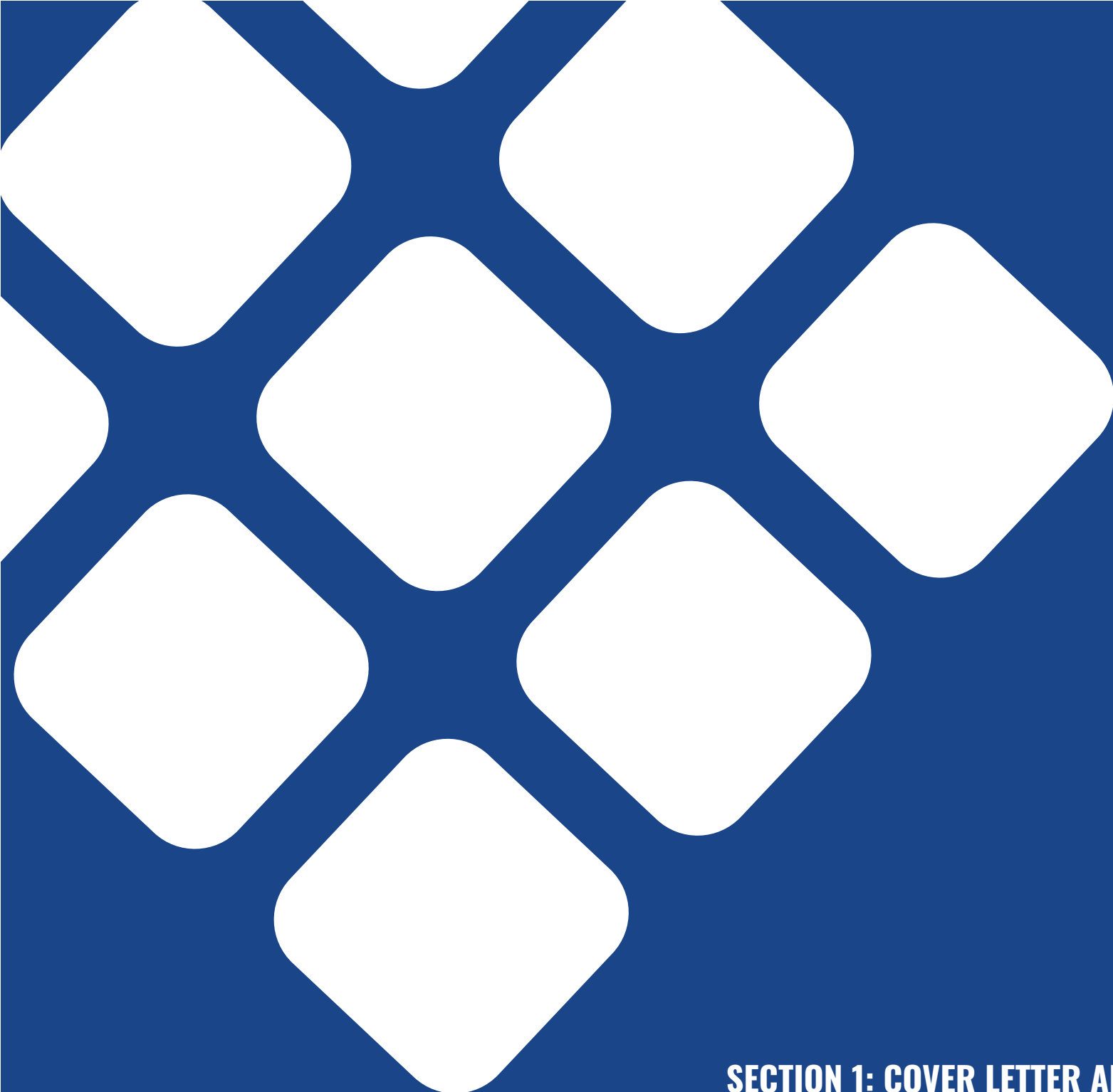


STATEMENT OF QUALIFICATIONS/PROPOSAL
HALL COUNTY, GEORGIA
STATE ROUTE 13/ATLANTA HIGHWAY CORRIDOR STUDY
RFQ/P NO. 45-005

HALL COUNTY GOVERNMENT

SUBMITTED BY CROY ENGINEERING
MAY 30, 2024



SECTION 1: COVER LETTER AND EXECUTIVE SUMMARY



May 30, 2024

Hall County Government Center
Andrew Youngblood, Issuing Officer
Purchasing Division - 4th Floor
2875 Browns Bridge Road
Gainesville, Georgia 30504
Attn: Andrew Youngblood

To whom it may concern,

We are pleased to submit the following statement of qualifications outlining why our Croy team is well-positioned to assist Hall County Government with developing the State Route 13/Atlanta Highway Corridor Study. As a firm with proven transportation, traffic, and planning experience across the Southeast, we are more than capable of assisting you with this study. The following points summarize the advantages of Croy and why our experience will benefit the County on this effort.

We have a local presence and commitment. As a Georgia-based firm, Croy is committed to serving and investing in communities across the state, including Hall County. This is best demonstrated by our current relationship with the County – both with an active on-call contract to provide right-of-way acquisition services, in addition to performing acquisition for infrastructure improvement projects, such as the Sardis Road Connector and the Spout Springs Road widening.

We are a diverse, energetic team. We strategically built our Croy team to be a mix of seasoned professionals, who will bring proven experience, and emerging leaders, who will bring fresh perspectives and innovative ideas.

On behalf of Croy, I will serve as your project manager and primary point-of-contact – providing you with clear communication, status updates, and responsive service throughout this study process. I am also a certified Road Safety Professional (RSP), and have worked on numerous safety, planning, and infrastructure improvement projects.

In addition, our team is joined by Sycamore Consulting who will provide public involvement services. Our Croy team members have collaborated with Sycamore on previous projects, such as the Griffin-Spalding County Comprehensive Transportation Plan (CTP) Update. This familiarity with working together will enable our team to begin work on this study seamlessly, efficiently, and effectively.

We are committed to your success. Finally, we recognize the significance increased circulation and safety can have on community development; how the County evolves and improves mobility will have a critical impact on your citizens, quality of life, and economic success. Our relationship with Hall County is important to us, and our team is committed to leading a successful study process that will develop realistic strategies for implementation.

If you have any questions regarding this qualifications package, please reach out to me at 678.580.9981 (cell) or by email at aturner@croyeng.com. We are excited for the opportunity to continue working with you.

Respectfully,

A handwritten signature in blue ink that reads "Aimee S. Turner".

Aimee S. Turner, PE, PTOE, RSP1
Traffic Engineering Department Manager | Croy

CROY | PRIME CONSULTANT



Croy is an award-winning, full-service consulting firm founded in 2005. As a leading provider of design solutions in the Southeast, Croy leverages its local presence and community ties to serve both public and private sector clients on the local, regional, and national levels.

Serving as the prime consultant for this corridor study, Croy is a more than 100-person firm headquartered in Marietta, Ga. While the firm is based in Georgia, Croy also has office locations across the Southeast, including Huntsville, Ala. and Chattanooga, Tenn. **Our team will be led out of the Marietta office.** More information about Croy is included to the right.

SYCAMORE CONSULTING | SUBCONSULTANT



Incorporated in 1996, Sycamore Consulting, Inc. is a dynamic, small, woman-owned business enterprise based in Decatur, Ga. dedicated to providing high-quality stakeholder and public outreach strategies to both government and private clients. The firm is a registered WBE/DBE with the State of Georgia, LSBE with DeKalb County, and a certified SBE/FBE with City of Atlanta.

Possessing a wide range of experience, Sycamore provides broad-reaching and effective public involvement programs for complex transportation and land use projects, including active living plans, strategic plans, trails and open space, corridor studies, comprehensive transportation plans, comprehensive land use plans, roadways, transit and more. Sycamore utilizes traditional public outreach techniques, such as in-person and virtual public forums and workshops, as well as grassroots efforts, market research, and social media to connect with the public.

CONTACT INFORMATION

Headquarters

200 Cobb Parkway North
Building 400, Suite 413
Marietta, GA 30062
770.971.5407 [p]

Chattanooga Office

1270 Market Street
Chattanooga, TN 37402
423.708.5858 [p]

Huntsville Office

603 Madison Street
Huntsville, AL 35801
256.517.8555 [p]

Primary Point-of-Contact

Aimee S. Turner, PE, PTOE, RSP1
678.580.9981 [c]
aturner@croyeng.com

COMPANY INFORMATION

Private Partnership
Incorporated in Georgia
19 Years in Business (2005)
Limited Liability Company

COMPANY AWARDS

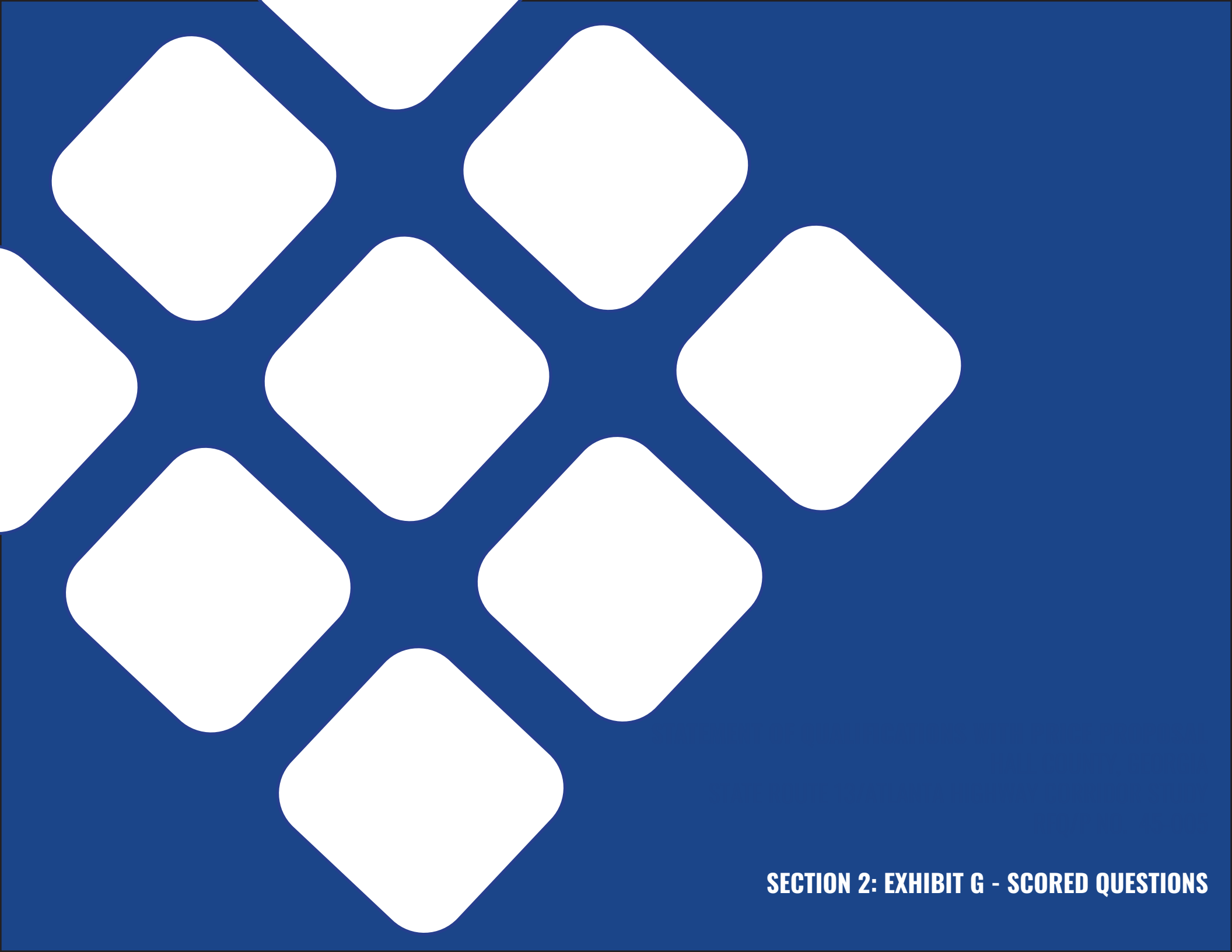


100+

EMPLOYEES


CORE DISCIPLINES

Aviation
Construction Management
Environmental
Land / Right-of-Way Acquisition
Landscape Architecture
Municipal Utilities
Parks and Recreation
Planning
Program Management
Public Involvement
Site Development
Stormwater
Surveying
Traffic Engineering
Transit
Transportation



SECTION 2: EXHIBIT G - SCORED QUESTIONS

MANDATORY SCORED QUESTIONS/RESPONSES

QUESTION	ANSWER
<p>1. Does your company have at least three (3) sequential years of experience in providing services as detailed in the Scope of Work outlined in this RFQ/P document?</p>	<p>Yes, Croy has performed transportation planning and traffic/transportation engineering projects for municipalities across Georgia since our founding in 2005. These projects include corridor studies, safety audits, pedestrian and bicycle infrastructure improvements, comprehensive transportation plan updates, multi-modal evaluations, and more. Further information about our Croy team's experience can be found on the following pages of this submittal.</p>
<p>2. Describe in narrative form at least three (3) projects within the past five (5) years, in similar size and scope that you have completed with project names, entity name, references names, and contact details.</p>	<p>NORTHWEST PINE CORRIDOR STUDY FLORENCE, AL</p> <p>Croy studied approximately 1.6 miles of Northwest Pine Street in Florence, AL, from the downtown area northward through the University of North Alabama (UNA) campus. The study was sponsored by the North Alabama Council of Local Governments (NACOLG) in cooperation with UNA and the City of Florence.</p> <p>The primary goal of the study was to provide recommendations for improving pedestrian safety and accessibility through the corridor without compromising vehicular mobility. This effort included volume, speed and crash data collection, an online survey for public involvement which garnered approximately 300 individual responses in the midst of the COVID-19 quarantine protocols, and a walkability audit with stakeholders to inventory perceived issues and develop preliminary recommendations for consideration.</p> <p>Study recommendations included a “road diet” along the length of the corridor to improve safety and gain room for bicycle and pedestrian facilities, mid-block pedestrian crossings, a new sidewalk or multi-use path for a dense residential area north of campus, intersection improvements, and Americans with Disabilities Act (ADA) accessibility improvements. Additionally, the study incorporated landscaping and streetscaping to enhance pedestrian activity and catalyze re-development. To complement signal upgrades for pedestrian phases, intersection recommendations included a roundabout at the five-legged intersection of North Pine Street and Cypress Mill Road/Jackson Road. This urban roundabout is intended to improve vehicular safety at a complex intersection with a high crash rate. It is also designed to anchor the north end of the corridor and serve as an entry to the north end of the UNA campus.</p> 

