a client at various firms

2. **Keith Franklin, PE - Aulick Engineering**
   - 770-377-8007
   - Keith.Franklin@aulickengineering.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

GAVIN GOOD, PE, Structural Design Lead, *KHA*

Education: BS, Civil Engineering, University of Miami // BS, Architectural Engineering, University of Miami

Certifications: PE, Georgia (#043400), Alabama, Tennessee

About Gavin: Gavin is an experienced structural engineer focused on delivering practical structural design on schedule. He has delivered numerous bridges, walls, and ancillary structures for City of Canton, GDOT and other state and local governments as part of bridge replacement, interchange/corridor improvement, complete street, and freight rail projects. Gavin is well-versed in Local Community and State design practices and policies and has served the Southeast for more than twelve years as a technical resource in the design of vehicular and pedestrian structures within Environmentally Sensitive Areas (ESAs) and FEMA Regulatory Floodplains. Gavin prioritizes key coordination items for interdisciplinary design, utilities, environmental, and R/W, while leading constructability and Value Engineering (VE) efforts to deliver an efficient, high quality design on schedule for critical community infrastructure. He currently serves on the ACEC GA GPTQ Workforce Development Task Force and Bridge & Structures Subcommittee, working with GDOT and industry leadership to better our industry. Gavin is currently supporting PDP by providing structural design for the Canton Pedestrian Bridge project and has supported our team on numerous other local projects.

Client References:

1. **Christine Landy - GDOT**
   - 678-467-5720
   - clandy@dot.ga.gov
   - Christine is the PM, Gavin is Bridge Design Lead on several GDOT bridge replacements
2. **Shanda Marsh- GDOT OPD**
   - 470-591-5484
   - smarsh@dot.ga.gov
   - Shanda is the PM, Gavin is Bridge Design Lead on Lagrange Bypass (PI 0014077, 0014079)
3. **Rustavius Ford - Cobb County DOT**
   - 770-420-6659
   - rustavius.ford@cobbcounty.gov
   - Russ was the client POC, Gavin the Bridge Engineer on several CCDOT projects including Little Willeo, Brookwood & Casteel Rd bridge replacements and on-calls

DOUG HART, PWS, Environmental Coordinator, *KHA*

Education: BA, Ecology, University of Georgia

Certifications: Professional Wetland Scientist (#3475)

About Doug: Doug is a Professional Wetland Scientist with nine years of environmental consulting experience. He has led transportation-related NEPA efforts for a broad range of project types including numerous bridge and culvert replacements, trail projects, sidewalk and streetscape projects, and roadway widenings. He specializes in ecology field assessments, report documentation, and project management for transportation,

site development, and utility projects. Doug's experience includes wetland and stream delineations, habitat assessments, protected species surveys, permitting, reports, and GIS analysis for transportation projects across the state of Georgia. He has provided these services to a diverse set of clients, including GDOT, ABI, and numerous other state, county, and municipal transportation agencies. He has previously served on the GPTQ-Ecology steering committee and the Georgia Association of Executive Professionals executive board. Doug has assisted PDP through the environmental permitting process, or avoidance thereof, for the Canton Creek Pedestrian Improvement Project and other locally funded projects for the City of Johns Creek.

Client References:

1. **Chris Landy - GDOT OPD**
   - 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. Doug is the lead Ecologist and a NEPA analyst on these projects.
2. **Matt Carroll - GDOT OES**
   - 404-985-7058
   - mcarroll@dot.ga
   - Matt is a Senior Team Leader within the ecology department at GDOT OES. Doug has worked with Matt on dozens of GDOT projects over the span of his career.
3. **Shanda Marsh - GDOT OPD**
   - 470-591-5484
   - smarsh@dot.ga.gov
   - Shanda is the Project Manager for GDOT PI# 0014077, a new alignment roadway including a bridge in Troup County, Georgia. Doug is the lead Ecologist and a GEPA analyst on the project.

JIM GOUGH, PE, Geotechnical Engineer, *UES*

Education: BS, Civil Engineering, Auburn University

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

About Jim: Jim is a Principal Engineer with UES and has more than 27 years of experience in geotechnical engineering, with primary emphasis on transportation infrastructure projects for GDOT and local public agencies throughout Georgia, including projects in Cherokee County. He has served as Project Manager and Technical Lead for numerous roadway improvement, bridge replacement, and intersection projects involving Bridge Foundation Investigations (BFIs), Wall Foundation Investigations (WFIs), and soil surveys. In addition to transportation work, Jim has supported commercial, industrial, and mixed-use developments. His technical expertise includes shallow and deep foundations, driven piles and drilled shafts, MSE and retaining wall systems, ground improvement, settlement and downdrag analyses, and constructability and value engineering evaluations. He is highly experienced with AASHTO LRFD and GDOT and local agency standards and is recognized for providing practical, reliable, and cost-effective geotechnical solutions. Jim assisted PDP on the Canton Creek Pedestrian Bridge Project by completing the Bridge Foundation Investigation and is current leading geotechnical testing during construction.

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, who is a client of UES. Jim has worked closely with Wade on multiple projects which required

the oversight of field investigations and the preparation and delivery of final geotechnical reports.

2. **Emilee Woods, PE - Athena Engineering**
   - 256-431-5899
   - emilee.woods@athenaengineering.us
   - Emilee is the owner and Principal at Athena Engineering, who is a client of UES. Jim has worked closely with Emilee on multiple projects which required the oversight of field investigations and the preparation and delivery of final geotechnical reports.
3. **Rajeev Shah, PE - Parson Corporation**
   - 678-969-2481
   - rajeev.shah@parsons.com
   - Rajeev is a Senior Project Manager at Parsons, who is a client of UES. Jim has worked closely with Rajeev on multiple projects which required the oversight of field investigations and the preparation and delivery of final geotechnical reports.

PRAISE FOR PDP

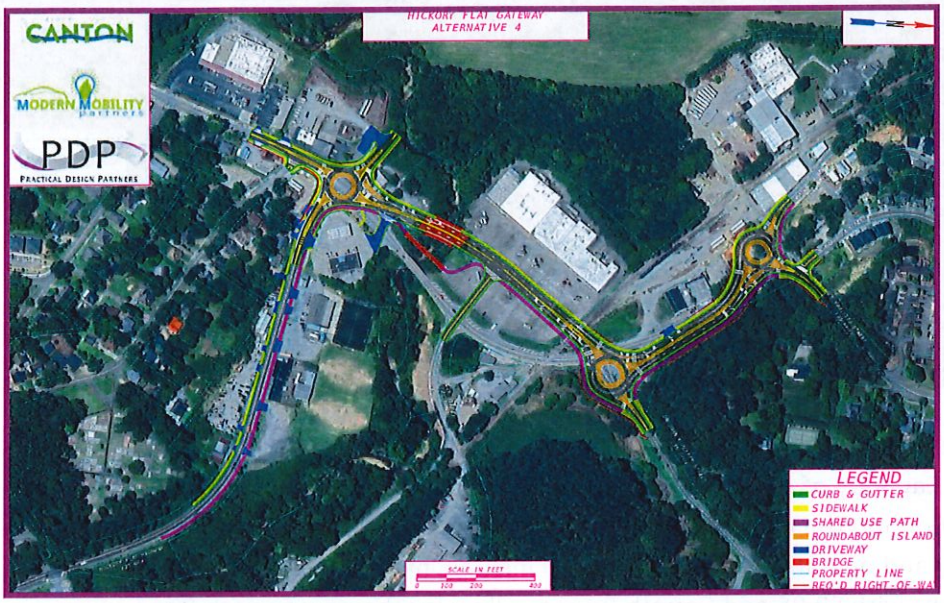
"PDP consistently delivers high-quality service and results for Dunwoody. From the very beginning, Brad Robinson and his team have demonstrated an impressive level of professionalism and dedication to excellence. PDP possesses a thorough understanding of both local and federal project requirements, and they have taken the time to comprehend Dunwoody's goals, providing design solutions that align with those objectives. They proactively keep us updated on project status and troubleshoot potential issues to ensure that the project remains on schedule."