MANDATORY SCORED QUESTIONS/RESPONSES

QUESTION	ANSWER
<p>2. Describe in narrative form at least three (3) projects within the past five (5) years, in similar size and scope that you have completed with project names, entity name, references names, and contact details.</p>	<p>FAYETTE COUNTY CORRIDOR STUDIES FAYETTE COUNTY, GA</p> <p>Croy lead a Fayette County Comprehensive Transportation Plan study involving an in-depth analysis of critical corridors. These corridors provide both local access and regional connectivity. The four corridors identified for the study were Sandy Creek Road, Tyrone Road- Palmetto Road, Banks Road, and State Route 279 (SR 279). Fayette County then leveraged local monies and secured funding from The Atlanta Regional Commission (ARC) to perform said studies. The decision was made to perform all four simultaneously with Croy conducting a holistic planning process to develop concepts that increase safety; provide solutions for congestion and delay; identify prospects for multi-modal uses; create sustainable infrastructure improvements; and promote economic development.</p> <p>Croy kept the community at the forefront, strategically staffing each corridor's Stakeholder Committee (SC) with local representatives including: members of homeowners' groups, church leaders, multi-modal advocates, the business community, schools, associated county department heads, and transportation professionals who reside in Fayette County.</p> <p>The Existing Conditions Report identified multiple factors for consideration including: peak hour and daily traffic volumes, truck percentages, crash record analysis, utilities, and an environmental due diligence. An additional effort was to perform a Road Safety Audit (RSA) for each corridor that included staff from Fayette County, GDOT District 3, Fayetteville, Tyrone, and Croy.</p> <p>With the existing conditions data, the first Public Information Open House (PIOH) was held. Nearly 200 citizens gave their insight on areas of concern and potential improvements. This public feedback resulted in the development of concept alternatives and initiated a second PIOH. From the input received by the approximately 250 citizens that attended the second PIOH, Croy evaluated the data and developed a prioritization of alternative improvements such as adding a through lane for each direction and intersection reconstruction with a roundabout. Each improvement was approached with the same goal in mind- safer and more efficient commuting.</p> <p>At the conclusion of the study, presentations were made to the Fayette County Board of Commissioners as well as the councils of the City of Fayetteville and the Town of Tyrone. The study was adopted in December 2019. From this study, Fayette County submitted applications for the inclusion of some of the project recommendations in the ARC's TIP, from which the County received funding for SR 279 improvements.</p>

QUESTION

ANSWER

BIG SHANTY AND BARRETT LAKES CORRIDOR STUDIES
TOWN CENTER COMMUNITY IMPROVEMENT DISTRICT (CID)

As a regional activity center, Town Center continues to establish itself as a destination offering numerous employment, restaurant, and shopping opportunities. An outcome of this economic growth is an increase in trips and the need for systems and infrastructure to accommodate the travel demand. To meet these new travel demands, Town Center Community Improvement District (CID) worked with Croy to study two corridors examining all modes of travel, present approaches promoting safety, and enhancement opportunities to supplement the sense of place.

Throughout these corridor studies, Croy evaluated crash patterns to develop appropriate countermeasures. In addition, Croy conducted a Bicycle-Pedestrian Road Safety Audit for both corridors. The audit helped to assess how conducive the transportation network was to non-vehicular traffic and document road deficiencies that need to be addressed. Through rigorous analysis, public involvement, and transit rider intercepts, Croy developed a plan for these corridors to meet future demands to the system, as well as improve safety for all modes of travel. The final report detailed short-term and long-term projects, as well as recommended approaches to secure funding for successful implementation.

Since the completion of these studies, Town Center CID has advanced a number of the recommended intersection improvements projects, some of which Croy has led the concept development and preliminary engineering efforts.

2. Describe in narrative form at least three (3) projects within the past five (5) years, in similar size and scope that you have completed with project names, entity name, references names, and contact details.



QUESTION

ANSWER

2. Describe in narrative form at least three (3) projects within the past five (5) years, in similar size and scope that you have completed with project names, entity name, references names, and contact details.

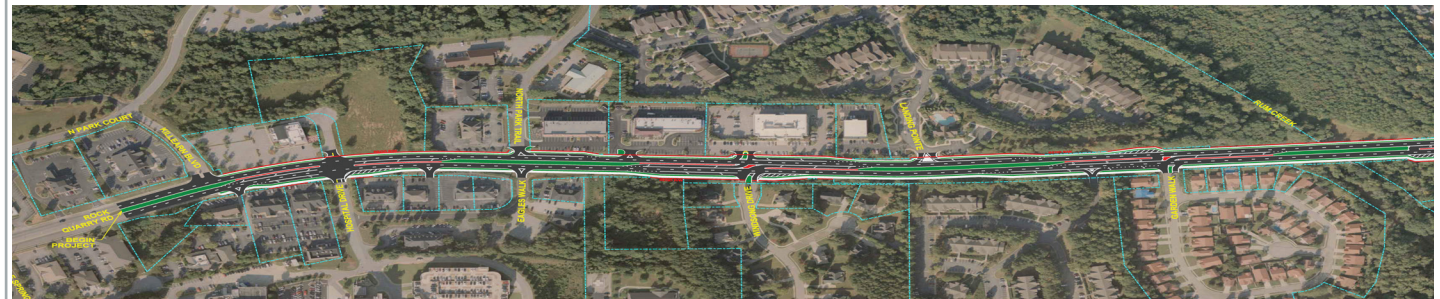
STATE ROUTE 21 ACCESS MANAGEMENT STUDY | GARDEN CITY, GA

Our Croy team performed a study of approximately 3.2 miles of SR 21/Augusta Road from Grange Road to the SR 25/ Burnsed Boulevard ramp in Garden City, Ga. The study was sponsored by the Coastal Region MPO in cooperation with Chatham County-Savannah MPC and Garden City. The goal of the SR 21 Access Management Study was to analyze existing and future roadway conditions and provide recommendations to address the corridor’s operations and safety, multi-modal improvements, streetscape elements, and economic development potential. The study included analyzing existing conditions and needs along the corridor. This effort included traffic operations analysis, crash data analysis, a Road Safety Audit (RSA) with GDOT participation, land use and economic development analysis, multi-modal and transit analysis, freight and railroad analysis, as well as access management evaluation. In addition, our project team conducted two Project Advisory Group meetings and one virtual public forum to inventory perceived issues and develop preliminary recommendations for consideration. The study was approved and adopted by Garden City's council.

ROCK QUARRY ROAD WIDENING, PI NO. 0015090 | HENRY COUNTY, GA

In collaboration with GDOT, Henry County initiated the widening of Rock Quarry Road to reduce congestion and improve mobility. The project additionally corrects some geometric deficiencies to improve intersection and stopping sight distance. Also, an improved pavement section will be designed to withstand the heavy truck traffic, especially at the north end of the project. The result of this project’s completion will result in a less congested roadway with a reduction in crashes and accommodations for various transportation modes along the corridors.

In response to the needs of the county, Croy produced a concept plan that widened Rock Quarry Road to four travel lanes with a raised 20 inch median. The typical section also includes an 8’ multi-use path on the east side of the new roadway and a 5’ sidewalk on the west side. Croy is responsible for managing the project through GDOT’s plan development process and is currently conducting environmental studies, facilitating public involvement and finalizing the concept report. Croy will see the project through preliminary and final design.



QUESTION	ANSWER
<p>2. Describe in narrative form at least three (3) projects within the past five (5) years, in similar size and scope that you have completed with project names, entity name, references names, and contact details.</p>	<p>Croy has a long history of providing clients with successful project results within time and budget parameters. We work to maintain long-term clients by building successful partnerships to achieve project goals. Our Croy team members are committed to remaining responsive, approachable, and flexible to your needs.</p> <p>Please see below for Croy's references names and contact details for each of the projects listed on the previous pages. We encourage you to reach out to the references listed below to learn more about our service.</p> <p>NORTHWEST PINE CORRIDOR STUDY Jesse Turner City of Loretto, Tenn. City Administrator, former Director of Planning and Transportation with NACOLG jturner@cityoflorettotn.gov</p> <p>FAYETTE COUNTY CORRIDOR STUDIES Phil Mallon, PE Fayette County, Ga. Director, Public Works Division pmallon@fayettecountyga.gov</p> <p>BIG SHANTY AND BARRETT LAKES CORRIDOR STUDIES Tracy Styf Town Center Community Improvement District (CID) Executive Director tracy@towncentercid.com</p> <p>STATE ROUTE 21 ACCESS MANAGEMENT STUDY Scott Robider City of Garden City, Ga. City Manager srobieder@gardencity-ga.gov</p> <p>ROCK QUARRY ROAD WIDENING, PI NO. 0015090 Roque Romero, PE Henry County, Ga. SPLOST Transportation Director rromero@co.henry.ga.us</p>

EXHIBIT G - MANDATORY SCORED QUESTIONS/RESPONSES

QUESTION	ANSWER
3. List current projects, percent complete, and total possible workload.	With more than 100 people employed by Croy, a comprehensive list of current projects for our firm is quite substantial. A detailed report can be provided if requested; however, we have not included it in this package as it is more than 60 pages long and includes both active and confidential projects. Instead, below we have included a representative sample of active projects for our proposed team. Although we have numerous projects in various stages, our Croy team always has the capacity to shift resources to take on new projects, as needed. We recognize the importance of balancing various commitments and staffing resources to meet the needs of our clients, and commit to doing so for Hall County.

CLIENT – PROJECT	PERCENT COMPLETE
Lincoln County, Tenn. – Comprehensive Plan	3%
City of Marietta, Ga. – Maxwell Avenue SW	13%
Buckhead Community Improvement District (CID) – Piedmont Road (RFI Services)	30%
Cobb County, Ga. – State Route 280/South Cobb Drive Improvements	42%
Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) – 2050 Metropolitan Transportation Plan	45%
City of Douglasville, Ga. – State Route 92 - Dallas Highway	46%
Henry County, Ga. – Oak Groove Road at Jodeco Road Signal Design	60%
Town Center CID – NC-04 Feasibility Study	65%
Georgia Department of Transportation (GDOT) – Fitzgerald Perimeter Road Improvements – TIA	67%
Perimeter CIDs – Livable Center Initiative (LCI) 10-Year Update	73%
City of Chattanooga, Tenn. – Chattanooga Area Plans Study	80%
City of Powder Springs, Ga. – Truck Routing Plan	86%
City of Marietta, Ga. – East Dixie Avenue Trail	87%
City of Chattanooga, Tenn. – 3rd Street at Riverside Drive Feasibility Study	91%

QUESTION

ANSWER

4. Why Hall County should select your firm for this project. Describe your technical approach.

Our Croy team is well-suited to deliver this State Route 13/Atlanta Highway Corridor Study to Hall County. Below are the advantages of our team, which serve to differentiate us in suitability to conduct this study process for your community. For a more detailed explanation of our Croy team's approach and schedule, see the following pages.



WE HAVE A TRACK RECORD OF SUCCESS.

Our team has experience performing a wide variety of corridor multi-modal studies that address transportation safety and operations. Our success is underscored by the numerous projects our clients have embraced from these plans and have secured external funding to facilitate their implementation and construction.



WE CALL THIS REGION HOME.

As a Georgia-based team, we are committed to investing in communities across the state. We will leverage our relationships and experience performing corridor safety and operational studies of a similar size to recommend implementable, cost-effective projects because the places where you live, work, and play – we call them home, too.



WE WILL CONDUCT A HOLISTIC STUDY.

We will incorporate both quantitative and qualitative data into our analysis to provide a comprehensive safety and operational analysis to address existing conditions and accommodate future demands. Our Croy team will adhere to “Complete Streets” principles during this study process, enabling the corridor to become more accessible and vibrant. By addressing the challenges comprehensively, this area can attract more visitors, support local businesses, and foster a lively and thriving community.

Our team’s experience on similar studies includes four simultaneous corridor studies for Fayette County, Ga., the North End Boulevard corridor safety study for the City of Sandy Springs, Ga., and the State Route 21 corridor access management study in Garden City, Ga., among others.

In addition, Croy currently holds an on-call contract with Hall County to provide right-of-way acquisition services, in addition to performing acquisition for infrastructure improvement projects, such as the Sardis Road Connector and Spout Springs Road widening.



WE WILL BUILD ON EXISTING EFFORTS.

While the solicitation is through Hall County, the Gainesville-Hall County Metropolitan Planning Organization (GHMPO), the City of Gainesville, and the Georgia Department of Transportation (GDOT) also have a vested interest in this project corridor and its improvement. Within the GHMPO area, there are other studies recently completed or currently underway. None of these are positioned to take an in-depth level of analysis of operations and safety envisioned for this study of State Route 13/Atlanta Highway. Consequently, there will be periodic coordination with these other studies, including: the 2025 Metropolitan Transportation Plan (MTP) Update; Bike and Pedestrian Plan Update; and the Safe Streets for All Safety Action Plan.



WE UNDERSTAND SAFETY IS PARAMOUNT

An important component that contributes to the vitality of a community is mobility and accessibility. It is a critical responsibility to provide as safe a transportation infrastructure as possible for the citizens to accomplish their trips. Because of their impact not only for those involved but also the community at large, focused transportation improvement projects are necessary to reduce the number and severity of crashes. The overarching goal of the recommended projects by our Croy team will be to maximize the safety benefits achieved through the investment of construction dollars.

PROJECT UNDERSTANDING

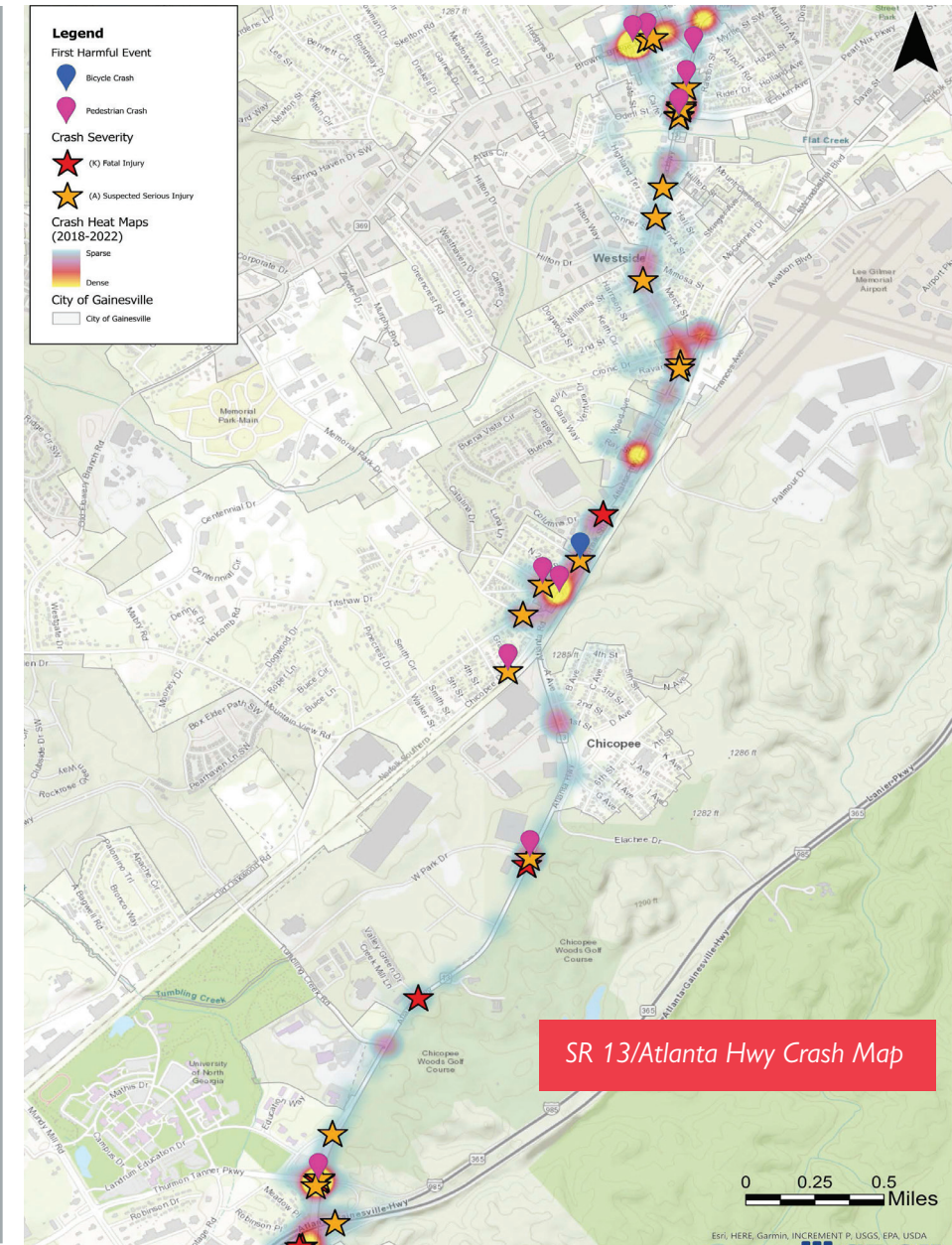
The State Route 13/Atlanta Highway corridor serves an important function for this portion of Hall County. Just below the southern termini (Tumbling Creek Road), the corridor provides access to an interchange with I-985, as well as a University of North Georgia campus. At the northern termini are intersections with Pearl Nix Parkway and Jesse Jewell Parkway, which provides access to the Gainesville downtown area. With one through lane in each direction, the abutting land use south of the railroad bridge on the west side is primarily warehouse/industrial while the abutting land use on the east side includes the Chicopee Woods Golf Course, the Highlands to Islands Trail, and a variety of residential land uses.

North of the railroad bridge, the land use fronting both sides of SR 13/Atlanta Highway is home to a considerable number of smaller commercial and retail businesses connecting to residential areas via the west side's intersecting streets. These different context areas will have a pronounced influence on the types of multi-modal improvements that our Croy team will develop from the technical analyses of the study and the input received through the public engagement.

CORRIDOR CHALLENGES

Currently, congestion and crashes are a routine occurrence along SR 13/Atlanta Highway. There are contributing factors to these challenges, which include that the roadway is only one through lane in each direction and separate turn lanes exist solely at major intersections. Additionally, right turn deceleration lanes into the commercial properties are almost nonexistent due to the private business development pattern.

Additional features presenting challenges to the corridor include a narrow right-of-way with overhead utility poles next to the travel lanes. Furthermore, inconsistent application of driveway geometries not only limits traffic flow, but also potential infrastructure for pedestrians and bicyclists. Our Croy team understands that a holistic evaluation of these and other factors must be accounted for in development of the improvement concepts. Ultimately, our efforts will reduce congestion, lowering the frequency and severity of crashes in the process, while adhering to Complete Streets guidelines.



PROJECT APPROACH PROJECT MANAGEMENT

The initiation of this study will begin with a **kick-off meeting** between Hall County, Gainesville-Hall Metropolitan Planning Organization (GHMPO), City of Gainesville, and our Croy team to gain input into the study process.

The project management process is important to delivering an implementable study. Following the project's kick-off, our team will also hold monthly video conference meetings with the **Project Management Team (PMT)**. The PMT will consist of the GHMPO Project Manager and appropriate staff; representatives from Hall County, City of Gainesville, and the Georgia Department of Transportation (GDOT); and select members of our Croy team. Team members will discuss the study's progress through status updates; perform QA/QC on research and findings; as well as provide support and insight. Within three business days of the call, a summary will be shared to provide clear understanding of the discussion items and tasks to be accomplished.

In addition, Croy team members will aid in presentations at GHMPO Committees, Hall County Board of Commissioners, and City of Gainesville City Council meetings to assist with obtaining approval for the plan and initiate the actions to build the desired transportation improvement projects.



PUBLIC ENGAGEMENT

The stakeholder and public engagement process will utilize a variety of techniques and levels of involvement to draw a complete picture of the community's goals and needs surrounding the future improvements for the SR 13/Atlanta Highway corridor. We understand the critical need to listen to and hear from a variety of voices and to reach a broad range of populations. Croy will be intentional in developing multiple and overlapping avenues to inform and receive feedback from all target groups. Our team will complete an equity analysis to identify critical groups, including low to moderate income, minority, and elderly or disabled citizens, using the CDC Social Vulnerability Index dashboard, as well as create a tailored **Public Participation Plan**.

Our team's approach will make participation engaging, simple, and meaningful, utilizing conventional strategies, as well as innovative tools, such as a Stakeholder Advisory Committee, public workshops, surveys, pop-up events, social media, and an interactive website through Social Pinpoint. This plan will also include opportunities for public input that will not require users to have Internet access or transportation to attend public events. Our team understands that there is a large large Spanish-speaking population along the corridor, and we are committed to being inclusive in our approach to engagement, including translated project materials and interpreters at all events.

By implementing a range of engagement options, we can capture public input that is thorough, representative of the community, and equitable.

STAKEHOLDER ADVISORY COMMITTEE

A **Stakeholder Advisory Committee (SAC)** that includes representatives from key stakeholder groups, such as schools, business associations, and community organizations along the corridor, will be utilized primarily to provide input, review, and comment on draft analyses, concepts, and displays prior to public meetings and help advertise meetings and distribute information to the larger community. Materials will be available in Spanish and English.

INTERACTIVE PUBLIC MEETINGS

Our Croy team proposes holding **public meetings** at key stages in the planning process to educate on the study and process, present milestone information, and collect feedback from stakeholders and the public. Care will be taken to engage citizens with Spanish speaking backgrounds by providing materials in Spanish and having interpreters on-hand. Meetings are proposed at the following points in the process:

- Meeting No. 1 - Project kick-off meeting and visioning workshop to provide an overview of the plan process, solicit opinions on goals and objectives of the study, and gain thoughts on desires and challenges;
- Meeting No. 2 - Design workshop to share preliminary findings and sketch out ideas for future improvements; and
- Meeting No. 3 - Open house presentation of the draft plan for review and comment prior to finalizing the study.

POP-UP EVENTS

To meet the people out in the community, our Croy team will work with the PMT to determine opportunities, such as **pre-planned community events and festivals, parks, athletic and sporting events** to host tabling events to spread the word about the project through displays and gather input through fun, interactive exercises. For example, our Croy team would be able to host a pop-up table during the Gainesville Chicken Festival held at Lake Lanier Olympic Park in October.

ONLINE ENGAGEMENT

Online interaction is proposed to include a project webpage through Social Pinpoint. The project webpage will serve as the central location for online project information, including project overview and schedule, outreach event announcements, study concepts, documents, and mechanisms for feedback. Interactive exercises, such as mapping tools and surveys, will also be developed through Social Pinpoint and housed on the site. In addition, timely and strategic content will be provided to PMT members to post on their own social media channels.

ONLINE SURVEY

Our Croy team will develop an online survey to collect input for the vision and goals and help define evaluation measures for the study solutions. An additional round of surveys will be conducted during the concept development phase to gain feedback on recommendations.

COMMUNICATION MATERIALS

In addition to any online content, our team will also create all meeting displays and handouts using easy to understand language and eye-catching graphics, as well as content for newsletters and press releases for use by the PMT. In addition, we will coordinate with the PMT to ensure project materials are consistent with existing County, City, and MPO branding guidelines. Our Croy team will also provide interpretation services at all events and all written materials will be provided in Spanish to promote inclusivity and maximum participation by all citizens in the corridor.

EXISTING CONDITIONS AND NEEDS ASSESSMENT

To address the needs of all travel modes, a thorough assessment of the existing transportation facilities is key in determining the feasibility of potential improvements along SR 13/Atlanta Highway. Some key components of our Existing Conditions and Needs Assessment are detailed below.

REVIEW OF PREVIOUS PLANS

Our team will conduct a review of relevant previous plans and studies, current land use or transportation regulations or policies that impact the study area, and developments and projects underway, permitted or programmed in the study area.

INFRASTRUCTURE ASSESSMENT

Our team will conduct a review of the roadway infrastructure along the study corridor, including inventory of intersections, turn lanes, medians, bicycle and pedestrian infrastructure, locations of driveways and opportunities for consolidation, and signal timing information.

MULTI-MODAL ANALYSIS

Our team will review the inventory of existing and planned active transportation infrastructure, including sidewalks, bicycle infrastructure, trails, and other pedestrian facilities. A **Level of Traffic Stress (LTS)** analysis will be conducted to quantify the amount of discomfort that people feel when they walk or bicycle close to traffic.

ZONING AND FUTURE LAND USE

A key issue for sustainable development is the relationship between transportation and land use: our Croy team will create a compilation of the various land use characteristic areas that will be used to further describe the character of the thoroughfares within the study area and highlight the relations to major origin destination locations.

CRASH DATA ANALYSIS

Accurate information related to the crashes is critical to identifying casual factors, which will lead to development of cost-effective countermeasures. Our Croy team will complete a detailed crash analysis for the high crash locations identified along the corridor.

For example, during our preliminary crash analysis, we identified the top 5 crash locations along SR 13/Atlanta Highway being at Memorial Park; Ray Street; Near Way/Chronic Drive; Pearl Nix Parkway; and SR 369/Browns Bridge Road. The crash analysis findings, in tandem with available traffic data and a review of infrastructure conditions, will then aid in identifying contributing factors to the crash patterns and trends.

Our team's field review of SR 13/Atlanta Highway will be formatted as a **Roadway Safety Audit (RSA)** mirroring guidance provided by the Federal Highway Administration (FHWA) and GDOT. The RSA aids in verifying field conditions, roadway geometry, horizontal and vertical sight distance conditions, as well as other unforeseen circumstances that may be contributing factors to crash experiences in the area. Moreover, the RSA also provides the opportunity to better identify potential safety issues for the most vulnerable road users, such as bicyclists, pedestrians, motorcyclists, or the aging population.

TRAFFIC OPERATIONS ANALYSIS

To quantify existing and projected traffic operations along the corridor, a capacity analysis will be completed using traffic simulations software, which will output Levels of Service (LOS), delay, as well as other measures of effectiveness. Traffic counts will be collected at key intersections and road segments along the corridor. This effort will include coordinating count locations and types, conducting a traffic growth rate analysis, and evaluating GHMPO's travel demand model outputs.

ENVIRONMENTAL SCREENING AND UTILITIES ANALYSIS

To avoid potential "fatal flaws," a field survey will be conducted by Croy's in-house surveying team to obtain topographic data, utilities, curb lines, sidewalks, and ingress/egress. In addition, Croy's in-house environmental team will conduct windshield surveys and agency database searches of the corridor to determine the presence of potential natural, cultural, physical, and community resources that may be utilized and enhanced as part of the transportation improvements.

ACCESS MANAGEMENT EVALUATION

Access management benefits and tools will be assessed and evaluated, including medians, streetscape improvements and driveway consolidations; intersection and signal improvements; walking, biking, and transit improvements; and economic development opportunities. Our Croy team will also conduct an evaluation of through traffic to reduce vehicle conflicts. The evaluation will include access spacing, including spacing between intersections and distance between driveways, turning lanes, and median treatments.



PLAN DEVELOPMENT

Upon completion of the Existing Conditions Analysis and initial public involvement efforts, the next step of our study process will be developing recommendations for improvements.

Our Croy team, through a collaborative partnership process with the PMT, citizens, stakeholders, and the SAC, will establish the overall tone for the corridor study and **identify the vision, goals, and objectives**. While the vision will present a desired future state of the SR 13/Atlanta Highway corridor, the study's goals will be identified from themes coming from the vision statement. The objectives will address how the community will make progress towards achieving each goal and the measures of effectiveness will track the performance of these objectives.

To aid in the concept development for intersection improvements along the corridor, our team will utilize GDOT's **Intersection Control Evaluation (ICE) tool**, which offers a comprehensive methodology to evaluate and rank traffic control alternatives at an intersection. GDOT's ICE tool considers a number of factors, including existing conditions, crash history, project costs, traffic operations, safety improvements, environmental impacts, and political factors.

Utilizing GDOT's ICE tool is especially useful for the SR 13/Atlanta corridor since it is a state route, and any transportation improvements will have to be reviewed and approved by GDOT during either preliminary engineering design or permitting. For intersections such as Chicopee Mill Road or 1st Street/G Avenue, which were referenced in the RFQ/P as key intersections of interest for improvements, the use of the GDOT ICE tool will show that we've done our due diligence during the concept development phase before selecting the final recommendation for traffic control at the intersection.

After the PMT's review of our team's draft of the recommended projects, a concept layout plan of the preferred alternative and corresponding planning-level cost estimate will be prepared.

The **Conceptual Layout Plan** will be developed on high resolution aerial photography at an engineering scale of 1"=50' or larger. All technical work will be conducted in accordance with GDOT's Plan Development Process (PDP) and will comply with all federal and state requirements. Any cost estimates will be based upon the latest GDOT construction cost data.

IMPLEMENTATION AND FINAL DELIVERABLES

FUNDING AND IMPLEMENTATION STRATEGY

With a review of the previous five years of financial commitment to transportation improvement projects and projected increases in collections from the growth, both 5-year and 10-year action plans will be developed. The plans will identify projected expenditures for preliminary engineering, right-of-way acquisition, and construction costs, as well as the years that these activities will be accomplished.