-Michelle Hirose, PE, Public Works Deputy Director, City of Dunwoody

SECTION 5
RELATED PROJECT EXPERIENCE

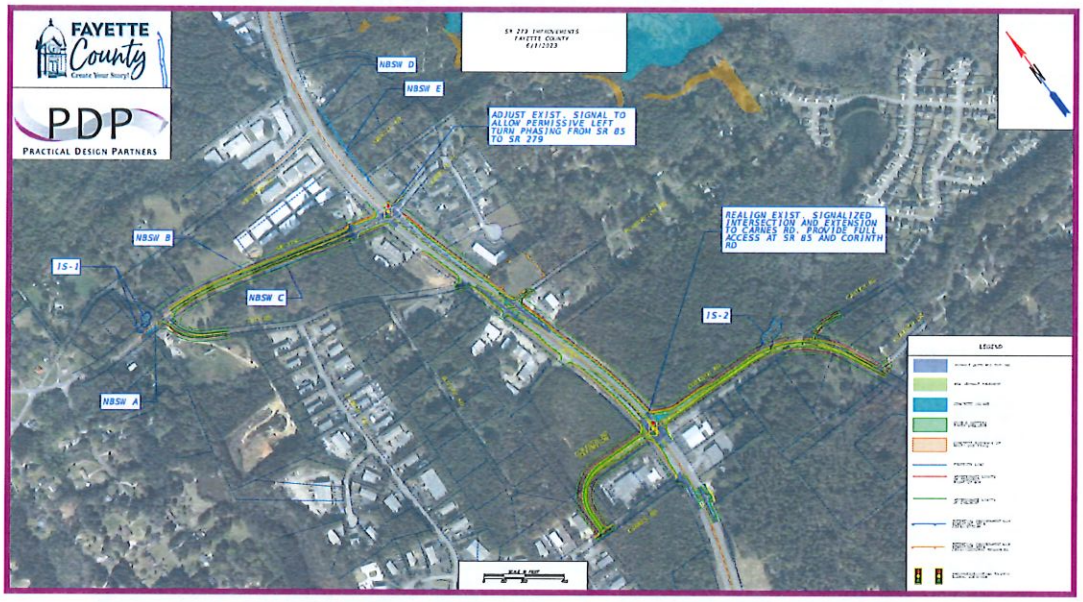
RELEVANT PROJECTS

1. Hickory Flat Gateway Concept Plan, Canton, GA



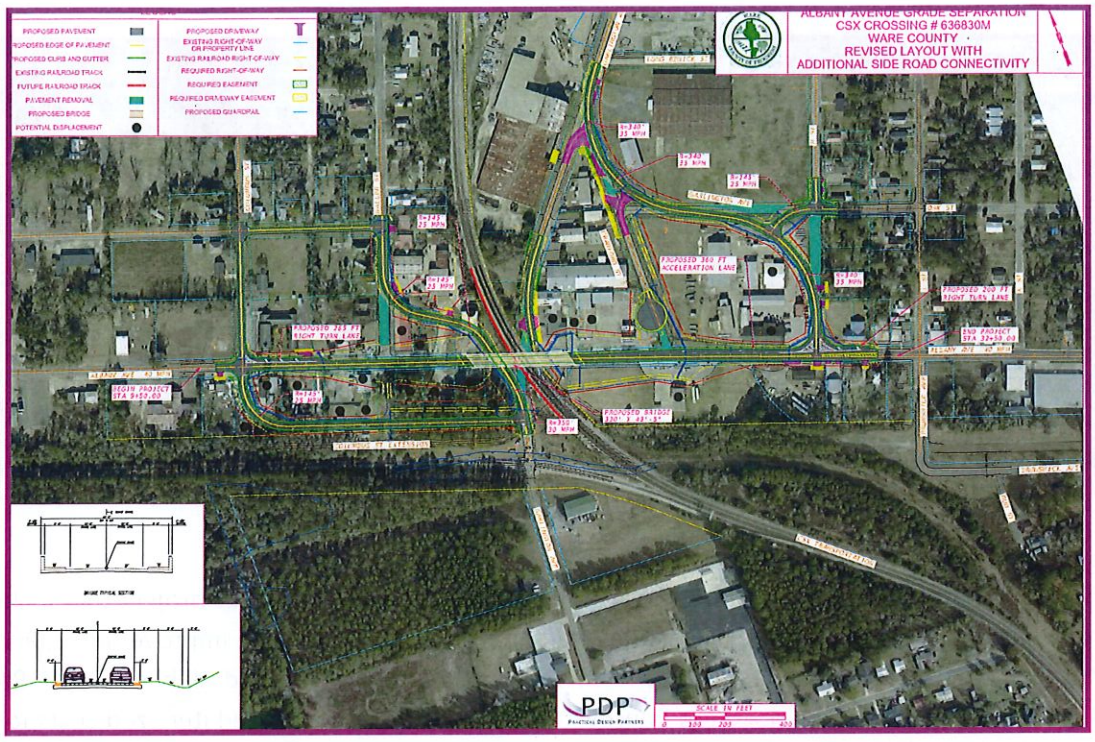
- **Dates:** 2024- 2025
- **Description and Capacity of Project:** PDP served as a strategic partner to Modern Mobility Partners (MMP) in this project which provides the plan to revolutionize Canton's entrance corridor with three roundabouts, roadway relocations, enhanced pedestrian connectivity, and mixed-use development opportunities. The intersection of Hickory Flat Highway and Marietta Road was a primary focus of this plan that aimed to create a gateway along the southern edge of the downtown's commercial area, while providing an alternative route to divert traffic to Railroad Street. The successful delivery of this concept plan created additional project opportunities, including the Canton Creek Pedestrian Bridge (in which PDP serves as the lead consultant with KCI, KHA, MMP, and UES supporting as subconsultants) and the project proposed with this RFQ. The MMP/PDP Team consistently communicated the project budget and schedule with the City as the scope developed to ensure client satisfaction. Additionally, this project was nominated and selected for an award at ACEC Georgia's 2026 Engineering Excellence Awards under the Studies, Research, and Consulting Engineering Services category!
- **Project Location:** Hickory Flat Highway and Marietta Road, City of Canton
- **Design and Construction Costs:** Design: $100K // Construction: $24M
- **Client Reference:**
  - Kirsten Mote, AICP, Project Manager- Modern Mobility Partners
  - 404-694-2680
  - kmote@modernmobilitypartners.com
- **Proposed Team Members and their Role on the Project:**
  - Kirsten Mote, AICP, Project Manager
  - Brad Robinson, PE- Roadway Design Lead
  - Cory Pfau, PE- Conceptual Roundabout Design

2. SR 279 Improvements Project (PI 0017813), Fayette County, GA



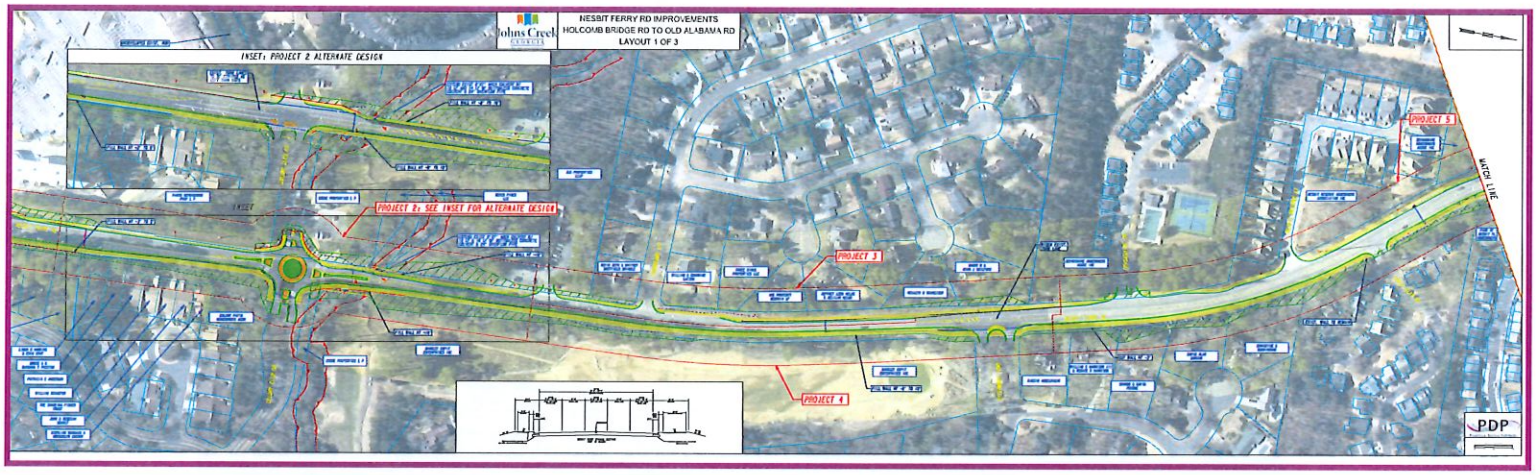
- **Dates:** 2022- present
- **Description and Capacity of Project:** PDP serves as the prime consultant for this Locally Administered Project through Fayette County. The project will provide corridor improvements along SR 279, SR 85 and Corinth Road to improve safety and operations. The project will include intersection improvements and signal modifications at the intersections with SR 85 and Corinth Road to allow for the new Corinth Road extension from SR 85 to Carnes Road. The project will add a 10-ft shared use path and 5-foot sidewalks throughout the entire corridor. The project requires 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 to create extensive impacts to private property. The PDP team evaluated additional alternatives to achieve the project objectives while minimizing the realignment, costs, and impacts. The County is currently acquiring right-of-way for construction of the project. The project has been delivered to the GDOT baseline schedule and has received "Excellent" scores from GDOT on field plan reviews.
- **Project Location:** SR 279, Fayette County
- **Design and Construction Costs: Design:** $1.4M // Construction: $29M
- **Client Reference:**
  - Phil Mallon, PE, County Engineer, Fayette County Public Works
  - 770-320-6009
  - pmallon@fayettecountyga.gov
- **Proposed Team Members and their Role on the Project:**
  - Angela Snyder, PE- Project Manager
  - Brad Robinson, PE- QA/QC Lead

3. Albany Avenue as CSX Railroad, Ware County, GA



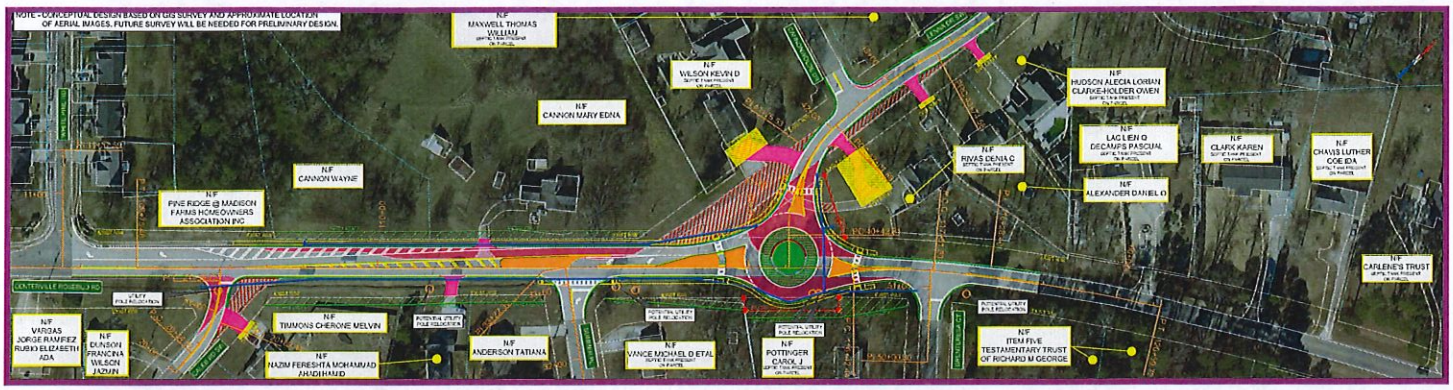
- **Dates:** 2021- present
- **Description and Capacity of Project:** PDP serves as the prime consultant for this project which includes roadway improvements along Albany Avenue including a new grade separation over Norfolk Southern Railroad. Side roads throughout the project limits are being reconfigured to improve connectivity throughout the project area. Truck acceleration and deceleration lanes are being added so passenger vehicles can maintain operating speeds. Several new location roadways and intersection improvements including turn lane additions are proposed throughout the project. PDP is providing project management, roadway and drainage design, utility and railroad coordination. The County is currently acquiring right-of-way for construction of the project. PDP has delivered the project ahead of schedule, with minimal comments, and consistently monitored the project budget established during the planning phases.
- **Project Location:** Albany Avenue, Ware County
- **Design and Construction Costs: Design:** $1.5M // Construction: $16M
- **Client Reference:**
  - James Shubert, County Manager, Ware County Board of Commissioners
  - 912-287-4300
  - jshubert@warecountyga.gov
- **Proposed Team Members and their Role on the Project:**
  - Brad Robinson, PE- Project Manager
  - Michael Baker International- Bridge Design Lead

4. Nesbit Ferry Road Improvement Project, City of Johns Creek, GA



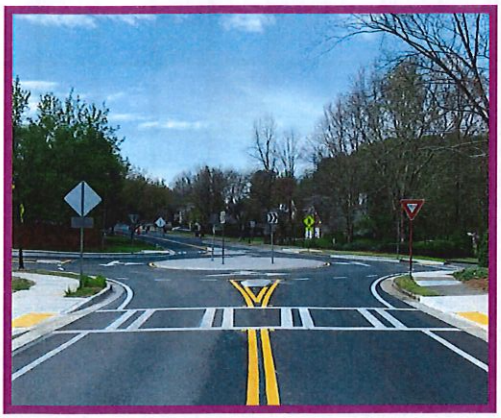
- **Dates:** 2022- 2025
- **Description and Capacity of Project:** PDP served as the prime consultant on this project that included preparing concept development for 2.4 miles of bike/pedestrian improvements, drainage improvements, and operational/ safety improvements along Nesbit Ferry Road from Holcomb Bridge Road to Old Alabama Road. Project included three culvert crossings and 10 intersection improvements. The concept included itemized costs for breakout projects, which allowed the City of Johns Creek to prioritize the delivery of the corridor improvements. A project amendment expanded the project into design and PDP was tasked with preparing construction plans for the roundabout installation at Nesbit Ferry Road and Colony Club Drive and over 1 mile of shared use path. The roundabout improvements on Colony Club Drive included the addition of urban shoulders with a 5-foot sidewalk on one side and 10-foot shared use path on the other with a RRFB crossing and lighting along with a culvert extension and retaining walls to minimize impacts, geotechnical investigations, and roundabout lighting. The designs have balanced property and utility impacts, reduction to fastest path, and avoidance of a large transmission pole to avoid excessive costs and constructability issues. The planning study was completed in 2023 and the roundabout is currently under construction.
- **Project Location:** Nesbit Ferry Road from Holcomb Bridge Road to Old Alabama Road and Colony Club Drive, Johns Creek, GA
- **Design and Construction Costs: Design:** $250K // Construction: $18M
- **Client Reference:**
  - Brian O'Connor, PE, Public Works Director
  - 678-512-3210
  - brian.oconnor@johnscreekga.gov
- **Proposed Team Members and their Role on the Project:**
  - Brad Robinson, PE- Project Manager
  - Gavin Good, PE- Structural and Hydraulics Design Lead
  - Doug Hart, PWS, Environmental Coordinator
  - Survey and Mapping, LLC- Survey Lead

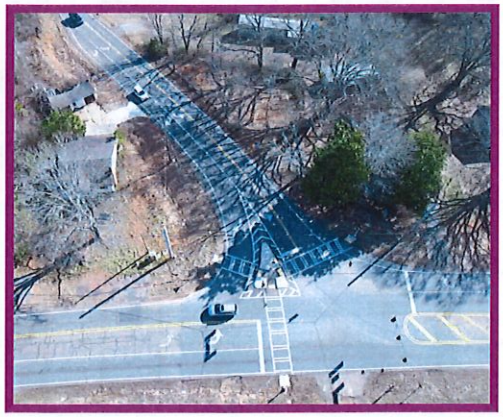
5. Centerville-Rosebud Road Intersection Improvements, Gwinnett County, GA



- **Dates:** 2024- present
- **Description and Capacity of Project:** PDP is responsible for providing the survey database, preliminary, right-of-way, and final plans for the intersection improvements of Centerville-Rosebud Road at Caleb Road and Lenna Drive. Project includes converting the existing intersections to a roundabout and restricted crossing U-turn (R-CUT) . Sidewalk will be constructed throughout the project limits in addition to drainage improvements. A hydrology study following Gwinnett's stormwater requirements was developed. The project was designed so that traffic could be maintained throughout construction and large utility facilities avoided to control costs. The County is currently acquiring right-of-way for construction of the project.
- **Project Location:** Gwinnett County
- **Design and Construction Costs:** Design: $240K // Construction: $3.0M
- **Client Reference:**
  - Akara Tan, Construction Manager II, Gwinnett County Department of Transportation
  - 770-822-7423
  - akara.tan@gwinnettcountyga.gov
- **Proposed Team Members and their Role on the Project:**
  - Brad Robinson, PE- Project Manager

Sample relevant projects completed by the PDP team shown below:





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.

Proposed Project Schedule

☆ Indicates a deliverable

TASK	MONTHS																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
NTP and Kickoff Meeting																								
Railroad Coordination																								
Topographic and Environmental																								
Preliminary Plans (60%)											☆													
Utility Coordination																								
Soil Survey																								
Hydraulics																								
Structural Design																								
Preliminary Plan Review																								
BFI																								
ROW Plans															☆									
Final Plans (90%)																					☆			
Final Plan Review																								
Bid Advertisement																								☆

The PDP team will also be available for construction support services per the construction schedule developed by the future contractor.

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.

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 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.

Canton Creek Pedestrian Bridge and Sidewalk Improvement, Canton, GA. **Project Manager** for the concept development, survey database, preliminary, right-of-way, and final plans as well as construction administration. This sidewalk installation project along Marietta Road includes a new 160' long pedestrian bridge over Canton Creek. PDP assisted with the City of Canton's Transportation Master Plan and redevelopment plan for the Sunnyside district. This sidewalk connectivity is the first phase of those improvements aligning with the need to provide the residents of Sunnyside with safe pedestrian access to commercial districts and downtown Canton. Due to a federal grant awarded to the City, this project has an accelerated schedule that must be met to achieve the required construction completion date. The pedestrian bridge is being designed to avoid any environmental permitting that could risk the schedule. A rectangular rapid flashing beacon (RRFB) will also be installed across Marietta Road as part of the project. Brad worked with County staff during ROW negotiations to stake the required ROW and make design modifications as required to reduce impacts.

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.

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.

SR 140 at Scott Road and Avery Road Intersection Improvements, Cherokee County, GA. Project Manager for the intersection improvements at SR 140 and Scott Road and SR 140 at Avery Road. After completion of the traffic analysis to validate planning studies, construction plans were completed to add a right turn lane from both T-intersections onto SR 140. The existing signal at Scott Road was modified to accommodate the right turn lane and the project was coordinated with the GDOT widening of SR 140 to provide a two-way left turn lane between these intersections. Improvements to the horizontal and vertical alignments were required to improve sight distance. PDP also coordinated with utility owners for existing and proposed facilities including a site visit with utility owners and the County. Right-of- Way (ROW) revisions and design modifications were completed during the County's ROW acquisition process.

Holbrook Campground at Birmingham Road Roundabout, Cherokee County, GA. Project Manager responsible for the traffic analysis, concept development, environmental screening, survey database, preliminary and right-of-way (ROW) plans for this intersection improvement project. The traffic analysis evaluated traffic patterns and crash history of the existing four-way stop controlled intersection. Design considerations were given to provide access to the volunteer fire station in the corner of the intersection. The vertical and horizontal alignments were developed to ensure sight distance was achieved for each approach. A combination of urban and rural shoulders were provided to minimize impacts to private property and to maintain existing drainage patterns. Brad worked with County staff during ROW negotiations to stake the required ROW and make design modifications as required to reduce impacts.

Nesbit Ferry Road Corridor Improvements, City of Johns Creek, GA. Project Manager for this project that includes preparing concept development for 2.4 miles of bike/pedestrian improvements along Nesbit Ferry Road from Holcomb Bridge Road to Old Alabama Road. Project includes three culvert crossings and up to 10 intersection improvements. A project amendment expanded the project and PDP was tasked with preparing construction plans for the roundabout improvements at Nesbit Ferry Road and Colony Club Drive. A 5' sidewalk and 10' enhanced sidewalk will be constructed on the west and east shoulders respectively. Project includes the culvert extension, walls, geotech and roundabout lighting.

SR 140 at Green Road Intersection Improvements, City of Milton, GA. Project Manager for the design of a new signal installation at SR 140 and Green Road in the City of Milton to improve operations. Turn lane improvements will be made along the side roads. This locally funded project required a GDOT signal permit. A shared use path for approximately 1,000' south of the intersection along SR 140 is also included. Brad developed one of the City's first Stormwater Feasibility studies following new policy which set "the new 'Gold Standard'" (per Scott Tkach) for the City.

CORY PFAU, PE

PRINCIPAL DESIGN LEAD

Cory Pfau, PE, will lead the roadway engineering for the Hickory Flat improvements project. Cory has over 17 years of experience working on locally let projects ranging from improving gravel roadways to current standards to multi-lane widening projects. Cory understands the unique challenges associated with the delivery of local let projects and 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, Cory 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 Cory's relevant experience:

West Main Street Pedestrian Bridge, Canton, GA. **Task Order Manager** for the concept development of a new pedestrian bridge to improve pedestrian access from Downtown Canton to the Mill on Etowah. This bridge extends the West Main St Pedestrian Corridor project, also designed by PDP, to provide a grade separated crossing over the Georgia Northeastern Railroad. The new pedestrian bridge will connect to a new parking deck at the Mill and access another pedestrian bridge over the Etowah River to accessing Canton's Etowah River Trail. The conceptual alternatives include pedestrian bridges with switchbacks on the south and north sides of West Main St and a third alternative with an elevator tower to a shorter bridge. The project also includes coordination with future developments in the area for additional mixed use.

Bells Ferry Road at Kellogg Creek Road at Victory Drive, Cherokee County, GA. **Task Order Manager** for this project which provided geometric improvements, intersection signalization, and roadway widening to address congestion and provide pedestrian safety at the multiple intersections at Bells Ferry Road, Kellogg Creek Road, and Victory Drive. This project replaced the minor street stop-controlled intersection at Kellogg Creek and Victory Drive with a signalized intersection, providing left and right turn auxiliary lanes to alleviate through traffic congestion. This project combined a previously designed project, corrected standard horizontal curvature along Victory Drive south of Kellogg Creek.

Rhine Road Widening, Cherokee County, GA. **Task Order Manager** for this project which corrected significant geometric deficiencies of Rhine Road, from SR 20 to Upper Sweetwater Trail, and lowered the posted speed from 30 MPH to 25 MPH. This project widened Rhine Road and utilized existing features for drainage outfalls.

Shoal Creek Road over Puckett Creek, Cherokee County, GA. **Task Order Manager** for this project which realigned Shoal Creek Road to maintain a 25 MPH design speed, causing significant grading to be required. In addition, this project replaced a triple CMP culvert with a single box culvert, requiring construction under traffic due to limited residential access. In addition, the Cherokee Darter was found to have a habitat in the project's vicinity, requiring additional coordination and construction precautions.

Kellogg Creek at Jacobs Road, Cherokee County, GA. **Task Order Manager** for this project which realigned Kellogg Creek Road to be stop-controlled at Jacobs Road to address substandard geometry and sight distance. This project included coordination with the US Army Corps of Engineers, and provided a barrier parapet retaining wall and guardrail to protect existing commercial properties.

EDUCATION

BSCE, 2009- Georgia Institute of Technology

Graduate, 2016- ACEC Future Leaders Program

REGISTRATION

PE, Georgia- #038775

GSWCC, Level II- #0000075152

FAA-Certified Remote Drone Pilot- #5247405

WHY CORY?

- Extensive experience working with local governments, including 13 projects within Cherokee County
- Diverse project experience, including roundabout and alternative intersection design
- Has experience managing local let federal aid projects
- Former GDOT Transportation Enhancement Project Manager

CORY PFAU CONTINUED

Wiley Bridge Road at Cox Road Roundabout, Cherokee County, GA. **Task Order Manager** for this intersection improvement project that addressed peak hour congestion at the intersection of Wiley Bridge Road and Cox Road in southeast Cherokee County by providing a single lane roundabout. Cox Road is utilized as a reliever for SR-92 during peak hour periods, leading to significant congestion due to being stop-controlled at the intersection. The roundabout removed the stop condition on the Cox Road approach, improving the intersection's Level of Service.

Woodstock Road at Kellogg Creek Road, Cherokee County, GA. **Task Order Manager** for this project to reconstruct and signalize the intersection of Woodstock Road and Kellogg Creek Road to improve sight distance along Kellogg Creek Road and provide longitudinal drainage improvements. With the addition of a new development introducing a fourth leg to the intersection, a signal became warranted. This required careful reconstruction of Woodstock Road to avoid major underground utility impacts.

Ball Ground Roundabout, Cherokee County, GA. **Project Manager** for this project to improve congestion at the intersection of Ball Ground Highway and Howell Bridge Road/SR 5BU with a single lane roundabout in Ball Ground, GA. This roundabout was an interim solution to provide relief to the state route prior to the construction of the future GDOT Project, Ball Ground Bypass, where the roundabout would be upgraded to a multi-lane roundabout. The roundabout will provide maneuverability and access for the commercial developments occurring in the vicinity of the intersection. Cory was responsible for the overall geometric design and project management through final plans.

PI 0016365, SR 92 at CR 387/Trickum Road, Cherokee County, GA. **Project Manager** for this project to widen Trickum Road to become a four-lane road with a posted speed of 35 MPH, expanding with right and dual-left turning auxiliary lanes at SR-92. The project included improvements to Trickum Road and Gunnin Road, where an unsignalized High-T was provided. Trickum Road utilized a raised median, RCUT, and U-turns to control access to commercial driveways to reduce the crash rate and alleviate congestion of the corridor.

Barton Chapel Road Corridor Improvements, Augusta, GA. **Project Manager** for this project to provide operational improvements and increase pedestrian safety and connectivity along the 3.4 mile-long corridor. This TIA project provides upgrades to improve accessibility to the subdivisions, schools, churches, and commercial properties by implementing additional sidewalks, turn lanes, traffic signals, pedestrian crosswalks, improved lighting, and landscaping. The corridor is split between residential and commercial properties and has a railroad crossing which will require special coordination with CSX railroad.

SR 316 at Shoal Creek Roundabout, City of Dawsonville, GA. **Project Manager** for this locally-funded project to realign Shoal Creek Road, providing a new location roadway to intersect SR 136 with a roundabout. The existing roadway was abandoned and donated to adjacent parcel owners. SR 136 is a high speed, 55 mph facility with high truck traffic, requiring the roundabout to have advanced deceleration chicanes. Cory was responsible for all of the roadway geometry, 3D modeling, and obtaining the GDOT Encroachment Permit.

B2301, Old Stilesboro at County Line Road Roundabout, Cobb County, GA. **Project Manager/Lead Roadway Engineer** over this safety and operational improvements project at the intersection of Old Stilesboro Road and County Line Road. The intersection is located at the edge of a horizontal curve, making sight distance a challenge. The project provided a single-lane roundabout to address the existing pattern of congestion and crashes.

SR 92 Intersection Improvements, Cherokee County, GA. **Lead Roadway Engineer** for this project to improve 3 existing signalized intersections along SR 92; Ragsdale Road, Woodstock Road, and Robin Road. Improvements at these intersections included pedestrian facilities, auxiliary lanes, updated signal equipment, and modified signal timing. GDOT Signal Modification Permits were required for each intersection.