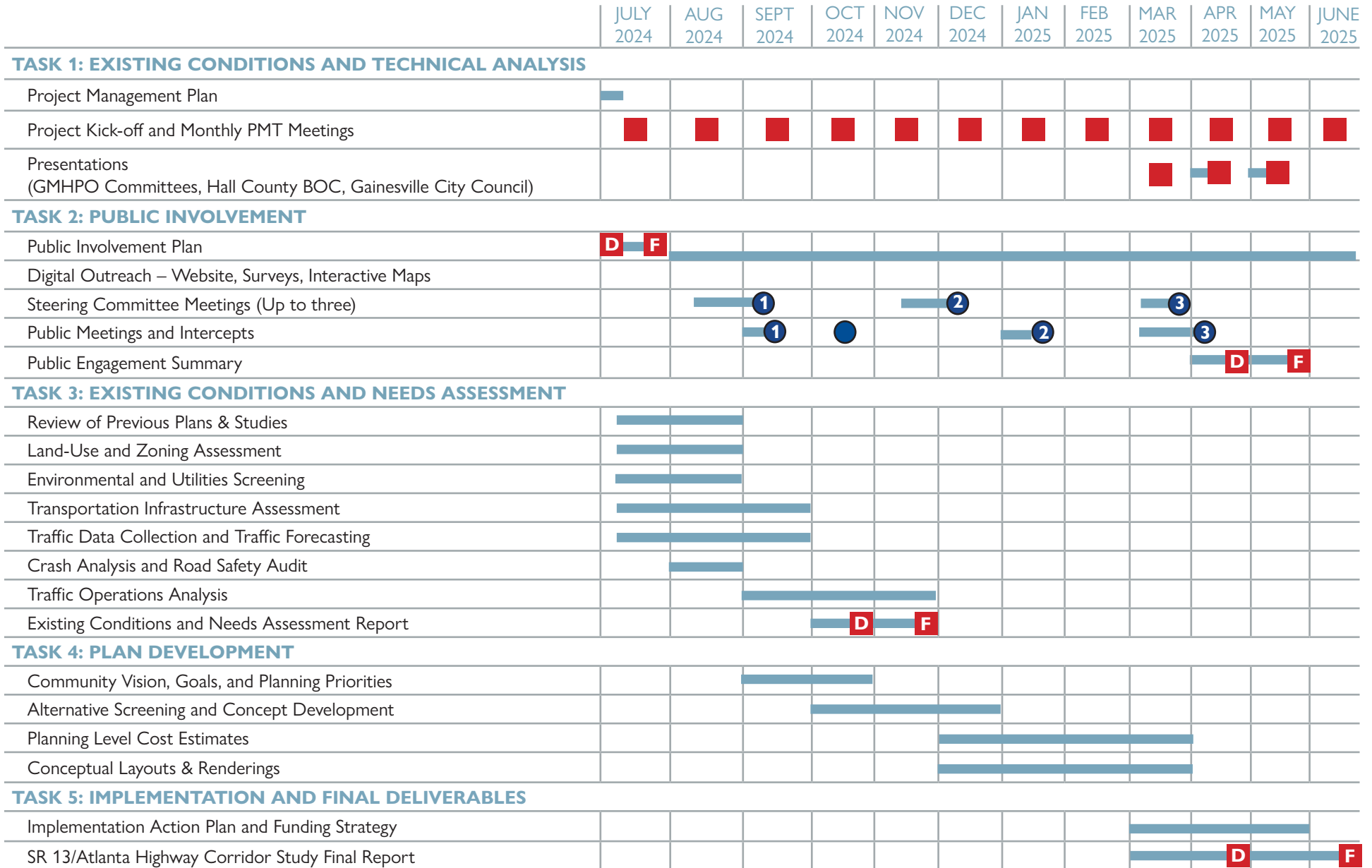
DELIVERABLE

The compilation of the scope of work in this technical approach will be summarized in the **SR 13/Atlanta Highway Corridor Study Final Report**. Following the adoption of the SR 13/Atlanta Highway Corridor Study, all deliverables will be delivered to the GHMPO to signify the completion of the study.

PROJECT SCHEDULE

Croy's proposed timeline for this project process is detailed per task on the following page. The full corridor study development, including public engagement, is estimated to take **approximately 12 months**. Croy is committed to doing everything possible to expedite the schedule to meet desired timelines while maintaining a high-quality, thorough, and comprehensive analysis of transportation improvements in the study area. With that, our team is open to disusing the scale of the proposed project and timeline to revise it to meet the desired outcomes.

PROJECT SCHEDULE



Legend

D Draft deliverable
 F Final Deliverable
 ■ Meeting
 — Task Duration
 ● Chicken Festival

EXHIBIT G - MANDATORY SCORED QUESTIONS/RESPONSES

QUESTION	ANSWER
<p>5. Will any of the proposed services be subcontracted out to a third-party? If so, denote the work, the percentage of total, and list each of the legal entity's company names of the third-party(s).</p>	<p>Yes, our Croy team is supported by one subconsultant – Sycamore Consulting, Inc., a DBE firm who will lead all public involvement efforts for this project. We anticipate Sycamore receiving up to 20 percent of the total contract amount.</p>
<p>6. Describe the expertise of employees that will be on this project. Provide a brief resume and experience record for each key person, including years of experience, education, and location of each person.</p>	<p>Although not required by the County for this study, as the prime consultant, Croy is prequalified by the Georgia Department of Transportation (GDOT) in the following relevant Area Classes: 1.01 Statewide Systems Planning, 1.02 Urban Area and Regional Transportation Planning, 1.07 Attitude, Opinion and Community Value Studies, 1.10 Traffic Studies, and 1.13 Non-Motorized Transportation Planning. Our prequalification certificate may be accessed at GDOT's website or upon request.</p> <p>In addition, with more than 100 professionals across three Southeastern office locations, Croy has the staffing resources available to deliver this necessary corridor study for the County. Many of our team members are cross-trained and able to work on various projects simultaneously, as well as serve as peer reviewers should the need arise.</p> <p>Resumes and brief experience records for each key person on our Croy team are included on the following pages.</p>

Brief resume and experience record for key team member.



Experience

10 years | 10 years with Croy

Education

BS in Civil Engineering,
Georgia Institute of Technology

Location

Marietta, Ga.

Professional Certifications

Professional Engineer:
Georgia, Alabama, Florida,
South Carolina, Tennessee

Professional Traffic
Operations Engineer

Road Safety Professional 1

IMSA Traffic Signal Technician 3

AIMEE S. TURNER, PE, PTOE, RSP1, IMSA TS3 | PROJECT MANAGER AND PRIMARY POINT-OF-CONTACT

Turner serves as the Traffic Engineering Department Manager for Croy and works on a wide range of traffic engineering, safety improvement, and transportation planning projects. Her experience spans traffic impact studies, multi-modal studies, road safety audits, traffic signal analysis and design, as well as comprehensive transportation planning studies. In addition, she was named one of Engineering Georgia's 2023 "35 Under 35 Women to Know," Institute of Transportation Engineers (ITE) 2023 "Class of Young Leaders to Follow," ENR Southeast's 2022 "Top Young Professionals," and Zweig Group's 2021 "Rising Stars in the A/E/C Industry." Select project experiences are outlined below.

SR 21 ACCESS MANAGEMENT STUDY, PI NO. 0017427 | GARDEN CITY, GA

Turner served as the project manager for the access management study along State Route 21. The purpose was to provide recommendations to address the corridor's operations and safety, multi-modal improvements, streetscape elements, and economic development potential. The study included analyzing existing conditions and needs along the corridor. This effort included traffic operations analysis, crash data analysis, a Road Safety Audit with GDOT participation, land use and economic development analysis, multi-modal and transit analysis, freight and railroad analysis, as well as access management evaluation.

NORTHWEST PINE STREET CORRIDOR STUDY | FLORENCE, AL

Croy was assigned this planning study to identify improvements to enhance safety, mobility, and placemaking along the corridor. Turner led the transportation assessment, which included collecting data on the existing roadway facility, a road safety audit, and a crash data analysis to aid in identifying safety needs. Turner also led the effort to complete a needs assessment to identify recommendations for the preferred design of Pine Street and intersection specific recommendations. Using input from the public and stakeholder committees, Turner assisted in developing potential improvements for the corridor and evaluated their impact to traffic operations.

NORTH END BOULEVARD (SR 9) CORRIDOR SAFETY STUDY | SANDY SPRINGS, GA

Turner was the project manager for this safety study of Roswell Road, SR 9 (locally known as the North End Boulevard). Our Croy team performed an existing conditions evaluation, conducted a traffic and roadway safety analysis, including a detailed crash analysis and developed a proposed list of safety improvement projects identified within the study area. As an added value, Turner conducted a Road Safety Audit to verify the preliminary findings via site visits during peak periods. The study was performed in order for the City to seek Federal and/or state safety funds to construct improvements based upon the prioritized list of recommended projects provided by our team.

Brief resume and experience record for key team member.



Experience

44 years | 16 years with Croy

Education

MS in Civil Engineering,
Purdue University; BS in Civil
Engineering, University of Maryland

Location

Marietta, Ga.

Professional Certifications

Professional Engineer:
Georgia, Alabama, Maryland,
South Carolina, Tennessee

Professional Traffic
Operations Engineer

American Institute of
Certified Planners

DAN DOBRY, JR., PE, PTOE, AICP | MULTI-MODAL OPERATIONS + SAFETY LEAD

Dobry is the Transportation Planning Department Manager at Croy. Over the course of his more than four-decade career, he has led planning, transit, transportation, traffic, and engineering projects from concept development to design, then operations and maintenance. Prior to joining Croy, Dobry served as Director of the Cobb County DOT. Select project experiences are profiled below.

FAYETTE COUNTY CORRIDOR STUDY | FAYETTE COUNTY, GA

A recommendation from the Fayette County Comprehensive Transportation Plan was to do more in-depth analysis of critical corridors that not only provide local access, but regional connectivity as well. Four corridors identified for simultaneous study were Sandy Creek Road, Tyrone Road-Palmetto Road, Banks Road, and State Route 279 (SR 279). Croy was asked to conduct a holistic planning process to develop concepts. Dobry led the planning effort for this project, which involved an existing conditions assessment, stakeholder engagements and coordination, public involvement opportunities, a Road Safety Audit, and various progress updates.

SOUTH COBB DRIVE CORRIDOR DEVELOPMENT STUDY | SMYRNA, GA

Dobry served as the project manager for the study that involved developing alternative concepts to maintain efficient traffic operations, as well as promoting walking and bicycling along, across, and to the corridor, while enhancing transit service and utilization. The study included extensive public involvement throughout the process to help build consensus.

BIG SHANTY ROAD AND BARRETT LAKES BOULEVARD CORRIDOR STUDIES | KENNESAW, GA

Town Center Community Improvement District worked with Croy to study two corridors examining all modes of travel, present approaches promoting safety, and enhancement opportunities to supplement the sense of place. Throughout these corridor studies, Croy assessed the impacts and growth opportunities of the corridors. During the study, Dobry’s role was Project Manager. He had responsibility for monitoring completion of the tasks, budget utilization, and ensured the schedule was adhered to. In addition, Dobry participated in the public involvement activities. Finally, Dobry had input to the final reports detailing short-term and long-term projects, as well as recommending approaches to funding.

DOUGLASVILLE MULTI-MODAL STUDY, WARD 1 | DOUGLASVILLE, GA

Dobry was the senior advisor for the multi-modal evaluation in Ward 1 of the City. He has reviewed the documentation quantifying existing safety and operational conditions. He also participated in the Road Safety Audit (RSA) engaging in evaluation of multi-modal infrastructure, roadway geometry, horizontal and sight distance conditions, and traffic control devices. In addition, Dobry participated in public engagement activities that included interaction with the Project Advisory Group, Arbor Station HOA, and a virtual public meeting. Dobry contributed to a final report that included a prioritized project list and implementation plan.

Brief resume and experience record for key team member.



Experience

5 years | 4 years with Sycamore

Education

Georgia Institute of Technology,
Master of City & Regional Planning

Florida State University, BA History

Location

Atlanta, Ga.

Professional Certifications

American Institute of Certified
Planners, November 2023

ED CADDELL, AICP | PLANNER/PUBLIC ENGAGEMENT SPECIALIST

Caddell specializes in public engagement and has managed outreach campaigns for a wide range of municipal and agency clients. He is skilled in a range of virtual and in-person engagement strategies, including interactive websites, surveys, formal public meetings, and informal pop-up activities. Additional skills include data visualization, GIS mapping, report writing, and transportation planning and analysis.

CLARKSTON GREENWAY STUDY | CLARKSTON, GA

Caldwell is leading the public engagement effort to identify a non-motorized pathway between popular destinations in the city and beyond to increase much needed local and regional connectivity. His tasks on this study include coordination of project ambassador training program; coordination of event outreach; stakeholder interviews; creation of and analysis of project surveys; and development of online content.

CITY OF CHAMBLEE COMPREHENSIVE PLAN UPDATE | CHAMBLEE, GA

Caddell is leading public engagement efforts for this plan update. In this role, his tasks include organizing and facilitating stakeholder interviews and a Steering Committee; building and maintaining an engagement website with interactive mapping tool and surveys; organizing and creating content for virtual and in-person public meetings and pop-ups; creating flyers and promotional material for outreach events; and summarizing and analyzing public input.

**MARTA H.E. HOLMES STATION TRANSIT-ORIENTED DEVELOPMENT (TOD) MASTER PLAN
ATLANTA, GA**

Caddell co-led the public engagement effort for a TOD on 22 acres surrounding H.E. Holmes heavy rail station. Specific tasks included coordination with elected officials, Neighborhood Planning Units (NPU) I and H, and community leaders and institutions; build-out of an interactive project website; and planning and promoting of in-person and virtual workshops and events.

LILBURN COMMUNITY IMPROVEMENT DISTRICT (CID) LCI UPDATE | LILBURN, GA

Caddell led public engagement efforts for the update of the Lilburn's CID Livable Centers Initiative (LCI) study. Tasks included organizing and facilitating stakeholder group meetings; creating flyers and promotional materials; building and maintaining an engagement website with interactive mapping tool and surveys; organizing and creating content for virtual and in-person public meetings and pop-ups; and summarizing and analyzing public input.

Below is brief background information on additional team lead members.



WAYNE MCGARY, PE | QA/QC

Education: BS in Civil Engineering Technology, Southern Polytechnic University

Experience: 25 years | 15 years with Croy

Location: Marietta, Ga.

Over the past 25 years, McGary has served as a project manager and lead design engineer on numerous transportation projects, including intersection improvements, roundabouts, signalization upgrades, road widening and realignments, as well as sidewalk improvements. During these projects, McGary successfully interfaced with local municipalities, counties, Georgia Department of Transportation, and other state agencies. Prior to joining Croy, McGary served as staff engineer for the City of Marietta, Ga., where he reviewed all city roadway and sidewalk projects for compliance with applicable city, state, and Federal requirements. He also assisted with construction administration, design review, right-of-way acquisition, cost-to-cure analysis, inspection, and value engineering.



ETHAN A. GREENE, AICP | LAND USE AND GIS MAPPING LEAD

Education: BS in Political Science, University of Tennessee at Chattanooga; Master of City and Regional Planning, Clemson University

Experience: 6 of years of experience | One year with Croy

Location: Chattanooga, Tenn.

Greene serves as a Senior Planner for Croy and works on a wide range of comprehensive and transportation planning projects. His primary responsibilities include the production and delivery of transportation corridor plans, bike-pedestrian and complete streets master planning, transit planning, long range transportation and comprehensive planning, safety and equity planning, land use planning, as well as public engagement, GIS mapping, and data analysis.



CHRIS RIDEOUT, PE | TRANSPORTATION DESIGN

Education: BS in Civil Engineering, Georgia Institute of Technology

Experience: 35 years | 14 years with Croy

Location: Marietta, Ga.

Rideout has more than 35 years of transportation engineering experience that includes all aspects of roadway design. In particular, he has experience with concept preparation and validation, Value Engineering (VE) studies, cost estimation, intersection reconfigurations, roundabout design, minor/major urban road widening, and new alignments. Rideout is a board member with the American Society of Highway Engineers of Georgia (ASHE Georgia).



ERIC BRISSE, PE | COST ESTIMATION LEAD

Education: BS in Civil Engineering Technology, Kennesaw State University's Southern Polytechnic College of Engineering

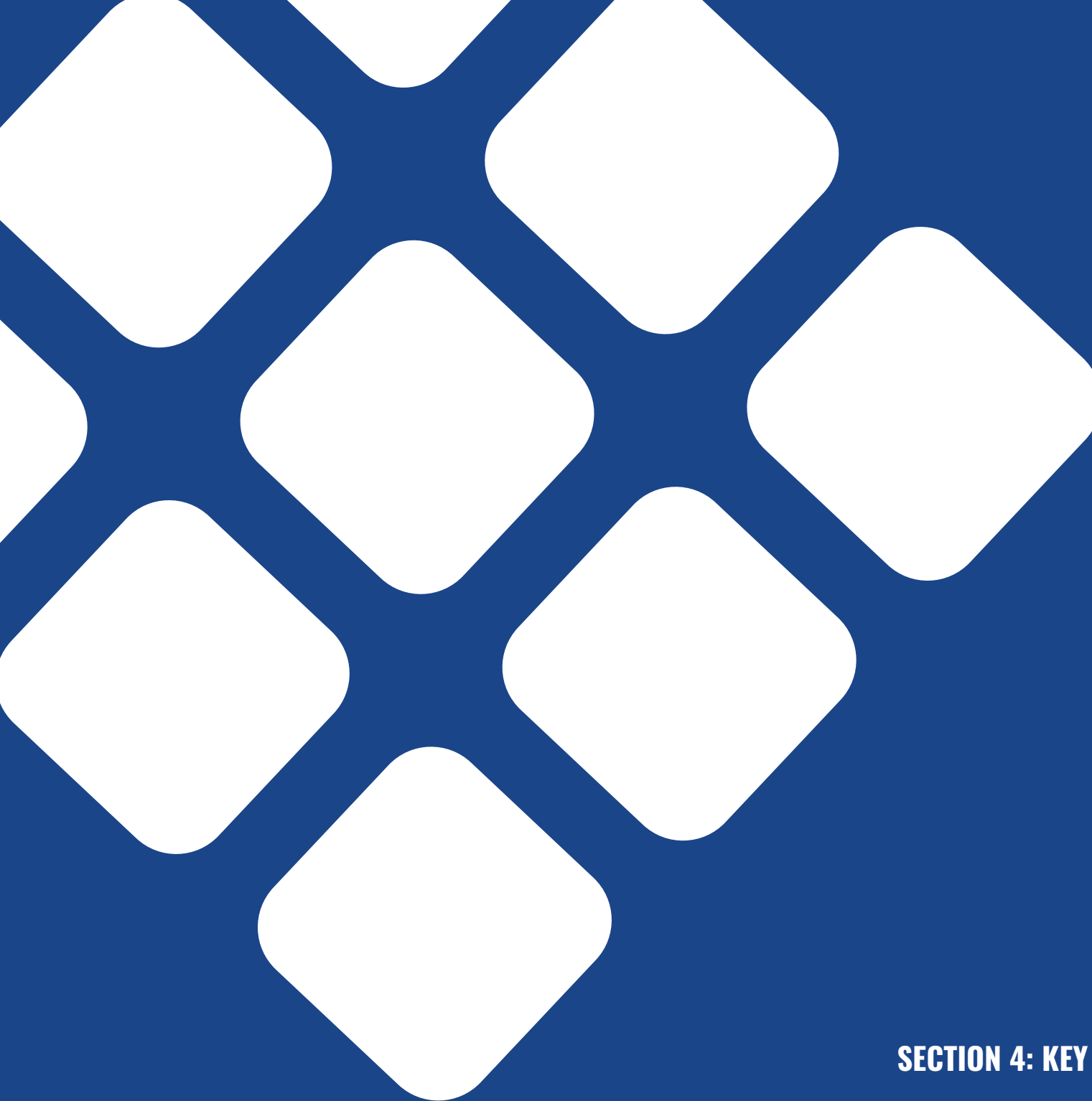
Experience: 12 years | 12 years with Croy

Location: Marietta, Ga.

With more than a decade of experience, Brisse has worked on a variety of transportation-related projects. His responsibilities have included conceptual design and report preparation, horizontal and vertical alignment design, cross section generation, erosion control, quantity takeoffs, preliminary and plan preparation, right-of-way plans, and utility coordination. Brisse is well-versed in utilizing all GDOT-specific processes and manuals for designs.

EXHIBIT G - MANDATORY SCORED QUESTIONS/RESPONSES

QUESTION	ANSWER
<p>7. Describe how your company verifies that staff adequately performs work for delivery of the service(s) described under this RFQ. Also, include who within your company inspects, approves and verifies delivery of service(s) and how corrective actions with staff are implemented.</p>	<p>Croy has established an internal Quality Assurance / Quality Control (QA/QC) plan that helps to meet or exceed our clients' expectations in terms of quality of deliverables and level of service. We believe that establishing and employing a proactive and sustainable QA/QC process is paramount to successful project delivery.</p> <p>Our Croy team's QA/QC process helps to:</p> <ul style="list-style-type: none"> • Define interactions and responsibilities between Croy's project team, subconsultants, and your staff • Utilize resources effectively to maintain budget and schedule • Manage tasks, design activities, and resources with proven, efficient processes, and communication • Establish clear roles, responsibilities, and accountability <p>Our QA/QC efforts begin during the project formulation phase and continues throughout each subsequent phase of the project. This sound QA/QC process from the onset of each task or project phase enables our team to deliver a quality, accurate, cost-effective plan for implementation. Wayne McGary, PE – a Vice President with Croy – who has more than three decades of engineering and municipal design experience – will provide oversight and lead the QA/QC efforts throughout the duration of this study process.</p> <p>Finally, should any corrective actions with team members be needed during this study process, McGary – along with Turner as our team's Project Manager – will discuss, develop, and act upon a plan deemed appropriate to the situation.</p>
<p>8. Per documentation of this solicitation you must keep a sufficient work force to perform the requirements of this contract. Describe how you will continue to maintain this work force. What is your company's succession planning when an employee quits or calls out?</p>	<p>Croy only pursues projects that can be successfully completed and strives to exceed our client's expectations. The primary factor impacting this outcome is to have sufficient staff and resources that have the skills and abilities to accomplish the tasks and produce the deliverables. Croy accomplishes this by routinely attracting and recruiting qualified talent to strategically fill key positions as our company grows.</p> <p>Croy uses a number of techniques to retain and develop our existing team members. One approach is to help them achieve certifications in their respective roles. Croy also supports our staff's active participation in professional society events. In addition, Croy assigns team members to multiple projects for different clients. That allows us to schedule our professionals to work on production of plans and specifications while others are reviewing different projects or participating in public involvement activities. This affords Turner, who will serve as Project Manager, the ability to communicate with our team members what efforts need to be accomplished in the event an employee pursues other employment opportunities or calls out of work sick.</p> <p>Furthermore, Croy has utilized team members from other departments who have previously been cross trained to work in many disciplines. Our team members have also been trained to work on multi-disciplinary projects and can be flexible as needed. Consequently, Croy will work with the County's staff to submit deliverables for review while continuing to work on other tasks during development of this study. Finally, we also have team members who are located outside of Croy's Marietta headquarters who can help expedite this project, as needed. It is within our company's operational strategy to maintain the sufficient work force to complete this study process on-time and within the established budget.</p>



SECTION 4: KEY STAFF AND PREVIOUS PROJECTS

Brief resume and experience record for key team member.



Experience

10 years | 10 years with Croy

Education

BS in Civil Engineering,
Georgia Institute of Technology

Location

Marietta, Ga.

Professional Certifications

Professional Engineer:
Georgia, Alabama, Florida,
South Carolina, Tennessee

Professional Traffic
Operations Engineer

Road Safety Professional 1

IMSA Traffic Signal Technician 3

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NORTHWEST PINE STREET CORRIDOR STUDY | FLORENCE, AL

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Brief resume and experience record for key team member.



Experience

44 years | 16 years with Croy

Education

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Location

Marietta, Ga.

Professional Certifications

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Brief resume and experience record for key team member.



Experience

5 years | 4 years with Sycamore

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Master of City & Regional Planning

Florida State University, BA History

Location

Atlanta, Ga.

Professional Certifications

American Institute of Certified
Planners, November 2023

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ATLANTA, GA**

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LILBURN COMMUNITY IMPROVEMENT DISTRICT (CID) LCI UPDATE | LILBURN, GA

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Education: BS in Civil Engineering Technology, Southern Polytechnic University

Experience: 25 years | 15 years with Croy

Location: Marietta, Ga.

Over the past 25 years, McGary has served as a project manager and lead design engineer on numerous transportation projects, including intersection improvements, roundabouts, signalization upgrades, road widening and realignments, as well as sidewalk improvements. During these projects, McGary successfully interfaced with local municipalities, counties, Georgia Department of Transportation, and other state agencies. Prior to joining Croy, McGary served as staff engineer for the City of Marietta, Ga., where he reviewed all city roadway and sidewalk projects for compliance with applicable city, state, and Federal requirements. He also assisted with construction administration, design review, right-of-way acquisition, cost-to-cure analysis, inspection, and value engineering.



ETHAN A. GREENE, AICP | LAND USE AND GIS MAPPING LEAD

Education: BS in Political Science, University of Tennessee at Chattanooga; Master of City and Regional Planning, Clemson University

Experience: 6 of years of experience | One year with Croy

Location: Chattanooga, Tenn.

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CHRIS RIDEOUT, PE | TRANSPORTATION DESIGN

Education: BS in Civil Engineering, Georgia Institute of Technology

Experience: 35 years | 14 years with Croy

Location: Marietta, Ga.

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ERIC BRISSE, PE | COST ESTIMATION LEAD

Education: BS in Civil Engineering Technology, Kennesaw State University's Southern Polytechnic College of Engineering

Experience: 12 years | 12 years with Croy

Location: Marietta, Ga.

With more than a decade of experience, Brisse has worked on a variety of transportation-related projects. His responsibilities have included conceptual design and report preparation, horizontal and vertical alignment design, cross section generation, erosion control, quantity takeoffs, preliminary and plan preparation, right-of-way plans, and utility coordination. Brisse is well-versed in utilizing all GDOT-specific processes and manuals for designs.

NORTHWEST PINE CORRIDOR STUDY | FLORENCE, AL

Croy studied approximately 1.6 miles of Northwest Pine Street in Florence, AL, from the downtown area northward through the University of North Alabama (UNA) campus. The study was sponsored by the North Alabama Council of Local Governments (NACOLG) in cooperation with UNA and the City of Florence.

The primary goal of the study was to provide recommendations for improving pedestrian safety and accessibility through the corridor without compromising vehicular mobility. This effort included volume, speed and crash data collection, a one-month online survey for public involvement which garnered approximately 300 individual responses in the midst of the COVID-19 quarantine protocols, and a walkability audit with stakeholders to inventory perceived issues and develop preliminary recommendations for consideration.

Study recommendations included a “road diet” along the length of the corridor to improve safety and gain room for bicycle and pedestrian facilities, mid-block pedestrian crossings, a new sidewalk or multi-use path for a dense residential area north of campus, intersection improvements, and Americans with Disabilities Act (ADA) accessibility improvements.

Additionally, the study incorporated landscaping and streetscaping to enhance pedestrian activity and catalyze re-development. To complement signal upgrades for pedestrian phases, intersection recommendations included a roundabout at the five-legged intersection of North Pine Street and Cypress Mill Road/Jackson Road. This urban roundabout is intended to improve vehicular safety at a complex intersection with a high crash rate. It is also designed to anchor the north end of the corridor and serve as an entry to the north end of the UNA campus.

BIG SHANTY AND BARRETT LAKES CORRIDOR STUDIES TOWN CENTER COMMUNITY IMPROVEMENT DISTRICT (CID)

As a regional activity center, Town Center continues to establish itself as a destination offering numerous employment, restaurant, and shopping opportunities. An outcome of this economic growth is an increase in trips and the need for systems and infrastructure to accommodate the travel demand. To meet these new travel demands, Town Center Community Improvement District (CID) worked with Croy to study two corridors examining all modes of travel, present approaches promoting safety, and enhancement opportunities to supplement the sense of place.

Throughout these corridor studies, Croy evaluated crash patterns to develop appropriate countermeasures. In addition, Croy conducted a Bicycle-Pedestrian Road Safety Audit for both corridors. The audit helped to assess how conducive the transportation network was to non-vehicular traffic and document road deficiencies that need to be addressed. Through rigorous analysis, public involvement, and transit rider intercepts, Croy developed a plan for these corridors to meet future demands to the system, as well as improve safety for all modes of travel. The final report detailed short-term and long-term projects, as well as recommended approaches to secure funding for successful implementation.

Since the completion of these studies, Town Center CID has advanced a number of the recommended intersection improvements projects, some of which Croy has led the concept development and preliminary engineering efforts.

FAYETTE COUNTY CORRIDOR STUDIES | FAYETTE COUNTY, GA

Croy led a Fayette County Comprehensive Transportation Plan study involving an in-depth analysis of critical corridors. These corridors provide both local access and regional connectivity. The four corridors identified for the study were Sandy Creek Road, Tyrone Road- Palmetto Road, Banks Road, and State Route 279 (SR 279). Fayette County then leveraged local monies and secured funding from The Atlanta Regional Commission (ARC) to perform said studies. The decision was made to perform all four simultaneously with Croy conducting a holistic planning process to develop concepts that increase safety; provide solutions for congestion and delay; identify prospects for multi-modal uses; create sustainable infrastructure improvements; and promote economic development.

Croy kept the community at the forefront, strategically staffing each corridor's Stakeholder Committee (SC) with local representatives including: members of homeowners' groups, church leaders, multi-modal advocates, the business community, schools, associated county department heads, and transportation professionals who reside in Fayette County.

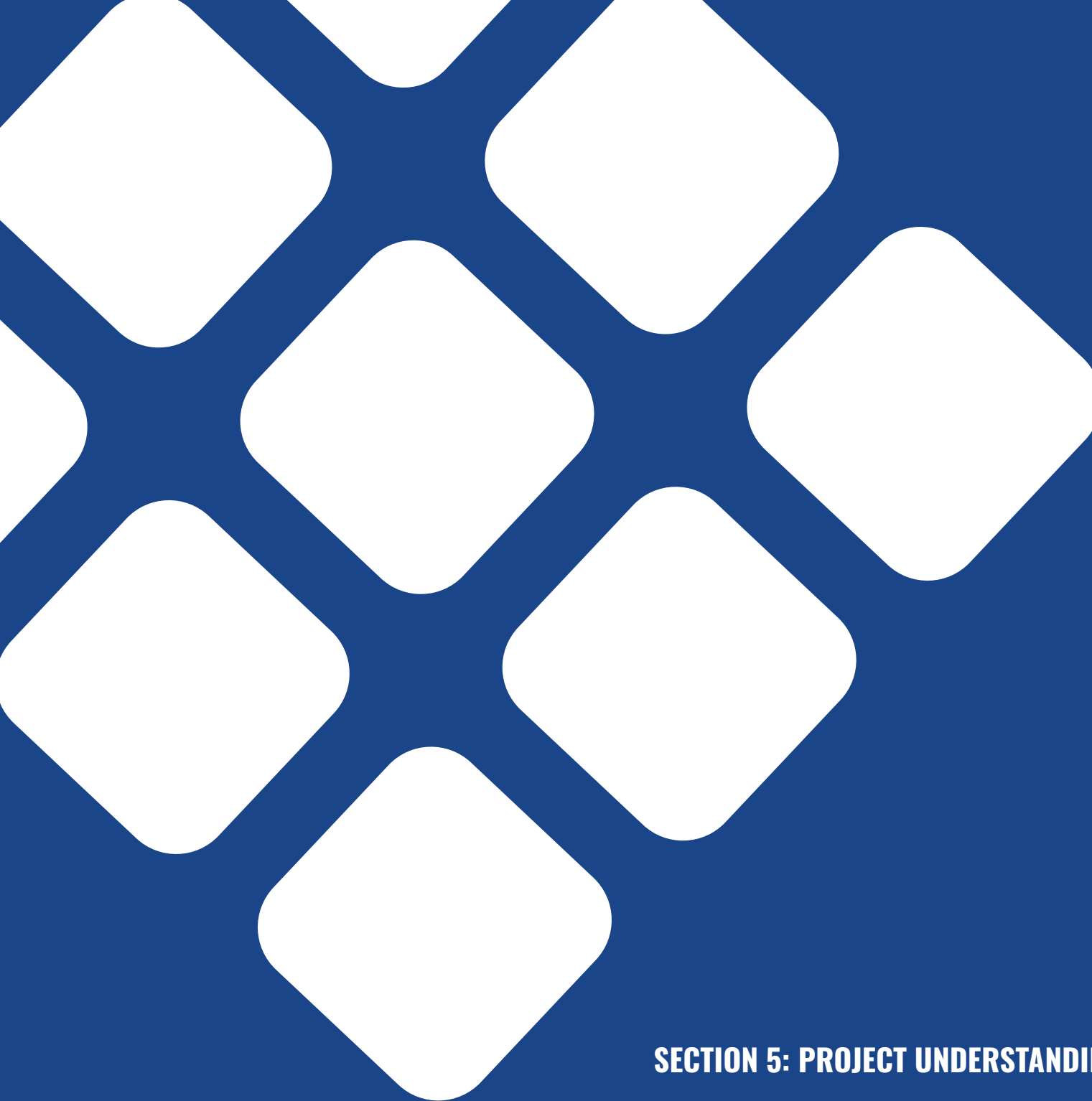
The Existing Conditions Report identified multiple factors for consideration including: peak hour and daily traffic volumes, truck percentages, crash record analysis, utilities, and an environmental due diligence. An additional effort was to perform a Road Safety Audit (RSA) for each corridor that included staff from Fayette County, GDOT District 3, Fayetteville, Tyrone, and Croy.