Hickory Road Roundabout, Holly Springs, GA. **Lead Roadway Engineer** for this project to provide roadway improvements along Hickory Road in Holly Springs in support of the construction of the new City Center. At the entrance to the City Center, Cory provided the layout and oversaw the design team for the roundabout and its approaches.

X2608, New Macland Road Improvements, Cobb County, GA. **Lead Roadway Engineer** for this widening project along New Macland Road between Arapaho Drive and Macland Road to provide various left and right auxiliary lanes to address the increased capacity of the corridor during peak hours associated with McEachern High School. Pedestrian improvements were provided along the frontage of McEachern High School in addition to drainage improvements which consisted of the replacement of two culverts. Project included PIOH and stakeholder meetings with the high school and school board. Cory was responsible for all roadway design, including geometrics, erosion control and right-of-way.

CHRISTOPHER AMOS ADAMS, PLS

SURVEY LEAD

41 YEARS
TOTAL EXPERIENCE

3 YEARS
KCI EXPERIENCE

EDUCATION

Surveying Certificate / Pickens Technical Institute

Southern Polytechnic State University

CERTIFICATIONS & REGISTRATIONS

PLS / GA / LS002796 / Exp - 12/31/2026

PLS / NC / L-4791 / Exp - 12/31/2026

PLS / AL / PLS28566 / Exp - 12/31/2026

Plan Development Process Training / GA / Exp - 05/24/2025

Georgia Soil and Water Conservation Commission / GA / Level II Design / 0000045845 / Exp - 04/11/2027

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, as well as as-builts.

RELEVANT TECHNICAL EXPERIENCE

Cherokee County, Canton Creek Pedestrian Bridge. Cherokee County, GA. Survey Lead. As a sub to PDP, Amos served as KCI's Survey Lead for a topographic, property, bridge detail survey, and Hydraulic Field Survey Report in accordance with the GDOT Automated Survey Manual, Chapter 4. Field surveys were performed on approximately 1,000 linear feet along Marietta Road, and the existing creek hydrology data was collected consistent with GDOT specifications. Flood sections were also collected 500 linear feet from the centerline of the existing bridge on Canton Creek at Marietta Road on both upstream and downstream sides. The final deliverable was in OpenRoads format using the current GDOT guidelines for delivery.

Cherokee County, Canton Creek Pedestrian Bridge. Cherokee County, GA. Survey Lead. As a sub to PDP, Amos served as Survey Lead, ensuring all work was prepared according to the contractual scope of work, all deadlines were met, and quality control was performed. The City of Canton sought to design and build a Pedestrian Bridge and Sidewalk in and around Canton Creek on Marietta Road. Survey crews located roughly three acres of roadway and property, along with hydraulic data upstream and downstream, to achieve the required base survey data. This work required extensive parcel research to resolve boundaries that had not been addressed in several years. Our team worked with all parties to achieve a positive solution. All data was processed and compiled into a single comprehensive survey database for PDP to create the proposed design. The project was completed on time and on budget.

Gwinnett County, Centerville-Rosebud Road at Caleb Road and Lenna Drive, PN M-1384-01, Gwinnett County, GA. Survey Lead. Amos serves as the Survey Lead Manager for this project, ensuring all work was prepared according to the contractual scope of work, all deadlines were met, and quality control was performed. The County desired to design and build intersection improvements. Survey crews located roughly eight acres of roadway and property to achieve the required base survey data. This work required extensive parcel research to resolve boundaries that had not been addressed in several years. Our team worked with all parties to achieve a positive solution. All data was processed and compiled into a single comprehensive survey database for PDP to create the proposed design.

CHRISTOPHER AMOS ADAMS, PLS
SURVEY LEAD

City of Dunwoody, Winters Chapel Road from Charmont Place to Peeler Road Phase II (PI 0019791). DeKalb County, GA. Project Surveyor. KCI serves as a subconsultant to PDP on this project. Amos' initial task for this project includes SUE marking and Survey location for the approximate length of 3700 feet along Winters Chapel Road. The information was gathered and submitted to PDP for initial design. Our second task will be to provide a full Survey Route Database for final design, including topographical mapping, right-of-way boundary, and property resolution with full infrastructure mapping.

Gwinnett County Department of Transportation, Grayson New Hope Road (SR 84) at Loganville Highway (SR 20). Gwinnett County, GA. Survey Team Leader. 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, ROW, and property lines within the scope area. Final deliverables were an OpenRoads file, including DTM.

Georgia Department of Transportation, SR 20 Widening (PI 0003681). Cherokee and Forsyth Counties, GA. Survey Team Leader. KCI provided aerial LiDAR mapping along SR 20 from Cherokee County 11 miles east to Cumming in Forsyth County. The database included one-foot contours, visible above-ground utility features, edge pavement, pavement striping, and storm fixtures with pipe size, type, and invert. A full property database for the adjoining parcels was also included. The project is being assembled to current EDG GDOT specifications. This project also included full GDOT spec hydrology survey details for two separate flood zone areas.

Gwinnett County Department of Transportation, Scenic Highway/SR 124 (PI No. 0006921 & 0014172). Gwinnett County, GA. Staff Team. KCI is providing the survey, SUE, and design services for this locally-led project. The project improvements consist of widening SR 124 to provide six travel lanes along SR 124, a raised median with turn lanes, operational improvements at intersections, and access modifications. Pedestrian improvements (sidewalks and a ten-foot wide shared-use path on one side) along portions of the project to accommodate pedestrians and bicyclists. This project is locally led, but with GDOT funding for right-of-way and construction.

Kimley»Horn

Gavin Good, PE | Structural Design Lead

Education

B.S., Civil Engineering, University of Miami

B.S., Architectural Engineering, University of Miami

Professional Credentials

Professional Engineer in GA (#043400), AL, and TN

The projects below demonstrate Gavin's breadth of experience across the critical components of this project, including local projects, new alignment facilities, innovative intersections, bridges in similar geographic and geological conditions, multimodal infrastructure, and partnership with Practical Design Partners.

Relevant Projects

City of Canton On-Call | Marietta Road Pedestrian Bridge Over Canton Creek | Bridge Design Lead. PDP is completing the design of this critical multi-use path connection in the growing Canton metro area. As part of the PDP team, Kimley-Horn is completing the structural and hydraulic design of the pedestrian bridge over Canton Creek, signal design, and environmental permitting. Gavin is leading the Kimley-Horn team and worked closely with the PDP and the City of Canton to set bridge geometry to minimize utility relocations including overhead power and telecom and underground sewer and gas, reducing project footprint, cost, and schedule. The proposed 2-span bridge will utilize prefabricated trusses on driven pile bents with concrete abutment walls to reduce overall span length. Gavin is serving as the Bridge Design Lead, supporting critical design decisions and providing structural and interdisciplinary QC/QA reviews of all deliverables. Construction is ongoing.

City of Canton On-Call | West Main St Pedestrian Bridge, Canton, GA | Bridge Design Lead. PDP led the concept design of a new pedestrian bridge to improve pedestrian access from Downtown Canton to the Mill on Etowah. This bridge extends the West Main St Pedestrian Corridor project to provide a grade separated crossing over the Georgia Northeastern Railroad, integrating new and future developments, and providing direct access from Main Street to Canton's Etowah River Trail. As part of the PDP team, Gavin helped develop alternative concepts and evaluated structural feasibility of the selected alternatives including constructability, coordination with railroad requirements, and connection to existing structures.

City of Johns Creek On-Call | Nesbit Ferry Road & Colony Club Drive Roundabout | Structural Design Lead. PDP is leading the design of a new roundabout and enhanced sidewalk facilities at this intersection. As part of the PDP team, Kimley-Horn completed the structural inspection of the existing culvert, design of a culvert extension in each direction, and design of parapet retaining walls as well as lighting design and environmental permitting. Gavin partnered with PDP to determine the structural requirements to facilitate roundabout construction and led the Kimley-Horn design items. Gavin also helped facilitate interdisciplinary coordination, including geotechnical design, hydraulic and scour analysis around the culvert. The project will require limited removal and replacement of the existing culvert and headwalls and the culvert extension will bear on rock utilizing micropile foundations to minimize construction cost and future maintenance. Final Plans are complete and the project is scheduled for letting.

GDOT, I-20 at CS 2776/Maynard Terrace (PI 0013333), Dekalb County, GA. Structural Design Lead. This project reconfigured the existing intersection at I-20 Eastbound off-ramp, Maynard Terrace, and McPherson Avenue into a roundabout and constructed a multiuse path. To facilitate construction of the roundabout while avoiding impacts to an adjacent ESA, a system of parapet and Mechanically Stabilized Earth (MSE) walls were proposed. Gavin led the structural design and worked closely with GDOT Office of Bridge Design (OBD) to establish an acceptable approach considering unique design constraints such as the impacts of the adjacent floodway and potential for scour, existing culverts within the proposed wall limits, existing and proposed utilities within the backfill, and varying wall heights and slope conditions. Gavin also coordinated the construction staging and maintenance of traffic, refining wall geometry to reduce impacts and avoid the replacement of an existing culvert, delivering this project on an accelerated schedule to improve intersection safety. Construction is complete.

GDOT, 2018 Bridge Bundle 1, C6 (PI 0015534/35, 0015544), Bartow & Floyd Counties, GA | Bridge QC/QA Lead. Kimley-Horn designed the replacement of PI 0015534/35 and PI 0015544. The three bridges will be replaced using PSC beams on concrete bents. Gavin led the bridge design and interdisciplinary coordination through concept phase, staging and constructability review, and preliminary bridge design and complete QC/QA reviews through final plans. Construction is complete on 0015544 and ongoing on 001534/35.

» The proposed dual bridges carrying SR 3 (US 1) over SR 293 and CSXT will be 355-ft long and staged to maintain two lanes of NB and SB traffic, traffic on SR 293, and CSX railroad operations. Gavin facilitated railroad coordination to establish design requirements for current and future tracks.

» SR 293 over Dykes Creek is 200-ft long and traffic was maintained by a temporary detour bridge. Geotechnical exploration revealed Karst limestone formations common throughout NW Georgia and susceptible to voids and sinkholes. To mitigate risk and reduce foundation cost, detailed geotechnical analysis was performed to validate using friction and end bearing to terminate above unsuitable soils in lieu of predrilling through strong and unsuitable materials.

GDOT, 2020 Bridge Bundle 1, Contract 10 (PIs 0016607, 0016608, 0016611), Floyd & Walker Counties, GA | Bridge Design Lead. Gavin has led the bridge design, interdisciplinary coordination, and constructability analysis from concept through final design for three local road bridge replacements. All 3 sites will replace the existing bridge with a 3-span PSC beam bridge on concrete intermediate bents. Gavin's detailed approach during the concept phases identified and mitigated substantial cost and schedule risks at each site, including impacts to overhead and underground utilities, and environmental resources, by optimizing roadway and bridge geometry and proposing specialty construction methods in partnership with GDOT OBD, OMAT, OES and District Construction. Final bridge plans are approved and let pending.

» PI 0016607 & 0016608 span West Chickamauga Creek within a FEMA Zone AE Special Flood Hazard Area that currently overtops the road at both locations. PI 0016607 is a 235-ft long bridge in a curve with limited structure depth to reduce fill required and PI 0016608 is a 265-ft long bridge with heavy skew and approach wall to avoid utility impacts.

» PI 0016611: Is 175-ft long and will utilize box beams to reduce the closure duration and limit cost on this low-volume road. Micropile foundations will be utilized to avoid relocating OH transmission lines and mitigate pockets of weak soil in the limestone bedrock.