With the existing conditions data, the first Public Information Open House (PIOH) was held. Nearly 200 citizens gave their insight on areas of concern and potential improvements. This public feedback resulted in the development of concept alternatives and initiated a second PIOH. From the input received by the approximately 250 citizens that attended the second PIOH, Croy evaluated the data and developed a prioritization of alternative improvements such as adding a through lane for each direction and intersection reconstruction with a roundabout. Each improvement was approached with the same goal in mind- safer and more efficient commuting.

At the conclusion of the study, presentations were made to the Fayette County Board of Commissioners as well as the councils of the City of Fayetteville and the Town of Tyrone. The study was adopted in December 2019. From this study, Fayette County submitted applications for the inclusion of some of the project recommendations in the ARC's TIP, from which the County received funding for SR 279 improvements.

STATE ROUTE 21 ACCESS MANAGEMENT STUDY | GARDEN CITY, GA

Our Croy team performed a study of approximately 3.2 miles of SR 21/Augusta Road from Grange Road to the SR 25/ Burnsed Boulevard ramp in Garden City, Ga. The study was sponsored by the Coastal Region MPO in cooperation with Chatham County-Savannah MPC and Garden City. The goal of the SR 21 Access Management Study was to analyze existing and future roadway conditions and provide recommendations to address the corridor's operations and safety, multi-modal improvements, streetscape elements, and economic development potential. The study included analyzing existing conditions and needs along the corridor. This effort included traffic operations analysis, crash data analysis, a Road Safety Audit with GDOT participation, land use and economic development analysis, multi-modal and transit analysis, freight and railroad analysis, as well as access management evaluation. In addition, our project team conducted two Project Advisory Group meetings and one virtual public forum to inventory perceived issues and develop preliminary recommendations for consideration. The study was approved and adopted by Garden City's council.



SECTION 5: PROJECT UNDERSTANDING AND PROPOSED APPROACH

PROJECT UNDERSTANDING

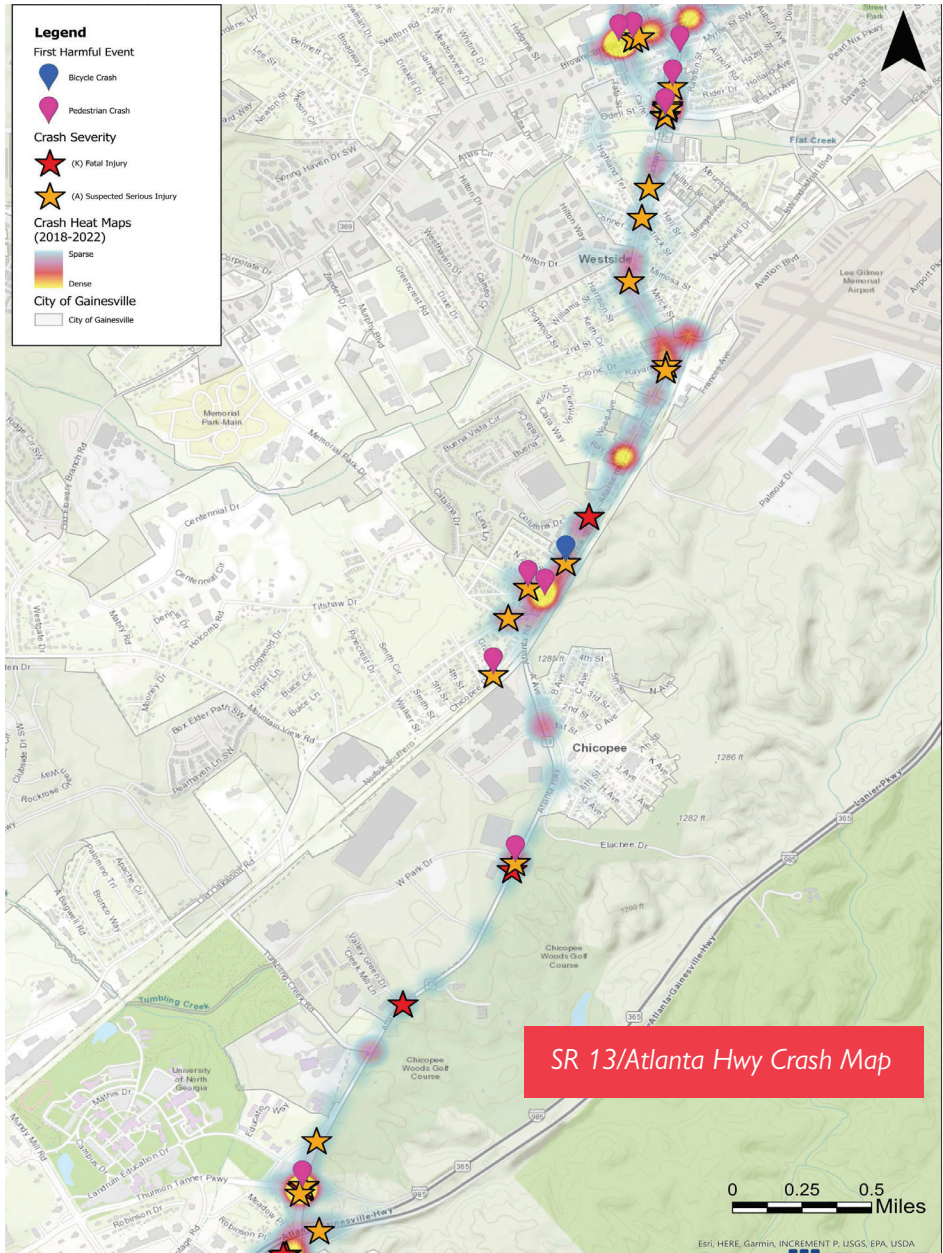
The State Route 13/Atlanta Highway corridor serves an important function for this portion of Hall County. Just below the southern termini (Tumbling Creek Road), the corridor provides access to an interchange with I-985, as well as a University of North Georgia campus. At the northern termini are intersections with Pearl Nix Parkway and Jesse Jewell Parkway, which provides access to the Gainesville downtown area. With one through lane in each direction, the abutting land use south of the railroad bridge on the west side is primarily warehouse/industrial while the abutting land use on the east side includes the Chicopee Woods Golf Course, the Highlands to Islands Trail, and a variety of residential land uses.

North of the railroad bridge, the land use fronting both sides of SR 13/Atlanta Highway is home to a considerable number of smaller commercial and retail businesses connecting to residential areas via the west side's intersecting streets. These different context areas will have a pronounced influence on the types of multi-modal improvements that our Croy team will develop from the technical analyses of the study and the input received through the public engagement.

CORRIDOR CHALLENGES

Currently, congestion and crashes are a routine occurrence along SR 13/Atlanta Highway. There are contributing factors to these challenges, which include that the roadway is only one through lane in each direction and separate turn lanes exist solely at major intersections. Additionally, right turn deceleration lanes into the commercial properties are almost nonexistent due to the private business development pattern.

Additional features presenting challenges to the corridor include a narrow right-of-way with overhead utility poles next to the travel lanes. Furthermore, inconsistent application of driveway geometries not only limits traffic flow, but also potential infrastructure for pedestrians and bicyclists. Our Croy team understands that a holistic evaluation of these and other factors must be accounted for in development of the improvement concepts. Ultimately, our efforts will reduce congestion, lowering the frequency and severity of crashes in the process, while adhering to Complete Streets guidelines.



PROJECT APPROACH PROJECT MANAGEMENT

The initiation of this study will begin with a **kick-off meeting** between Hall County, Gainesville-Hall Metropolitan Planning Organization (GHMPO), City of Gainesville, and our Croy team to gain input into the study process.

The project management process is important to delivering an implementable study. Following the project's kick-off, our team will also hold monthly video conference meetings with the **Project Management Team (PMT)**. The PMT will consist of the GHMPO Project Manager and appropriate staff; representatives from Hall County, City of Gainesville, and the Georgia Department of Transportation (GDOT); and select members of our Croy team. Team members will discuss the study's progress through status updates; perform QA/QC on research and findings; as well as provide support and insight. Within three business days of the call, a summary will be shared to provide clear understanding of the discussion items and tasks to be accomplished.

In addition, Croy team members will aid in presentations at GHMPO Committees, Hall County Board of Commissioners, and City of Gainesville City Council meetings to assist with obtaining approval for the plan and initiate the actions to build the desired transportation improvement projects.



PUBLIC ENGAGEMENT

The stakeholder and public engagement process will utilize a variety of techniques and levels of involvement to draw a complete picture of the community's goals and needs surrounding the future improvements for the SR 13/Atlanta Highway corridor. We understand the critical need to listen to and hear from a variety of voices and to reach a broad range of populations. Croy will be intentional in developing multiple and overlapping avenues to inform and receive feedback from all target groups. Our team will complete an equity analysis to identify critical groups, including low to moderate income, minority, and elderly or disabled citizens, using the CDC Social Vulnerability Index dashboard, as well as create a tailored **Public Participation Plan**.

Our team's approach will make participation engaging, simple, and meaningful, utilizing conventional strategies, as well as innovative tools, such as a Stakeholder Advisory Committee, public workshops, surveys, pop-up events, social media, and an interactive website through Social Pinpoint. This plan will also include opportunities for public input that will not require users to have Internet access or transportation to attend public events. Our team understands that there is a large large Spanish-speaking population along the corridor, and we are committed to being inclusive in our approach to engagement, including translated project materials and interpreters at all events.

By implementing a range of engagement options, we can capture public input that is thorough, representative of the community, and equitable.

STAKEHOLDER ADVISORY COMMITTEE

A **Stakeholder Advisory Committee (SAC)** that includes representatives from key stakeholder groups, such as schools, business associations, and community organizations along the corridor, will be utilized primarily to provide input, review, and comment on draft analyses, concepts, and displays prior to public meetings and help advertise meetings and distribute information to the larger community. Materials will be available in Spanish and English.

INTERACTIVE PUBLIC MEETINGS

Our Croy team proposes holding **public meetings** at key stages in the planning process to educate on the study and process, present milestone information, and collect feedback from stakeholders and the public. Care will be taken to engage citizens with Spanish speaking backgrounds by providing materials in Spanish and having interpreters on-hand. Meetings are proposed at the following points in the process:

- Meeting No. 1 - Project kick-off meeting and visioning workshop to provide an overview of the plan process, solicit opinions on goals and objectives of the study, and gain thoughts on desires and challenges;
- Meeting No. 2 - Design workshop to share preliminary findings and sketch out ideas for future improvements; and
- Meeting No. 3 - Open house presentation of the draft plan for review and comment prior to finalizing the study.

POP-UP EVENTS

To meet the people out in the community, our Croy team will work with the PMT to determine opportunities, such as **pre-planned community events and festivals, parks, athletic and sporting events** to host tabling events to spread the word about the project through displays and gather input through fun, interactive exercises. For example, our Croy team would be able to host a pop-up tabling event at the October Gainesville Chicken Festival held at Lake Lanier Olympic Park.

ONLINE ENGAGEMENT

Online interaction is proposed to include a project webpage through Social Pinpoint. The project webpage will serve as the central location for online project information, including project overview and schedule, outreach event announcements, study concepts, documents, and mechanisms for feedback. Interactive exercises, such as mapping tools and surveys, will also be developed through Social Pinpoint and housed on the site. In addition, timely and strategic content will be provided to PMT members to post on their own social media channels.

ONLINE SURVEY

Our Croy team will develop an online survey to collect input for the vision and goals and help define evaluation measures for the study solutions. An additional round of survey will be conducted during the concept development phase to gain feedback on recommendations.

COMMUNICATION MATERIALS

In addition to any online content, our team will also create all meeting displays and handouts using easy to understand language and eye-catching graphics, as well as content for newsletters and press releases for use by the PMT. In addition, we will coordinate with the PMT to ensure project materials are consistent with existing County, City, and MPO branding guidelines. Our Croy team will also provide interpretation services at all events and all written materials will be provided in Spanish to promote inclusivity and maximum participation by all citizens in the corridor.

EXISTING CONDITIONS AND NEEDS ASSESSMENT

To address the needs of all travel modes, a thorough assessment of the existing transportation facilities is key in determining the feasibility of potential improvements along SR 13/Atlanta Highway. Some key components of our Existing Conditions and Needs Assessment are detailed below.

REVIEW OF PREVIOUS PLANS

Our team will conduct a review of relevant previous plans and studies, current land use or transportation regulations or policies that impact the study area, and developments and projects underway, permitted or programmed in the study area.

INFRASTRUCTURE ASSESSMENT

Our team will conduct a review of the roadway infrastructure along the study corridor, including inventory of intersections, turn lanes, medians, bicycle and pedestrian infrastructure, locations of driveways and opportunities for consolidation, and signal timing information.

MULTI-MODAL ANALYSIS

Our team will review the inventory of existing and planned active transportation infrastructure, including sidewalks, bicycle infrastructure, trails, and other pedestrian facilities. A **Level of Traffic Stress (LTS)** analysis will be conducted to quantify the amount of discomfort that people feel when they walk or bicycle close to traffic.

ZONING AND FUTURE LAND USE

A key issue for sustainable development is the relationship between transportation and land use: our Croy team will create a compilation of the various land use characteristic areas that will be used to further describe the character of the thoroughfares within the study area and highlight the relations to major origin destination locations.

CRASH DATA ANALYSIS

Accurate information related to the crashes is critical to identifying casual factors, which will lead to development of cost-effective countermeasures. Our Croy team will complete a detailed crash analysis for the high crash locations identified along the corridor. For example, during our preliminary crash analysis, we identified the top 5 crash locations along SR 13/Atlanta Highway being at Memorial Park; Ray Street; Near Way/Chronic Drive; Pearl Nix Parkway; and SR 369/Browns Bridge Road. The crash analysis findings, in tandem with available traffic data and a review of infrastructure conditions, will then aid in identifying contributing factors to the crash patterns and trends.

Our team's field review of SR 13/Atlanta Highway will be formatted as a **Roadway Safety Audit (RSA)** mirroring guidance provided by the Federal Highway Administration (FHWA) and GDOT. The RSA aids in verifying field conditions, roadway geometry, horizontal and vertical sight distance conditions, as well as other unforeseen circumstances that may be contributing factors to crash experiences in the area. Moreover, the RSA also provides the opportunity to better identify potential safety issues for the most vulnerable road users, such as bicyclists, pedestrians, motorcyclists, or the aging population.

TRAFFIC OPERATIONS ANALYSIS

To quantify existing and projected traffic operations along the corridor, a capacity analysis will be completed using traffic simulations software, which will output Levels of Service (LOS), delay, as well as other measures of effectiveness. Traffic counts will be collected at key intersections and road segments along the corridor. This effort will include coordinating count locations and types, conducting a traffic growth rate analysis, and evaluating GHMPO's travel demand model outputs.

ENVIRONMENTAL SCREENING AND UTILITIES ANALYSIS

To avoid potential "fatal flaws," a field survey will be conducted by Croy's in-house surveying team to obtain topographic data, utilities, curb lines, sidewalks, and ingress/egress. In addition, Croy's in-house environmental team will conduct windshield surveys and agency database searches of the corridor to determine the presence of potential natural, cultural, physical, and community resources that may be utilized and enhanced as part of the transportation improvements.

ACCESS MANAGEMENT EVALUATION

Access management benefits and tools will be assessed and evaluated, including medians, streetscape improvements and driveway consolidations; intersection and signal improvements; walking, biking, and transit improvements; and economic development opportunities. Our Croy team will also conduct an evaluation of through traffic to reduce vehicle conflicts. The evaluation will include access spacing, including spacing between intersections and distance between driveways, turning lanes, and median treatments.



PLAN DEVELOPMENT

Upon completion of the Existing Conditions Analysis and initial public involvement efforts, the next step of our study process will be developing recommendations for improvements.

Our Croy team, through a collaborative partnership process with the PMT, citizens, stakeholders, and the SAC, will establish the overall tone for the corridor study and **identify the vision, goals, and objectives**. While the vision will present a desired future state of the SR 13/Atlanta Highway corridor, the study's goals will be identified from themes coming from the vision statement. The objectives will address how the community will make progress towards achieving each goal and the measures of effectiveness will track the performance of these objectives.

To aid in the concept development for intersection improvements along the corridor, our team will utilize GDOT's **Intersection Control Evaluation (ICE) tool**, which offers a comprehensive methodology to evaluate and rank traffic control alternatives at an intersection. GDOT's ICE tool considers a number of factors, including existing conditions, crash history, project costs, traffic operations, safety improvements, environmental impacts, and political factors. Utilizing GDOT's ICE Tool is especially useful for the SR 13/Atlanta corridor since it is a state route, and any transportation improvements will have to be reviewed and approved by GDOT during either preliminary engineering design or permitting. For intersections such as Chicopee Mill Road or 1st Street/G Avenue, which were referenced in the RFP as key intersections of interest for improvements, the use of the GDOT ICE Tool will show that we've done our due diligence during the concept development phase before selecting the final recommendation for traffic control at the intersection.

After the PMT's review of our team's draft of the recommended projects, a concept layout plan of the preferred alternative and corresponding planning-level cost estimate will be prepared.

The **Conceptual Layout Plan** will be developed on high resolution aerial photography at an engineering scale of 1"=50' or larger. All technical work will be conducted in accordance with GDOT's Plan Development Process (PDP) and will comply with all federal and state requirements. Any cost estimates will be based upon the latest GDOT construction cost data.

IMPLEMENTATION AND FINAL DELIVERABLES

FUNDING AND IMPLEMENTATION STRATEGY

With a review of the previous five years of financial commitment to transportation improvement projects and projected increases in collections from the growth, both 5-year and 10-year action plans will be developed. The plans will identify projected expenditures for preliminary engineering, right-of-way acquisition, and construction costs, as well as the years that these activities will be accomplished.

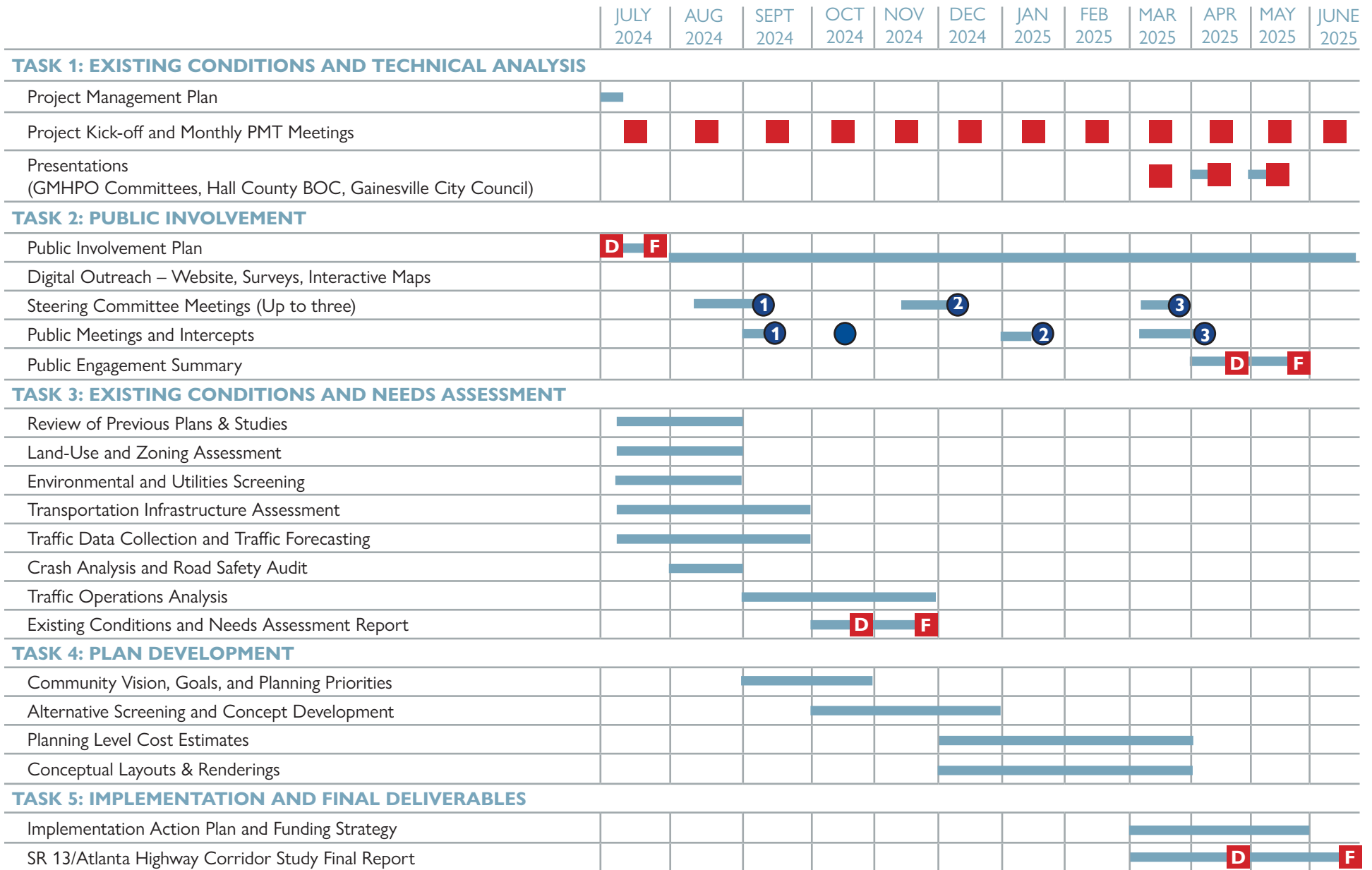
DELIVERABLE

The compilation of the scope of work in this technical approach will be summarized in the **SR 13/Atlanta Highway Corridor Study Final Report**. Following the adoption of the SR 13/Atlanta Highway Corridor Study, all deliverables will be delivered to the GHMPO to signify the completion of the study.

PROJECT SCHEDULE

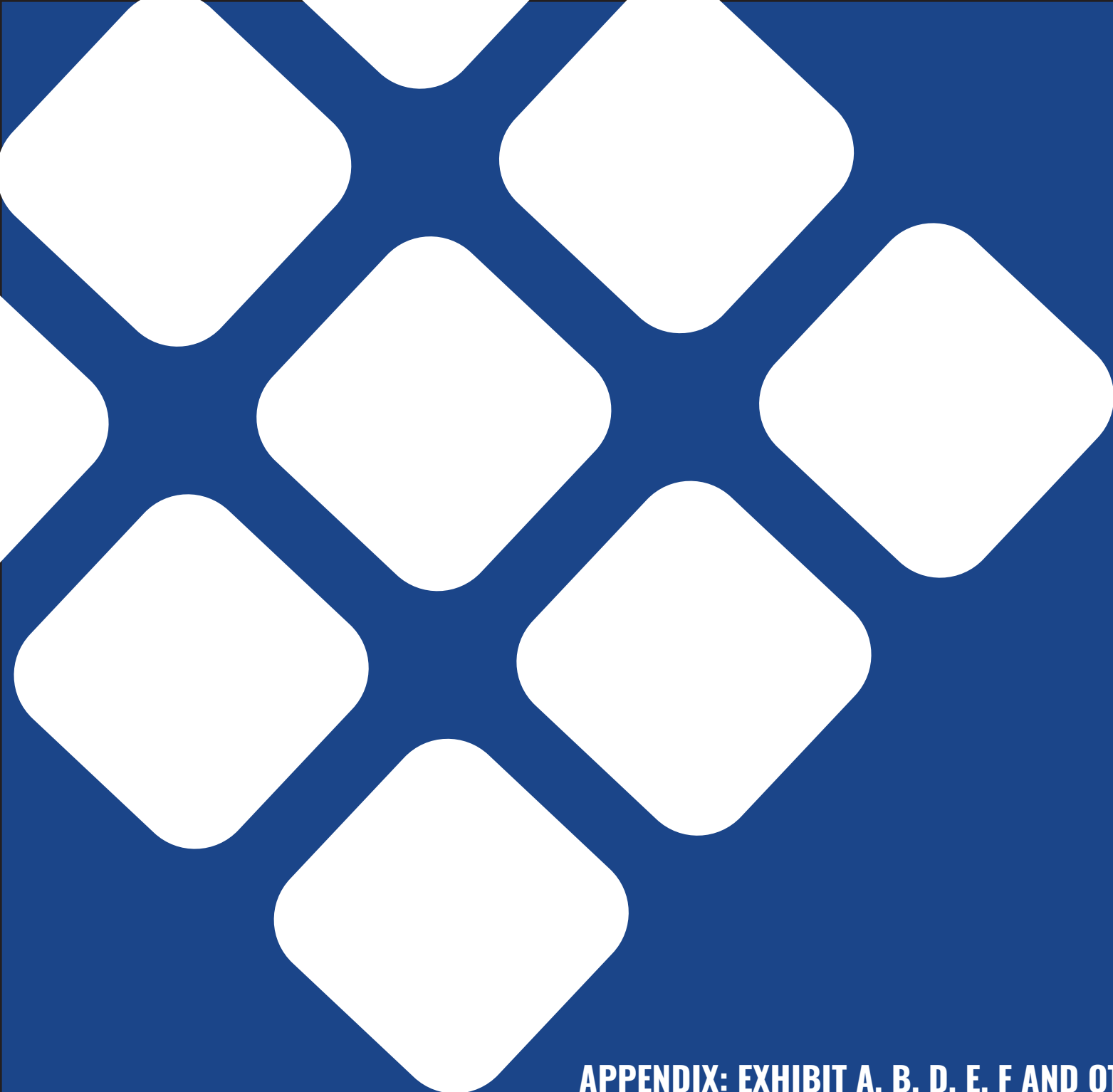
Croy's proposed timeline for this project process is detailed per task on the following page. The full corridor study development, including public engagement, is estimated to take **approximately 12 months**. Croy is committed to doing everything possible to expedite the schedule to meet desired timelines while maintaining a high-quality, thorough, and comprehensive analysis of transportation improvements in the study area. With that, our team is open to disusing the scale of the proposed project and timeline to revise it to meet the desired outcomes.

PROJECT SCHEDULE



Legend

D Draft deliverable
 F Final Deliverable
 ■ Meeting
 — Task Duration
 ● Chicken Festival



APPENDIX: EXHIBIT A, B, D, E, F AND OTHER REQUIRED FORMS



Hall County Government

FINANCIAL SERVICES

STATE OF GEORGIA
COUNTY OF HALL
EXHIBIT A - CONTRACT FOR SERVICES
CONTRACT #45-005

For the provision of State Route 13/Atlanta Highway Corridor Study

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.535.8270 | f: 770.531.6711

INTERIM DIRECTOR
Taylor Samples, CPA

ARTICLE #101 – INTRODUCTION

This Contract for transportation planning, traffic congestion management, and engineering services (hereinafter “Services”) is made and as entered into as of _____ (Execution Date) and _____ (Effective Date) is by-and-between Hall County, Georgia, Board of Commissioners, (hereinafter referred to as “County”) located at 2875 Browns Bridge Rd, Gainesville, Georgia 30504, and Croy Engineering, located at 200 N Cobb Pkwy, Bldg 400, Ste 413, Marietta, GA 30062 (Hereinafter “Contractor”). Contractor is an entity that is legally registered and qualified and holding any such licenses and certifications as may be required to render Services to do business in the State of Georgia. County and Contractor are known individually as a “Party” and collectively as the “Parties”.

Nothing contained in this Contract shall be construed to convert the Contractor or any of its employees, agents, subcontractors, or subcontractors into a partner, employee, or agent of the County, nor shall either Party to this Contract have any authority to bind the other in any respect.

WHEREAS the Contractor represents that it complies with the State of Georgia requirements for corporations, if applicable, and has signified a willingness to provide Services to the County and the County has relied on such representation; and,

Whereas, the Parties do mutually desire to enter into this Contract to document the provision of Services or other good and valuable consideration by the Contractor to the County in exchange for payment as compensation; and,

Whereas, this contract will become legally binding and executed upon signature by both parties; and,

Whereas, any attached quotes, exhibits, attachments, site plans, specifications, and references are all incorporated herein by reference;

NOW, THEREFORE and in consideration of the mutual promises, terms, conditions, covenants, and agreements made as expressed and contained herein, or attached and incorporated and made a part hereof, and other good and valuable consideration, expressed by a valid offer and acceptance, the receipt and sufficiency of which the parties hereby acknowledge, the Parties hereto agree as follows:

ARTICLE #102 – CONTRACT

- A. Contractor agrees to provide the Services to the County as detailed as the Scope of Work.
- B. County hereby agrees as good and valuable compensation as provided in the attached *Exhibit C – Cost Proposal* as incorporated herein by reference.