GDOT, Lagrange Bypass from CR 282/Youngs Mill Road to SR 1, Troup County, GA | Bridge Design Lead. Kimley-Horn is providing turnkey design services for this new-location roadway, including environmental, hydraulic and structural design associated with a new 440-ft long, 4-span PSC beam bridge over US Army Corp of Engineers (USACE) West Point Lake. Gavin is leading the bridge design and worked closely with discipline leads to develop a practical bridge solution that avoided impacts to the USACE flood storage volume and FEMA Flood zone, minimized impacts to environmental resources and resulting permitting, and addressed construction access and cost risks. As is common for new-location roadways, the site was inaccessible for geotechnical exploration so Gavin partnered with the GDOT Office of Bridge Design (OBD) and Office of Materials and Testing (OMAT) to use Electronic Resistivity Imaging (ERI) geophysical investigation and established caissons as the preferred alternative to minimize construction cost and risk by allowing the contractor to adapt to variable rock depths during construction without redesign. Final bridge design is complete and review ongoing.

Additional Training & Qualifications

Well-versed in local & State DOT Criteria incl. GDOT PDP, DPM, PPG, Environmental Design Guidelines, Bridge & Structures Design & Detailing Manuals, Geotechnical Design Manul, Drainage Design Manual & Stormwater Design Guide, Construction Stds & Dtls, and Construction Specs / Special Provisions as well as GDOT Constructability, A3M, and Field Plan Review meetings. Familiarity with these resources will bring best practices and consistency to the design & construction documents.

Doug Hart, PWS | Environmental Lead

Education

Bachelor of Science, Ecology, University of Georgia, 2016

Professional Credentials

Professional Wetland Scientist, Registration #3475

The projects below demonstrate Doug's breadth of experience across the critical components of this project, including local projects, new alignment facilities, innovative intersections, bridges, multimodal infrastructure and partnership with Practical Design Partners.

Relevant Experience

City of Canton On-Call | Marietta Road Pedestrian Bridge Over Canton Creek | Environmental Scientist. PDP is completing the design of this critical multi-use path connection in the growing Canton metro area. As part of the PDP team, Kimley-Horn is completing the structural and hydraulic design of the pedestrian bridge over Canton Creek, signal design, and environmental permitting. Doug is leading environmental efforts for the project, primarily led by ecology constraints. Doug worked closely with PDP and the bridge design team to ensure that the proposed bridge avoided impacts to ecological resources that would require permitting. Construction for the project is expected to be completed in Fall 2026.

City of Johns Creek On-Call | Nesbit Ferry Road & Colony Club Drive Roundabout | Environmental Scientist. PDP is leading the design of a new roundabout and enhanced sidewalk facilities at this intersection. As part of the PDP team, Kimley-Horn is completing the structural inspection of the existing culvert, design of a culvert extension in each direction, and design of parapet retaining walls as well as lighting design and environmental permitting. Doug is partnering with PDP to lead the Kimley-Horn environmental permitting. The project is in final design, and permitting with USACE and GA EPD will be completed in 2026. Doug worked with the design teams to ensure that required permits would stay under general thresholds, avoiding lengthier review times at each agency.

Henry County, Bill Gardner Parkway Widening (HC-22-33) | Environmental Scientist. The project would widen Bill Gardner Parkway from SR 155/North McDonough Road to SR 401/I-75. The project is locally funded. Doug led ecology fieldwork for this project, including delineations of multiple wetlands, streams, and ponds. Doug will lead environmental permitting efforts for this project, which will include a USACE permit for impacts to a large wetland system. Doug has worked with roadway design and structural teams in order to ensure that impacts to resources are minimized to allow a more simplified USACE Regional Permit process can be used.

Henry County, Fairview Road Sidewalk (21204115) | Environmental Lead. Kimley-Horn led a multidisciplinary team through the design of a sidewalk along 1.6 miles of Fairview Road. A culvert replacement in a perennial stream was required for this project in order to accommodate the proposed sidewalk. The project was designed to minimize impacts to the identified stream and surrounding wetlands, and to ensure that the proposed culvert complied with USACE culvert requirements for perennial streams. This project involved coordination with Henry County, USACE, and FEMA. Doug led the ecology fieldwork and environmental permitting associated with the trail project, including acquisition of a USACE permit.

City of Peachtree Corners, Crooked Creek Trail (GDOT PI# 0019799) | NEPA Lead/Environmental Scientist. Kimley-Horn is leading the design of the Crooked Creek Trail Phase I. The project includes a 12-foot-wide concrete shared-use path through a wooded area along Crooked Creek and extending for a total length of approximately 2.5 miles. As a locally-administered project with federal funding, this project is being delivered through GDOT's PDP. The location of the path adjacent to the creek has required extensive coordination between the trail design, structural,

environmental and H&H teams to minimize impacts to environmentally sensitive areas (ESAs) and the floodplain. Design elements include lighting, retaining walls, elevated boardwalks, prefabricated bridges, storm drainage, and a midblock crossing with a Pedestrian Hybrid Beacon (PHB). Doug leads ecology and NEPA efforts for this trial project, which will include acquisition of a USACE permit, a stream buffer variance, and engagement with surrounding stakeholders through public involvement.

Atlanta BeltLine Institute, Atlanta BeltLine Southside Trail Segments 2-5 | NEPA Analyst/Environmental Scientist. Kimley- Horn is leading the design of the Atlanta BeltLine Southside trail corridor from University Avenue to Memorial Drive. The project includes the design of a 14-foot-wide concrete multi-use path with 3-foot soft shoulders on each side and extending approximately 4 miles between the two logical termini: University Avenue and Memorial Drive. Additional site elements include planting, lighting, retaining walls, connections to intersecting streets via ramps and stairs, storm drainage, signage/ wayfinding, and the modification or replacement of several freight rail bridges. The design includes streetscape/accessibility improvements on all intersecting streets extending from the corridor to the nearest intersection or .25 mile. Kimley-Horn worked with Atlanta BeltLine, Inc. to develop a robust stakeholder and community involvement program to support the concept validation phase of this project. Doug led ecology fieldwork during the preliminary and final plans stages of this project, was involved in the acquisition of environmental permits for the project, including a State stream buffer variance, and led NEPA reevaluation efforts for a UOC plan revision during the construction phase.

Henry County, Oak Grove Road Widening | Environmental Lead. Kimley-Horn is providing design services for the roadway widening and realignment of Oak Grove Road, a 1.7-mile corridor in Henry County. The project will upgrade the two-lane major collector to four lanes with a 200-foot wide raised median and urban shoulders with eight-foot wide multi-use trails. Currently in the preliminary design phase, Kimley-Horn has performed traffic forecasting, analyzed intersection control, and developed a geometric design that considers staging development. The project is anticipated to feature a full bridge replacement, a multi-lane roundabout a continuous green-T intersection. Doug is leading environmental efforts for the project, which will include a USACE permit and coordination with subconsultants specializing in cultural resources.

Clayton County, Widening and Reconstruction of Battle Creek Road and Mt. Zion Boulevard (GDOT PI#s 751770/751775) | Environmental Scientist. The project proposed a roadway widening and improvements in Clayton County by adding additional lanes and turn lanes along Battle Creek Road. The project was federally funded and required an Environmental Assessment NEPA document. Doug led the ecology permitting efforts during the final plans phase, including a USACE Regional Permit and a Stream Buffer Variance from GA EPD. Doug also assisted in acquiring mitigation credits for the permits.

GDOT, LaGrange Bypass from CR 282/Youngs Mill Road to SR 1/US 27 (GDOT PI# 0014077) | Environmental Scientist. The project proposes a 4-lane bypass with bridge on new location connecting CR 282/Youngs Mill Road and SR 1/US 27. The project is state funded and follows the established environmental process for projects under $100 million. Doug is leading the ecology and environmental permitting for this project, including multiple site visits and stream/wetland delineations, and ecology reports in compliance with the GDOT PDP/GEPA. Future permits will include an Individual Permit with USACE and a Stream Buffer Variance with GA EPD.

Additional Training & Qualifications

NEPA and Transportation Decision-making | Section 4(f) Class | Interagency Consultation for Endangered Species | Wetland Delineation | Advanced Hydric Soils | Hydrophytic Vegetation of the Piedmont and Coastal Plain | Identification of Intermittent and Perennial Streams

EDUCATION

- B.S. Civil Engineering, Auburn University

REGISTRATION

Professional Engineer

- GA # 36335
- AL # 26986

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.

RELEVANT TECHNICAL EXPERIENCE

Canton Creek Pedestrian Bridge and Sidewalk Improvement
This project for the City of Canton included the design and construction of a new pedestrian bridge crossing Canton Creek, along with associated sidewalk and approach improvements. UES served as a member of PDP's design team, providing geotechnical engineering and construction materials testing services for the project. Jim Gough served as the Project Manager for UES, overseeing the Bridge Foundation Investigation (BFI) and coordinating closely with the design team throughout the project.

Buckhead Crossing Pedestrian Bridge over Noonday Creek
A planned infrastructure project in Woodstock, Georgia, designed to enhance connectivity and safety for pedestrians and cyclists. This bridge will span Noonday Creek, linking the Buckhead Crossing area to the existing Noonday Creek Trail network. The project entails constructing a 273-foot pedestrian bridge over Noonday Creek. The design includes concrete sidewalks, pedestrian crosswalks, and wheelchair ramps to ensure accessibility for all users. UES conducted a Wall Foundation and Bridge Foundation investigation for this project, with Jim serving as the project manager.

PI 0013239 S BARRETT PKWY FROM BARRETT LAKES BLVD TO SR 5 CONN
The project includes construction of a new alignment (four-lane roadway), known as the Barrett Parkway Reliever, from the intersection of Barrett Lakes Boulevard and Shiloh Valley Drive to the intersection of Barrett Parkway and Roberts Court. This new alignment is designed to offer drivers an alternative to Barrett Parkway, thereby alleviating congestion in the area. A significant feature of this phase is the construction of an approximately 600-foot-long bridge over I-75. Jim Gough served as the Project Manager for UES (formerly Contour Engineering), which provided comprehensive geotechnical engineering services for the project, including the Soil Survey, Wall Foundation Investigation (WFI), and Bridge Foundation Investigation (BFI).

PI 0013525 CR 8998/BELLS FERRY RD FM N VICTORIA RD TO N OF LITTLE RIVER - The Bells Ferry Road at Little River project involved roadway widening and bridge replacement beginning just south of the North Victoria Road/ Bells Ferry Road intersection and extending approximately 0.83 mile to the north. Jim Gough served as the Project Manager for UES (formerly Contour Engineering), which provided comprehensive geotechnical

engineering services for the project, including the Soil Survey, Wall Foundation Investigation (WFI), and Bridge Foundation Investigation (BFI).

PI 0017983 SR 120 @ CR 9507/MARS HILL ROAD
The proposed project consists of the addition of one travel lane each in the northbound and southbound travel lanes along Lost Mountain Road/Mars Hill Road, as well as a turn lane and median modifications on both approaches to SR 120/Dallas Highway. Improvements along SR 120/Dallas Highway are generally limited to shoulder/pedestrian improvements, including the installation of a multi-use trail on the southern shoulder, and left turn lane extensions on both approaches to Lost Mountain Road/Mars Hill Road. Jim Gough served as the Project Manager for UES (formerly Contour Engineering), which provided geotechnical engineering services for the project, including the Pavement Evaluation Summary (PES) and Soil Survey.

PI 0017524 CS 755/WHISKEY ROAD FROM SR 388 TO CS 672/GUY DRIVE – TIA
The project includes the reconstruction of Whiskey Road from the Guy Drive intersection south to the constructed Wrightsboro Road improvements. UES served as a member of PDP's design team, providing geotechnical engineering. Jim Gough served as the Project Manager for UES, overseeing the Pavement Evaluation Summary (PES).

Cobb County Transportation On-Call Contract
Serving as project manager for geotechnical services on an on-call basis, providing subsurface investigations, laboratory testing, and engineering analyses to support roadway, bridge, and transportation improvement projects throughout Cobb County. Responsibilities include managing field exploration, overseeing report preparation, and delivering foundation, pavement, and retaining wall recommendations in compliance with GDOT and County standards.

RELEVANT EXPERIENCE

Other GDOT Project Management Experience includes the following projects

- 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 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, Tiaxial - 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.