ARTICLE #103 – NOTICES

To the extent that either Party to this Contract is required to provide notice(s) to the other Party in compliance herewith, then the Party shall direct notice(s) to the following persons:

COUNTY PROJECT MANAGER

Michael Haire
Transportation Planning Manager
Gainesville-Hall Metropolitan Planning Organization
2875 Browns Bridge Rd
Gainesville, GA 30504
mhaire@hallcounty.org
(770) 297-2604

COUNTY ISSUING OFFICER

Andrew Youngblood
Purchasing Supervisor
Hall County Purchasing Division
2875 Browns Bridge Rd
Gainesville, GA 30504
andrew.youngblood@hallcounty.org
Ph: (770) 531-4940

CONTRACTOR'S CONTACT INFORMATION

Name: Gregory D. Teague, PE _____

Title: CEO _____

Physical Address: 200 North Cobb Parkway, Bldg 400, Suite 413 _____

City, State, ZIP: Marietta, GA 30062 _____

Email: gteague@croyeng.com _____

Phone: 678-628-7621 _____

REMIT-TO ADDRESS (if different): _____

ARTICLE #104 – NON-EXCLUSIVE RIGHTS

The Contract is not exclusive. The County reserves the right to select other Contractors to provide the Services similar to those described in this Contract during the term of the Contract should the need arise or the contractor fail to perform.

- 32. Goods are Free-On-Board (F.O.B.) destination and freight, shipping, and delivery shall be pre-paid and added to the invoice as a separate line item.
- 33. The County does not pay late fees nor interest charges.
- 34. The Supplier shall charge the County the exact amount of freight, delivery, handling, and insurance charges.
- 35. The County is not bound to any minimum or maximum quantity or dollar amount set by the Supplier.
- 36. In the event there is a discrepancy between the unit price and extended price, the unit price shall govern.

PRINT COMPANY'S FULL LEGAL NAME

Croy Engineering, LLC

HALL COUNTY, GEORGIA

By: [Signature]

By: _____

Print Name: Gregory D. Teague | PE

Richard Higgins, Chairman
Hall County Board of Commissioners

Title: CEO

Date: _____

Sworn to and subscribed before me this

Attestment:

30 Day of May, 2024.

Board of Commissioners Clerk

Notary Public: [Signature]

Approved as to Form

Notary Commission Expires: 7.15.2024
[Location of Stamp]





Hall County Government
FINANCIAL SERVICES

EXHIBIT B – BID RESPONSE FORM

Bidders must complete and return this form with their bid.

By submitting a proposal, the respondent certifies that it has fully read and understands the proposal's Scope of Work and requirements needed to complete the project. The services offered and the cost proposal must be valid for at least one hundred twenty (120) days from date of signature.

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.535.8270 | f:
770.531.6711

INTERIM DIRECTOR
Taylor Samples, CPA

Bid No: RFQ/P #45-005

Bid Name: State Route 13/Atlanta Highway Corridor Study

Date of Bid Submittal: 05/30/2024

Affirmation: Bidder affirms the following by affixing a wet signature in blue ink below:

"I, the undersigned, agree to abide by all terms and conditions of this solicitation and certify that I am authorized to sign this bid proposal."

Company Name: Croy Engineering

Bidder Signature: 

Print Name: Gregory D. Teague | PE

Title: CEO

Phone Number: 678-628-7621

Email Address: gteague@croyeng.com

Physical Address: 200 North Cobb Pkwy, Bldg 400, Suite 413

City, State, ZIP: Marietta, GA 30062

Unsigned bids may be declared as "Non-Responsive" and may not be evaluated.

If you desire to submit a "No Bid", please indicate by checking one or both of the reasons listed below and explain.

Bidder does not offer this service

Unable to meet specifications

Request for Taxpayer Identification Number and Certification

Give Form to the requester. Do not send to the IRS.

► Go to www.irs.gov/FormW9 for instructions and the latest information.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

Croy Engineering, LLC

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.

Individual/sole proprietor or single-member LLC

C Corporation

S Corporation

Partnership

Trust/estate

Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ► **P**

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

Other (see instructions) ►

5 Address (number, street, and apt. or suite no.) See instructions.

200 Cobb Parkway N, Ste 413

6 City, state, and ZIP code

Marietta, GA 30062

7 List account number(s) here (optional)

Requester's name and address (optional)
(Applies to accounts maintained outside the U.S.)

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

Print or type.

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Social security number

			-		

or

Employer identification number

2	0	-	2	4	6	9	3	4	2
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Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
- I am a U.S. citizen or other U.S. person (defined below); and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here



Signature of U.S. person ►

Date ►

01-19-2018

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
 - Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
 - Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
 - Form 1099-S (proceeds from real estate transactions)
 - Form 1099-K (merchant card and third party network transactions)
 - Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
 - Form 1099-A (canceled debt)
 - Form 1099-C (acquisition or abandonment of secured property)
- Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.



Hall County Government
FINANCIAL SERVICES

EXHIBIT E – E-VERIFY AFFIDAVIT

The undersigned contractor ("Contractor") executes this affidavit to comply with O.C.G.A § 13-10-91 related to any contract to which Contractor is a party that is subject to O.C.G.A. § 13-10-91 and hereby verifies its compliance with O.C.G.A. § 13-10-91, attesting as follows:

- a) The Contractor has registered with, is authorized to use, and uses the federal work authorization program, commonly known as E-Verify, or any subsequent replacement program;
b) The Contractor will continue to use the federal work authorization program throughout the contract period, including any renewal or extension thereof;
c) The Contractor will notify the public employer in the event the Contractor ceases to utilize the federal work authorization program during the contract period, including renewals or extensions thereof;
d) The Contractor understands that ceasing to utilize the federal work authorization program constitutes a material breach of Contract;
e) The Contractor will contract for the 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(a), (b), and (c);
f) The Contractor acknowledges and agrees that this affidavit shall be incorporated into any contract(s) subject to the provisions of O.C.G.A. § 13-10-91 for the project listed below to which Contractor is a party after the date hereof without further action or consent by Contractor; and
g) Contractor acknowledges its responsibility to submit copies of any affidavits, driver's licenses, and identification cards required pursuant to O.C.G.A. § 13-10-91 to the public employer within five business days of receipt.

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.535.8270 | f: 770.531.6711

INTERIM DIRECTOR
Taylor Samples, CPA

150917

09/10/2008

Federal Work Authorization User ID Number Date of Authorization

Croy Engineering RFQ/P #45-005 State Route 13/
Atlanta Highway Corridor Study
Name of Contractor Name of Project

Hall County, Georgia
Name of Public Employer

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

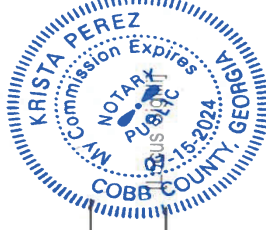
Executed on May 30, 2023 in Marietta (city),
GA (state). 2024

Signature of Authorized Officer or Agent
Gregory D. Teague | PE, CEO
Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE 30 DAY OF

May, 2024.
Krista Perez
NOTARY PUBLIC

My Commission Expires: 7.15.2024



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

Executed on May 30, 2024 in Marietta (city), GA (state).



Signature of Authorized Officer or Agent

Gregory D. Teague | PE, CEO

Printed Name and Title of Authorized Officer or Agent

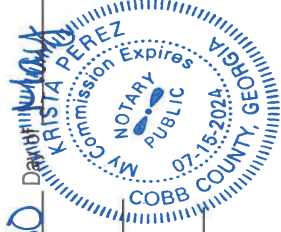
SUBSCRIBED AND SWORN BEFORE ME on this the 30 Day of May, 2024.



NOTARY PUBLIC

My Commission Expires: 7.15.2024

[Locus Sigilli]





CROYENG-01

FRADYL

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
5/3/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Insurance Office of America 100 Galleria Parkway Suite 600 Atlanta, GA 30339		CONTACT NAME: Lisa Frady	
INSURED Croy Engineering, LLC 200 North Cobb Parkway Building 400, Suite 413 Marietta, GA 30062		PHONE (A.C. No. Ext): (770) 250-0161	FAX (A.C. No.): (678) 919-1151
		E-MAIL ADDRESS: Lisa.Frady@ioausa.com	
		INSURER(S) AFFORDING COVERAGE	
		INSURER A.: Travelers Property Casualty Company of America	NAIC # 25674
		INSURER B.: Charter Oak Fire Insurance Company	25615
		INSURER C.: Standard Fire Insurance Company	19070
		INSURER D.: Continental Casualty Company	20443
		INSURER E.:	
		INSURER F.:	

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR (NSD, WVD)	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	COMMERCIAL GENERAL LIABILITY CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/>	<input checked="" type="checkbox"/>	6804J00013A	5/5/2023	5/5/2024	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COMP/OP AGG \$ 4,000,000
B	AUTOMOBILE LIABILITY ANY AUTO <input checked="" type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY <input type="checkbox"/>	<input checked="" type="checkbox"/>	BA7R560681	5/5/2023	5/5/2024	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
A	UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/>	<input checked="" type="checkbox"/>	CUP4J004902	5/5/2023	5/5/2024	EACH OCCURRENCE \$ 10,000,000 AGGREGATE \$ 10,000,000
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y/N <input checked="" type="checkbox"/> N If yes, describe under DESCRIPTION OF OPERATIONS below	<input type="checkbox"/>	UBA4J00574A	5/5/2023	5/5/2024	PER STATUTE <input checked="" type="checkbox"/> OTH-ER <input type="checkbox"/> EL EACH ACCIDENT \$ 1,000,000 EL DISEASE - EA EMPLOYEE \$ 1,000,000 EL DISEASE - POLICY LIMIT \$ 1,000,000
D	Professional Liab.		AEH288324355	5/5/2023	5/5/2024	Per Claim \$ 5,000,000 Aggregate \$ 5,000,000
D	Claims-Made		AEH288324355	5/5/2023	5/5/2024	Per Claim \$ 5,000,000 Aggregate \$ 5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Any person or organization where required by written contact is an Additional Insured with respect to General Liability and is primary & non-contributory per form #CAT474 02/16 and is primary & non-contributory per form #CGD381 09/15, additional insured with respect to Auto Liability and is primary & non-contributory per form #EU0001 07/16. Waiver of subrogation is in favor of the additional insured with respect to Umbrella Liability and is primary & non-contributory per form #CGD381 09/15, with respect to Auto Liability per form #CGD381 09/15, with respect to Workers Compensation per form #WC000313 04/84 and with respect to Umbrella Liability per form #EU0001 07/16. 30 days' notice of Cancellation with 10 days' notice for non-payment of premium in accordance with the policy provisions.

CERTIFICATE HOLDER Sample Certificate Croy Engineering, LLC 200 North Cobb Parkway Building 400, Suite 413 Marietta, GA 30062	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE <i>Lisa Frady</i>
---	---

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City of Marietta Business License and Revenue Division

205 LAWRENCE ST NE * DRAWER 609 * MARIETTA GA 30061
(770) 794-5520



BUSINESS LICENSE/OCCUPATION TAX CERTIFICATE
PLEASE DISPLAY AT ALL TIMES

SUBJECT TO ALL ORDINANCES OF MAYOR AND COUNCIL
NOT TRANSFERABLE

ACCOUNT NUMBER 9922741 8711000 NUMBER 00057403

CROY ENGINEERING LLC
200 COBB PKWY N STE 413
MARIETTA GA 30062-3559

FOR YEAR 2024
EXPIRATION DATE 12/31/24
BEGIN OPERATION DATE 7/01/05

**NOTIFY THIS OFFICE OF ANY
CHANGE OF ADDRESS,
OWNERSHIP, FIRM NAME, OR
CLASSIFICATION**

OWNER CROY ENGINEERING LLC

DESCRIPTION OF SIC CODE

ENGINEERS, PROF CORP OR INDIVIDUAL


\$ 6988.00



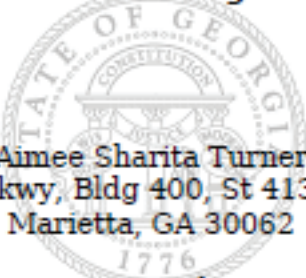
BUSINESS ADDRESS:
200 COBB PKWY N 400 413
MARIETTA GA 30062-3559

TAX \$ 6988.00
PENALTY \$.00
TOTAL \$ 6988.00
DATE PAID 12/22/23

SIGNED Kimberly Robinson
Kimberly Robinson



STATE OF GEORGIA
Darren Mickler, Director
Taylor Wright, Board Chair
Georgia Professional Engineering & Land Surveyors Board
Engineers / Land Surveyors
Professional Engineer

LICENSE NO.  PE043334

Aimee Sharita Turner
200 North Cobb Pkwy, Bldg 400, St 413 Bldg 400, St 413
Marietta, GA 30062

EXP DATE - December 31, 2024
ISSUE DATE - May 25, 2018
Active

Printed on May 29, 2024 5:28 PM



STATE OF GEORGIA
Darren Mickler, Director
Taylor Wright, Board Chair
Georgia Professional Engineering & Land Surveyors Board
Engineers / Land Surveyors
Professional Engineer

LICENSE NO.  PE019877

Daniel B Dobry Jr
2531 Gabriel Way
Kennesaw, GA 301522679

EXP DATE - December 31, 2024
ISSUE DATE - May 05, 1992
Active

Printed on May 29, 2024 5:25 PM



This certificate hereby qualifies

Edward T Caddell

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 35592


Joel Albizo, FASAE, CAE
Chief Executive Director


Karen Wolf, FAICP
President



**American Institute
of Certified Planners**

Creating Great Communities for All

Verify: www.youracclaim.com/



STATE OF GEORGIA
Darren Mickler, Director
Taylor Wright, Board Chair
Georgia Professional Engineering & Land Surveyors Board
Engineers / Land Surveyors
Professional Engineer

LICENSE NO. PE033655

Wayne Oakland McGary
200 Cobb Parkway North Bldg 400, Ste 413
Marietta, GA 30062

EXP DATE - December 31, 2024
ISSUE DATE - December 31, 2008
Active

Printed on May 29, 2024 6:19 PM





This certificate hereby qualifies

Ethan A Greene

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 35640


Joel Albizo, FASAE, CAI
Chief Executive Director


Karen Wolf, FAICP
President



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of Certified Planners**

Creating Great Communities for All

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STATE OF GEORGIA
Darren Mickler, Director
Taylor Wright, Board Chair
Georgia Professional Engineering & Land Surveyors Board
Engineers / Land Surveyors
Professional Engineer

LICENSE NO. PE023019

Christopher N Rideout
4531 Willow Oak Trail
Powder Springs, GA 30127

EXP DATE - December 31, 2024
ISSUE DATE - July 05, 1996
Active

Printed on May 29, 2024 5:10 PM





STATE OF GEORGIA
Darren Mickler, Director
Taylor Wright, Board Chair
Georgia Professional Engineering & Land Surveyors Board
Engineers / Land Surveyors
Professional Engineer

LICENSE NO.  PE044611

Eric Michael Brisse
1762 San Andra Drive
Marietta, GA 30062

EXP DATE - December 31, 2024
ISSUE DATE - May 14, 2019
Active

Printed on May 29, 2024 5:24 PM