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
Practical Design Partners LLC 4206 Waterloo Circle, Tucker, GA 30084	July 14, 2023	August 13, 2026

SIGNATURE

Hiral Patel

1. Transportation Planning

_	1.01	State Wide Systems Planning
_	1.02	Urban Area and Regional Transportation Planning
_	1.03	Aviation Systems Planning
_	1.04	Mass and Rapid Transportation Planning
_	1.05	Alternate System and Corridor Location Planning
_	1.06	Unknown
_	1.06a	NEPA Documentation
_	1.06b	History
_	1.06c	Air Studies
_	1.06d	Noise Studies
_	1.06e	Ecology
_	1.06f	Archaeology
_	1.06g	Freshwater Aquatic Surveys
_	1.06h	Bat Surveys
X	1.07	Attitude, Opinion and Community Value Studies
_	1.08	Airport Master Planning
_	1.09	Location Studies
_	1.10	Traffic Studies
_	1.11	Traffic and Toll Revenue Studies
_	1.12	Major Investment Studies
	1.13	Non-Motorized Transportation Planning

2 Mass Transit Operations

_	2.01	Mass Transit Program (Systems) Management
_	2.02	Mass Transit Feasibility and Technical Studies
_	2.03	Mass Transit Vehicle and Propulsion System
	2.04	Mass Transit Controls, Communications and Information Systems
_	2.05	Mass Transit Architectural Engineering
_	2.06	Mass Transit Unique Structures
_	2.07	Mass Transit Electrical and Mechanical Systems
_	2.08	Mass Transit Operations Management and Support Services
_	2.09	Aviation
_	2.10	Mass Transit Program (Systems) Marketing

3 Highway Design Roadway

X	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
X	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
X	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas
X	3.04	Multi-Lane, Limited Access Expressway Type Highway Design
X	3.05	Design of Urban Expressway and Interstate
_	3.06	Traffic Operations Studies
_	3.07	Traffic Operations Design
_	3.08	Landscape Architecture

3. Highway Design Roadway (continued)

_	3.09	Traffic Control System Analysis, Design and Implementation
X	3.10	Utility Coordination
_	3.11	Architecture
X	3.12	Hydraulic and Hydrological Studies (Roadway)
X	3.13	Facilities for Bicycles and Pedestrians
_	3.14	Historic Rehabilitation
_	3.15	Highway Lighting
_	3.16	Value Engineering
_	3.17	Design od Toll Facilities Infrastructure

4. Highway Structures

_	4.01a	Minor Bridges Design
_	4.01b	Minor Bridges Design CONDITIONAL
_	4.02	Major Bridges Design
_	4.03	Movable Span Bridges Design
_	4.04	Hydraulic and Hydrological Studies (Bridges)
_	4.05	Bridge Inspection

5. Topography

_	5.01	Land Surveying
_	5.02	Engineering Surveying
_	5.03	Geodetic Surveying
_	5.04a	Aerial Photography/Conventional Aircraft
_	5.04b	Aerial Photography Unmanned Aircraft System (UAS) Concept Grade
_	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade
_	5.05	Aerial Photogrammetry
_	5.06a	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)
_	5.06b	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)
_	5.06c	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)
_	5.06d	Topographic Remote Sensing (SONAR)
_	5.06e	Topographic Remote Sensing Thermal and Infrared
_	5.07	Cartography
_	5.08	Subsurface Utility Engineering

6. Soils, Foundation & Materials Testing

_	6.01a	Soil Surveys
_	6.01b	Geological and Geophysical Studies
_	6.02	Bridge Foundation Studies
_	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)
_	6.04a	Laboratory Materials Testing
_	6.04b	Field Testing of Roadway Construction Materials
_	6.05	Hazard Waste Site Assessment Studies

8. Construction

_	8.01	Construction Supervision
_	8.02	Airport Construction Administration and Observation

9. Erosion and Sedimentation Control

X	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
_	9.02	Rainfall and Runoff Reporting
_	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

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NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
MICHAEL BAKER INTERNATIONAL INC 420 Technology Parkway, Suite 150 Norcross, GA 30092	March 14, 2024	November 9, 2026

SIGNATURE

Christopher Rudd

1.	**Transportation Planning**		
X	1.01	State Wide Systems Planning	
X	1.02	Urban Area and Regional Transportation Planning	
X	1.03	Aviation Systems Planning	
X	1.04	Mass and Rapid Transportation Planning	
X	1.05	Alternate System and Corridor Location Planning	
_	1.06	Unknown	
X	1.06a	NEPA Documentation	
X	1.06b	History	
X	1.06c	Air Studies	
X	1.06d	Noise Studies	
X	1.06e	Ecology	
X	1.06f	Archaeology	
_	1.06g	Freshwater Aquatic Surveys	
_	1.06h	Bat Surveys	
X	1.07	Attitude, Opinion and Community Value Studies	
X	1.08	Airport Master Planning	
X	1.09	Location Studies	
X	1.10	Traffic Studies	
X	1.11	Traffic and Toll Revenue Studies	
_	1.12	Major Investment Studies	
X	1.13	Non-Motorized Transportation Planning	
2	**Mass Transit Operations**		
X	2.01	Mass Transit Program (Systems) Management	
X	2.02	Mass Transit Feasibility and Technical Studies	
_	2.03	Mass Transit Vehicle and Propulsion System	
	2.04	Mass Transit Controls, Communications and Information Systems	
_	2.05	Mass Transit Architectural Engineering	
X	2.06	Mass Transit Unique Structures	
_	2.07	Mass Transit Electrical and Mechanical Systems	
X	2.08	Mass Transit Operations Management and Support Services	
X	2.09	Aviation	
_	2.10	Mass Transit Program (Systems) Marketing	
3	**Highway Design Roadway**		
X	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design	
X	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers	
X	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers In Heavily Developed Commercial Industrial and Residential Urban Areas	
X	3.04	Multi-Lane, Limited Access Expressway Type Highway Design	
X	3.05	Design of Urban Expressway and Interstate	
X	3.06	Traffic Operations Studies	
X	3.07	Traffic Operations Design	
_	3.08	Landscape Architecture	
3.	**Highway Design Roadway (continued)**		
X	3.09	Traffic Control System Analysis, Design and Implementation	
X	3.10	Utility Coordination	
X	3.11	Architecture	
X	3.12	Hydraulic and Hydrological Studies (Roadway)	
X	3.13	Facilities for Bicycles and Pedestrians	
_	3.14	Historic Rehabilitation	
X	3.15	Highway Lighting	
X	3.16	Value Engineering	
X	3.17	Design od Toll Facilities Infrastructure	
4.	**Highway Structures**		
X	4.01a	Minor Bridges Design	
_	4.01b	Minor Bridges Design CONDITIONAL	
X	4.02	Major Bridges Design	
X	4.03	Movable Span Bridges Design	
X	4.04	Hydraulic and Hydrological Studies (Bridges)	
X	4.05	Bridge Inspection	
5.	**Topography**		
_	5.01	Land Surveying	
_	5.02	Engineering Surveying	
_	5.03	Geodetic Surveying	
_	5.04a	Aerial Photography/Conventional Aircraft	
X	5.04b	Aerial Photography Unmanned Aircraft System (UAS) Concept Grade	
_	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade	
X	5.05	Aerial Photogrammetry	
_	5.06a	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)	
_	5.06b	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)	
_	5.06c	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)	
_	5.06d	Topographic Remote Sensing (SONAR)	
X	5.06e	Topographic Remote Sensing Thermal and Infrared	
_	5.07	Cartography	
_	5.08	Subsurface Utility Engineering	
6.	**Soils, Foundation & Materials Testing**		
X	6.01a	Soil Surveys	
_	6.01b	Geological and Geophysical Studies	
X	6.02	Bridge Foundation Studies	
X	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)	
_	6.04a	Laboratory Materials Testing	
_	6.04b	Field Testing of Roadway Construction Materials	
_	6.05	Hazard Waste Site Assessment Studies	
8.	**Construction**		
X	8.01	Construction Supervision	
X	8.02	Airport Construction Administration and Observation	
9.	**Erosion and Sedimentation Control**		
X	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program	
X	9.02	Rainfall and Runoff Reporting	
X	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations	

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

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NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
Holt Consulting Company, LLC 2915 Premiere Parkway, Suite 125 DULUTH, GA 30097	October 10, 2025	November 10, 2028

SIGNATURE

Christopher Rudd

1. Transportation Planning

_	1.01	State Wide Systems Planning
_	1.02	Urban Area and Regional Transportation Planning
_	1.03	Aviation Systems Planning
_	1.04	Mass and Rapid Transportation Planning
_	1.05	Alternate System and Corridor Location Planning
_	1.06	Unknown
_	1.06a	NEPA Documentation
_	1.06b	History
_	1.06c	Air Studies
_	1.06d	Noise Studies
_	1.06e	Ecology
_	1.06f	Archaeology
_	1.06g	Freshwater Aquatic Surveys
_	1.06h	Bat Surveys
X	1.07	Attitude, Opinion and Community Value Studies
X	1.08	Airport Master Planning
_	1.09	Location Studies
_	1.10	Traffic Studies
_	1.11	Traffic and Toll Revenue Studies
_	1.12	Major Investment Studies
	1.13	Non-Motorized Transportation Planning

2 Mass Transit Operations

_	2.01	Mass Transit Program (Systems) Management
_	2.02	Mass Transit Feasibility and Technical Studies
_	2.03	Mass Transit Vehicle and Propulsion System
	2.04	Mass Transit Controls, Communications and Information Systems
_	2.05	Mass Transit Architectural Engineering
_	2.06	Mass Transit Unique Structures
_	2.07	Mass Transit Electrical and Mechanical Systems
_	2.08	Mass Transit Operations Management and Support Services
X	2.09a	Airport Design
_	2.09b	Airport Electrical
_	2.10	Mass Transit Program (Systems) Marketing

3 Highway Design Roadway

X	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
X	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
X	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas
X	3.04	Multi-Lane, Limited Access Expressway Type Highway Design
X	3.05	Design of Urban Expressway and Interstate
_	3.06	Traffic Operations Studies
_	3.07	Traffic Operations Design
_	3.08	Landscape Architecture

3. Highway Design Roadway (continued)

_	3.09	Traffic Control System Analysis, Design and Implementation
_	3.10	Utility Coordination
_	3.11	Architecture
X	3.12	Hydraulic and Hydrological Studies (Roadway)
_	3.13	Facilities for Bicycles and Pedestrians
_	3.14	Historic Rehabilitation
_	3.15	Highway Lighting
_	3.16	Value Engineering
_	3.17	Design od Toll Facilities Infrastructure

4. Highway Structures

X	4.01a	Minor Bridges Design
_	4.01b	Minor Bridges Design CONDITIONAL
_	4.02	Major Bridges Design
_	4.03	Movable Span Bridges Design
_	4.04	Hydraulic and Hydrological Studies (Bridges)
_	4.05	Bridge Inspection

5. Topography

_	5.01	Land Surveying
_	5.02	Engineering Surveying
_	5.03	Geodetic Surveying
_	5.04a	Aerial Photography/Conventional Aircraft
_	5.04b	Aerial Photography Unmanned Aircraft System (UAS) Concept Grade
_	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade
_	5.05	Aerial Photogrammetry
_	5.06a	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)
_	5.06b	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)
_	5.06c	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)
_	5.06d	Topographic Remote Sensing (SONAR)
_	5.06e	Topographic Remote Sensing Thermal and Infrared
_	5.07	Cartography
_	5.08	Subsurface Utility Engineering

6. Soils, Foundation & Materials Testing

_	6.01a	Soil Surveys
_	6.01b	Geological and Geophysical Studies
_	6.02	Bridge Foundation Studies
_	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)
_	6.04a	Laboratory Materials Testing
_	6.04b	Field Testing of Roadway Construction Materials
_	6.05	Hazard Waste Site Assessment Studies

8. Construction

_	8.01	Construction Supervision
X	8.02	Airport Construction Administration and Observation

9. Erosion and Sedimentation Control

X	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
_	9.02	Rainfall and Runoff Reporting
_	9.03	Field Inspections for Compliance of Erosion and

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PREQUALIFICATION CERTIFICATE

Name:
Jared Estes

Address:
Holt Consulting Company, LLC
2915 Premiere Parkway,
Suite 125, Duluth, GA 30097**Issue Date:**

March 20, 2023

Date of Expiration
March 20, 2026

Signature: Kevin D York

Kevin York, ROW Administrator

You are qualified to provide ROW Services to the GA Department of Transportation for the Service Classifications checked below.

A – Relocation Services

- ☐ A-1 Conceptual Stage Study
- ☐ A-2 Relocation (Benefits Package Prep)
- ☐ A-3 Relocation Benefits Package Reviewer
- ☐ A-4 Relocation Benefits Training Instructor

B - Pre/Post Project Prep Services

- ☐ B-1 Plan Review
- ☐ B-4 Quit Claim Deed Preparation

C – Valuation Services

- ☐ C-1 Appraisal Report – Level
- ☐ C-2 Appraisal Review Report
- ☐ C-3 Cost-to-Cure Report
- ☐ C-4 Trade Fixture Report
- ☐ C-5 Sign Appraisal
- ☐ C-6 Environmental Assessment Report
- ☐ C-7 Septic Tank/Well Estimators
- ☐ C-8 Timber Report
- ☒ C-9 Detailed Cost Estimator
- ☐ C-9-A Detailed ROW Cost Estimator for Negotiation
- ☒ C-10 Preliminary Cost Estimator
- ☐ C-11 Concept Team Meetings

D – Acquisition Services

- ☒ D-1 R/W Project Manager
- ☒ D-2 Pre-Acquisition Agent
- ☒ D-3 Acquisition Manager
- ☐ D-4-A Negotiation Agent Trainee
- ☐ D-4-B Negotiation Agent 1
- ☐ D-4-C Negotiation Agent 2
- ☒ D-4-D Negotiation Agent 3
- ☒ D-5 Relocation Negotiation Agent
- ☐ D-6 Administrative Review Officer (Appeals)
- ☐ D-7 Interpreter
- ☒ D-8 District Acquisition Support Consultant
- ☐ D-9 ROW Training Instructor

E – Property Management Services

- ☐ E-1 Asbestos Inspection
- ☐ E-2 Asbestos Abatement
- ☐ E-3 Demolition
- ☐ E-4 UST Removal
- ☐ E-5 Site Inspector
- ☐ E-6 Surplus Property Disposal Agent
- ☐ E-7 Surplus Property Leasing Agent
- ☐ E-8 Surplus Property Management Project Manager

F - Court Coordination Services

- ☐ F-1 Court Coordinator

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
KCI TECHNOLOGIES, INC. 2160 Satellite Boulevard, Suite 130 DULUTH, GA 30097	February 8, 2024	May 10, 2026

SIGNATURE

Hiral Patel

1. Transportation Planning

- X 1.01 State Wide Systems Planning
- X 1.02 Urban Area and Regional Transportation Planning
- _ 1.03 Aviation Systems Planning
- _ 1.04 Mass and Rapid Transportation Planning
- X 1.05 Alternate System and Corridor Location Planning
- _ 1.06 Unknown
- X 1.06a NEPA Documentation
- X 1.06b History
- _ 1.06c Air Studies
- X 1.06d Noise Studies
- X 1.06e Ecology
- _ 1.06f Archaeology
- _ 1.06g Freshwater Aquatic Surveys
- _ 1.06h Bat Surveys
- X 1.07 Attitude, Opinion and Community Value Studies
- _ 1.08 Airport Master Planning
- X 1.09 Location Studies
- X 1.10 Traffic Studies
- _ 1.11 Traffic and Toll Revenue Studies
- _ 1.12 Major Investment Studies
- X 1.13 Non-Motorized Transportation Planning

2 Mass Transit Operations

- _ 2.01 Mass Transit Program (Systems) Management
- X 2.02 Mass Transit Feasibility and Technical Studies
- _ 2.03 Mass Transit Vehicle and Propulsion System
- 2.04 Mass Transit Controls, Communications and Information Systems
- _ 2.05 Mass Transit Architectural Engineering
- _ 2.06 Mass Transit Unique Structures
- _ 2.07 Mass Transit Electrical and Mechanical Systems
- _ 2.08 Mass Transit Operations Management and Support Services
- _ 2.09 Aviation
- _ 2.10 Mass Transit Program (Systems) Marketing

3 Highway Design Roadway

- X 3.01 Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
- X 3.02 Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
- X 3.03 Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas
- X 3.04 Multi-Lane, Limited Access Expressway Type Highway Design
- X 3.05 Design of Urban Expressway and Interstate
- X 3.06 Traffic Operations Studies
- X 3.07 Traffic Operations Design
- X 3.08 Landscape Architecture

3. Highway Design Roadway (continued)

- X 3.09 Traffic Control System Analysis, Design and Implementation
- X 3.10 Utility Coordination
- _ 3.11 Architecture
- X 3.12 Hydraulic and Hydrological Studies (Roadway)
- X 3.13 Facilities for Bicycles and Pedestrians
- _ 3.14 Historic Rehabilitation
- X 3.15 Highway Lighting
- _ 3.16 Value Engineering
- _ 3.17 Design od Toll Facilities Infrastructure

4. Highway Structures

- X 4.01a Minor Bridges Design
- _ 4.01b Minor Bridges Design CONDITIONAL
- X 4.02 Major Bridges Design
- _ 4.03 Movable Span Bridges Design
- X 4.04 Hydraulic and Hydrological Studies (Bridges)
- X 4.05 Bridge Inspection

5. Topography

- X 5.01 Land Surveying
- X 5.02 Engineering Surveying
- X 5.03 Geodetic Surveying
- _ 5.04a Aerial Photography/Conventional Aircraft
- X 5.04b Aerial Photography Unmanned Aircraft System (UAS) Concept Grade
- X 5.04c Aerial Photography Unmanned Aircraft System (UAS) Design Grade
- X 5.05 Aerial Photogrammetry
- X 5.06a Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)
- X 5.06b Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)
- X 5.06c Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)
- _ 5.06d Topographic Remote Sensing (SONAR)
- _ 5.06e Topographic Remote Sensing Thermal and Infrared
- X 5.07 Cartography
- X 5.08 Subsurface Utility Engineering

6. Soils, Foundation & Materials Testing

- _ 6.01a Soil Surveys
- _ 6.01b Geological and Geophysical Studies
- _ 6.02 Bridge Foundation Studies
- _ 6.03 Hydraulic and Hydrological Studies (Soils and Foundation)
- _ 6.04a Laboratory Materials Testing
- _ 6.04b Field Testing of Roadway Construction Materials
- _ 6.05 Hazard Waste Site Assessment Studies

8. Construction

- X 8.01 Construction Supervision
- _ 8.02 Airport Construction Administration and Observation

9. Erosion and Sedimentation Control

- X 9.01 Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
- X 9.02 Rainfall and Runoff Reporting
- X 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
KIMLEY-HORN AND ASSOCIATES, INC. 3930 East Jones Bridge Road, Suite 350 Peachtree Corners, GA 30092	September 12, 2024	August 31, 2027

SIGNATURE

Christopher Rudd

1.	**Transportation Planning**		
X	1.01	State Wide Systems Planning	
X	1.02	Urban Area and Regional Transportation Planning	
X	1.03	Aviation Systems Planning	
X	1.04	Mass and Rapid Transportation Planning	
X	1.05	Alternate System and Corridor Location Planning	
_	1.06	Unknown	
X	1.06a	NEPA Documentation	
X	1.06b	History	
X	1.06c	Air Studies	
X	1.06d	Noise Studies	
X	1.06e	Ecology	
X	1.06f	Archaeology	
_	1.06g	Freshwater Aquatic Surveys	
_	1.06h	Bat Surveys	
X	1.07	Attitude, Opinion and Community Value Studies	
X	1.08	Airport Master Planning	
X	1.09	Location Studies	
X	1.10	Traffic Studies	
_	1.11	Traffic and Toll Revenue Studies	
X	1.12	Major Investment Studies	
X	1.13	Non-Motorized Transportation Planning	
2	**Mass Transit Operations**		
_	2.01	Mass Transit Program (Systems) Management	
X	2.02	Mass Transit Feasibility and Technical Studies	
_	2.03	Mass Transit Vehicle and Propulsion System	
	2.04	Mass Transit Controls, Communications and Information Systems	
_	2.05	Mass Transit Architectural Engineering	
X	2.06	Mass Transit Unique Structures	
_	2.07	Mass Transit Electrical and Mechanical Systems	
_	2.08	Mass Transit Operations Management and Support Services	
X	2.09	Aviation	
_	2.10	Mass Transit Program (Systems) Marketing	
3	**Highway Design Roadway**		
X	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design	
X	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers	
X	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas	
X	3.04	Multi-Lane, Limited Access Expressway Type Highway Design	
X	3.05	Design of Urban Expressway and Interstate	
X	3.06	Traffic Operations Studies	
X	3.07	Traffic Operations Design	
X	3.08	Landscape Architecture	
3.	**Highway Design Roadway (continued)**		
X	3.09	Traffic Control System Analysis, Design and Implementation	
X	3.10	Utility Coordination	
_	3.11	Architecture	
X	3.12	Hydraulic and Hydrological Studies (Roadway)	
X	3.13	Facilities for Bicycles and Pedestrians	
_	3.14	Historic Rehabilitation	
X	3.15	Highway Lighting	
_	3.16	Value Engineering	
X	3.17	Design od Toll Facilities Infrastructure	
4.	**Highway Structures**		
X	4.01a	Minor Bridges Design	
_	4.01b	Minor Bridges Design CONDITIONAL	
X	4.02	Major Bridges Design	
_	4.03	Movable Span Bridges Design	
X	4.04	Hydraulic and Hydrological Studies (Bridges)	
X	4.05	Bridge Inspection	
5.	**Topography**		
_	5.01	Land Surveying	
_	5.02	Engineering Surveying	
_	5.03	Geodetic Surveying	
_	5.04a	Aerial Photography/Conventional Aircraft	
_	5.04b	Aerial Photography Unmanned Aircraft System (UAS) Concept Grade	
_	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade	
_	5.05	Aerial Photogrammetry	
_	5.06a	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)	
_	5.06b	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)	
_	5.06c	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)	
_	5.06d	Topographic Remote Sensing (SONAR)	
_	5.06e	Topographic Remote Sensing Thermal and Infrared	
_	5.07	Cartography	
_	5.08	Subsurface Utility Engineering	
6.	**Soils, Foundation & Materials Testing**		
_	6.01a	Soil Surveys	
_	6.01b	Geological and Geophysical Studies	
_	6.02	Bridge Foundation Studies	
X	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)	
_	6.04a	Laboratory Materials Testing	
_	6.04b	Field Testing of Roadway Construction Materials	
_	6.05	Hazard Waste Site Assessment Studies	
8.	**Construction**		
X	8.01	Construction Supervision	
X	8.02	Airport Construction Administration and Observation	
9.	**Erosion and Sedimentation Control**		
X	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program	
_	9.02	Rainfall and Runoff Reporting	
_	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations	

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
Modern Mobility Partners, LLC 730 Peachtree St. NE, Suite 650 Atlanta, GA 30308	May 8, 2025	January 11, 2027

SIGNATURE

Christopher Rudd

1. Transportation Planning

- X 1.01 State Wide Systems Planning
- X 1.02 Urban Area and Regional Transportation Planning
- _ 1.03 Aviation Systems Planning
- X 1.04 Mass and Rapid Transportation Planning
- X 1.05 Alternate System and Corridor Location Planning
- _ 1.06 Unknown
- _ 1.06a NEPA Documentation
- _ 1.06b History
- X 1.06c Air Studies
- _ 1.06d Noise Studies
- _ 1.06e Ecology
- _ 1.06f Archaeology
- _ 1.06g Freshwater Aquatic Surveys
- _ 1.06h Bat Surveys
- X 1.07 Attitude, Opinion and Community Value Studies
- _ 1.08 Airport Master Planning
- X 1.09 Location Studies
- X 1.10 Traffic Studies
- X 1.11 Traffic and Toll Revenue Studies
- X 1.12 Major Investment Studies
- X 1.13 Non-Motorized Transportation Planning

2 Mass Transit Operations

- _ 2.01 Mass Transit Program (Systems) Management
- X 2.02 Mass Transit Feasibility and Technical Studies
- _ 2.03 Mass Transit Vehicle and Propulsion System
- 2.04 Mass Transit Controls, Communications and Information Systems
- _ 2.05 Mass Transit Architectural Engineering
- _ 2.06 Mass Transit Unique Structures
- _ 2.07 Mass Transit Electrical and Mechanical Systems
- _ 2.08 Mass Transit Operations Management and Support Services
- _ 2.09 Aviation
- _ 2.10 Mass Transit Program (Systems) Marketing

3 Highway Design Roadway

- _ 3.01 Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
- _ 3.02 Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
- _ 3.03 Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas
- _ 3.04 Multi-Lane, Limited Access Expressway Type Highway Design
- _ 3.05 Design of Urban Expressway and Interstate
- X 3.06 Traffic Operations Studies
- _ 3.07 Traffic Operations Design
- _ 3.08 Landscape Architecture

3. Highway Design Roadway (continued)

- _ 3.09 Traffic Control System Analysis, Design and Implementation
- _ 3.10 Utility Coordination
- _ 3.11 Architecture
- _ 3.12 Hydraulic and Hydrological Studies (Roadway)
- _ 3.13 Facilities for Bicycles and Pedestrians
- _ 3.14 Historic Rehabilitation
- _ 3.15 Highway Lighting
- _ 3.16 Value Engineering
- _ 3.17 Design od Toll Facilities Infrastructure

4. Highway Structures

- _ 4.01a Minor Bridges Design
- _ 4.01b Minor Bridges Design CONDITIONAL
- _ 4.02 Major Bridges Design
- _ 4.03 Movable Span Bridges Design
- _ 4.04 Hydraulic and Hydrological Studies (Bridges)
- _ 4.05 Bridge Inspection

5. Topography

- _ 5.01 Land Surveying
- _ 5.02 Engineering Surveying
- _ 5.03 Geodetic Surveying
- _ 5.04a Aerial Photography/Conventional Aircraft
- _ 5.04b Aerial Photography Unmanned Aircraft System (UAS) Concept Grade
- _ 5.04c Aerial Photography Unmanned Aircraft System (UAS) Design Grade
- _ 5.05 Aerial Photogrammetry
- _ 5.06a Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)
- _ 5.06b Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)
- _ 5.06c Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)
- _ 5.06d Topographic Remote Sensing (SONAR)
- _ 5.06e Topographic Remote Sensing Thermal and Infrared
- X 5.07 Cartography
- _ 5.08 Subsurface Utility Engineering

6. Soils, Foundation & Materials Testing

- _ 6.01a Soil Surveys
- _ 6.01b Geological and Geophysical Studies
- _ 6.02 Bridge Foundation Studies
- _ 6.03 Hydraulic and Hydrological Studies (Soils and Foundation)
- _ 6.04a Laboratory Materials Testing
- _ 6.04b Field Testing of Roadway Construction Materials
- _ 6.05 Hazard Waste Site Assessment Studies

8. Construction

- _ 8.01 Construction Supervision
- _ 8.02 Airport Construction Administration and Observation

9. Erosion and Sedimentation Control

- _ 9.01 Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
- _ 9.02 Rainfall and Runoff Reporting
- _ 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
Roots Design Studio, LLC 5099 Woodridge Way, Tucker, GA 30084	May 9, 2025	August 31, 2027

SIGNATURE

Christopher Rudd

1. Transportation Planning

_	1.01	State Wide Systems Planning
_	1.02	Urban Area and Regional Transportation Planning
_	1.03	Aviation Systems Planning
_	1.04	Mass and Rapid Transportation Planning
_	1.05	Alternate System and Corridor Location Planning
_	1.06	Unknown
_	1.06a	NEPA Documentation
_	1.06b	History
_	1.06c	Air Studies
_	1.06d	Noise Studies
_	1.06e	Ecology
_	1.06f	Archaeology
_	1.06g	Freshwater Aquatic Surveys
_	1.06h	Bat Surveys
_	1.07	Attitude, Opinion and Community Value Studies
_	1.08	Airport Master Planning
_	1.09	Location Studies
_	1.10	Traffic Studies
_	1.11	Traffic and Toll Revenue Studies
_	1.12	Major Investment Studies
	1.13	Non-Motorized Transportation Planning

2 Mass Transit Operations

_	2.01	Mass Transit Program (Systems) Management
_	2.02	Mass Transit Feasibility and Technical Studies
_	2.03	Mass Transit Vehicle and Propulsion System
	2.04	Mass Transit Controls, Communications and Information Systems
_	2.05	Mass Transit Architectural Engineering
_	2.06	Mass Transit Unique Structures
_	2.07	Mass Transit Electrical and Mechanical Systems
_	2.08	Mass Transit Operations Management and Support Services
_	2.09a	Airport Design
_	2.09b	Airport Electrical
_	2.10	Mass Transit Program (Systems) Marketing

3 Highway Design Roadway

_	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
_	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
_	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas
_	3.04	Multi-Lane, Limited Access Expressway Type Highway Design
_	3.05	Design of Urban Expressway and Interstate
_	3.06	Traffic Operations Studies
_	3.07	Traffic Operations Design
X	3.08	Landscape Architecture

3. Highway Design Roadway (continued)

_	3.09	Traffic Control System Analysis, Design and Implementation
_	3.10	Utility Coordination
_	3.11	Architecture
_	3.12	Hydraulic and Hydrological Studies (Roadway)
X	3.13	Facilities for Bicycles and Pedestrians
_	3.14	Historic Rehabilitation
_	3.15	Highway Lighting
_	3.16	Value Engineering
_	3.17	Design od Toll Facilities Infrastructure

4. Highway Structures

_	4.01a	Minor Bridges Design
_	4.01b	Minor Bridges Design CONDITIONAL
_	4.02	Major Bridges Design
_	4.03	Movable Span Bridges Design
_	4.04	Hydraulic and Hydrological Studies (Bridges)
_	4.05	Bridge Inspection

5. Topography

_	5.01	Land Surveying
_	5.02	Engineering Surveying
_	5.03	Geodetic Surveying
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_	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade
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_	5.07	Cartography
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_	6.02	Bridge Foundation Studies
_	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)
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_	6.04b	Field Testing of Roadway Construction Materials
_	6.05	Hazard Waste Site Assessment Studies

8. Construction

_	8.01	Construction Supervision
_	8.02	Airport Construction Administration and Observation

9. Erosion and Sedimentation Control

_	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
_	9.02	Rainfall and Runoff Reporting
_	9.03	Field Inspections for Compliance of Erosion and

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
Surveying and Mapping, LLC (SAM, LLC) 60 Chamisa Road, Bldg. 1, Ste. 101, Covington, GA 30016	October 16, 2023	December 14, 2026

SIGNATURE

Hiral Patel

1. Transportation Planning

_	1.01	State Wide Systems Planning
_	1.02	Urban Area and Regional Transportation Planning
_	1.03	Aviation Systems Planning
_	1.04	Mass and Rapid Transportation Planning
_	1.05	Alternate System and Corridor Location Planning
_	1.06	Unknown
_	1.06a	NEPA Documentation
_	1.06b	History
_	1.06c	Air Studies
_	1.06d	Noise Studies
_	1.06e	Ecology
_	1.06f	Archaeology
_	1.06g	Freshwater Aquatic Surveys
_	1.06h	Bat Surveys
_	1.07	Attitude, Opinion and Community Value Studies
_	1.08	Airport Master Planning
_	1.09	Location Studies
_	1.10	Traffic Studies
_	1.11	Traffic and Toll Revenue Studies
_	1.12	Major Investment Studies
	1.13	Non-Motorized Transportation Planning

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_	2.03	Mass Transit Vehicle and Propulsion System
	2.04	Mass Transit Controls, Communications and Information Systems
_	2.05	Mass Transit Architectural Engineering
_	2.06	Mass Transit Unique Structures
_	2.07	Mass Transit Electrical and Mechanical Systems
_	2.08	Mass Transit Operations Management and Support Services
_	2.09	Aviation
_	2.10	Mass Transit Program (Systems) Marketing

3 Highway Design Roadway

_	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
_	3.02	Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
_	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas
_	3.04	Multi-Lane, Limited Access Expressway Type Highway Design
_	3.05	Design of Urban Expressway and Interstate
_	3.06	Traffic Operations Studies
_	3.07	Traffic Operations Design
_	3.08	Landscape Architecture

3. Highway Design Roadway (continued)

_	3.09	Traffic Control System Analysis, Design and Implementation
X	3.10	Utility Coordination
_	3.11	Architecture
_	3.12	Hydraulic and Hydrological Studies (Roadway)
_	3.13	Facilities for Bicycles and Pedestrians
_	3.14	Historic Rehabilitation
_	3.15	Highway Lighting
_	3.16	Value Engineering
_	3.17	Design od Toll Facilities Infrastructure

4. Highway Structures

_	4.01a	Minor Bridges Design
_	4.01b	Minor Bridges Design CONDITIONAL
_	4.02	Major Bridges Design
_	4.03	Movable Span Bridges Design
_	4.04	Hydraulic and Hydrological Studies (Bridges)
_	4.05	Bridge Inspection

5. Topography

X	5.01	Land Surveying
X	5.02	Engineering Surveying
X	5.03	Geodetic Surveying
X	5.04a	Aerial Photography/Conventional Aircraft
X	5.04b	Aerial Photography Unmanned Aircraft System (UAS) Concept Grade
X	5.04c	Aerial Photography Unmanned Aircraft System (UAS) Design Grade
X	5.05	Aerial Photogrammetry
X	5.06a	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)
X	5.06b	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Design Grade)
X	5.06c	Topographic Remote Sensing (Unmanned Aircraft Systems LIDAR) (Concept Grade)
_	5.06d	Topographic Remote Sensing (SONAR)
X	5.06e	Topographic Remote Sensing Thermal and Infrared
X	5.07	Cartography
X	5.08	Subsurface Utility Engineering

6. Soils, Foundation & Materials Testing

_	6.01a	Soil Surveys
_	6.01b	Geological and Geophysical Studies
_	6.02	Bridge Foundation Studies
_	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)
_	6.04a	Laboratory Materials Testing
_	6.04b	Field Testing of Roadway Construction Materials
_	6.05	Hazard Waste Site Assessment Studies

8. Construction

_	8.01	Construction Supervision
X	8.02	Airport Construction Administration and Observation

9. Erosion and Sedimentation Control

_	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
_	9.02	Rainfall and Runoff Reporting
_	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

STATE OF GEORGIA DEPARTMENTOF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
UES Professional Solutions 18, LLC 1955 VAUGHN RD., SUITE 101, KENNESAW, GA 30144-7808	February 9, 2023	March 12, 2026

SIGNATURE

Christopher Rudd

1. Transportation Planning

_	1.01	State Wide Systems Planning
_	1.02	Urban Area and Regional Transportation Planning
_	1.03	Aviation Systems Planning
_	1.04	Mass and Rapid Transportation Planning
_	1.05	Alternate System and Corridor Location Planning
_	1.06	Unknown
_	1.06a	NEPA Documentation
_	1.06b	History
_	1.06c	Air Studies
_	1.06d	Noise Studies
_	1.06e	Ecology
_	1.06f	Archaeology
_	1.06g	Freshwater Aquatic Surveys
_	1.06h	Bat Surveys
_	1.07	Attitude, Opinion and Community Value Studies
_	1.08	Airport Master Planning
_	1.09	Location Studies
_	1.10	Traffic Studies
_	1.11	Traffic and Toll Revenue Studies
_	1.12	Major Investment Studies
	1.13	Non-Motorized Transportation Planning

2 Mass Transit Operations

_	2.01	Mass Transit Program (Systems) Management
_	2.02	Mass Transit Feasibility and Technical Studies
_	2.03	Mass Transit Vehicle and Propulsion System
	2.04	Mass Transit Controls, Communications and Information Systems
_	2.05	Mass Transit Architectural Engineering
_	2.06	Mass Transit Unique Structures
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