

PREPARED FOR

HALL COUNTY

RFQ/P #45-005

**STATE ROUTE 13/
ATLANTA HIGHWAY
CORRIDOR STUDY**

MAY 2024

PREPARED BY **Kimley»»Horn**

Section 1 - Cover Letter and Executive Summary

May 30, 2024

Hall County Government Center

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

Kimley-Horn

1200 Peachtree Street NE
Suite 800
Atlanta, GA 30309

RE: SR 13/Atlanta Highway Corridor Study (RFQ/P# 45-005)

Dear Mr. Youngblood and Members of the Selection Committee:

Our team offers Hall County local resources and regional specialists who are readily available to meet your needs. This contract will be led out of our Atlanta Midtown office under the supervision of **Clark Kennedy, P.E., PTOE, RSP₁**, with seamless support from local subconsultants. Our team offers Hall County the following benefits:

Local Knowledge. This project requires a combination of technical safety expertise, local knowledge, and stakeholder familiarity. Multiple members of our project team live in Hall County, including our Engagement Task Lead Beth (Tucker) Smith, AICP, who lives in Buford. Beth is well-known for leading inclusive and representative engagement efforts for a variety of planning projects in adjacent Gwinnett County. Critical to successful outreach in the County, our local team includes Spanish speaking professionals and a network of additional in-house staff that can also be leveraged for the project. Additionally, Kimley-Horn serves Hall County as the prime consultant on the Georgia Department of Transportation (GDOT) Safety On-Call contract for District 1, and our subconsultant, Bihl Engineering, for this project also serve as our subconsultants for the GDOT contract. Kimley-Horn has also worked in District 1 through the GDOT Operational Improvement On-Call contract. *Because of our local safety experience and physical presence, we understand the County's needs.*

A Coordinated Team for Smooth Project Delivery. The professionals selected for this contract, including our subconsultant partners, have provided a wealth of engineering support services to municipal clients and on-call contracts. Our depth of in-house resources in roadway, bicycle/pedestrian, stormwater, water/wastewater, public space design and public engagement, and traffic engineering not only allows us to provide you with prompt advice on each of these disciplines, but also enables us to provide recommendations that are both feasible and financially responsible. *Our one-profit center approach allows our team members to operate and collaborate on projects to help ensure that each of your projects will have seamless integration of all disciplines and designs.*

Proven Ability to Deliver. We understand that the goal of each project is to improve the quality of life for Hall County residents and visitors. We are skilled at delivering studies, including projects that involve coordination with the Georgia Department of Transportation (GDOT) and other state agencies, whether it is a federally or locally funded project, or simply requires GDOT permitting. The depth and breadth of our experience means you get a team that brings a broad base of safety expertise to your tasks and a proven track record of successfully providing safety engineering services across the nation. Kimley-Horn has the largest number of Transportation Certification Board Road Safety Professionals (RSPs) of any firm, including RSP Level 1, RSP Level 2 Infrastructure specialty, and RSP Level 2 Behavioral specialty. *The depth and breadth of our resources enable us to assign highly experienced staff, provide you with the right skills and expertise, and deliver your study successfully.*

Thank you for your consideration of our qualifications. We acknowledge Addendum #1 issued on May 23, 2024. Please contact me at 470 579 4978 or clark.kennedy@kimley-horn.com for any additional information you may need.

Sincerely,

KIMLEY-HORN



Clark Kennedy, P.E., PTOE, RSP₁
Project Manager

Kimley»Horn TRTP18006.2024

NAME OF PROPOSER: Kimley-Horn and Associates, Inc.

NAME AND TITLE OF PERSON WHO WILL MANAGE THE ENGAGEMENT: Clark Kennedy, P.E., PTOE, RSP₁, Associate

PHYSICAL AND MAILING ADDRESS: 1200 Peachtree Street NE, Suite 800, Atlanta, GA 30309

PROJECT MANAGER CONTACT: 470 579 4978; Clark.Kennedy@kimley-horn.com

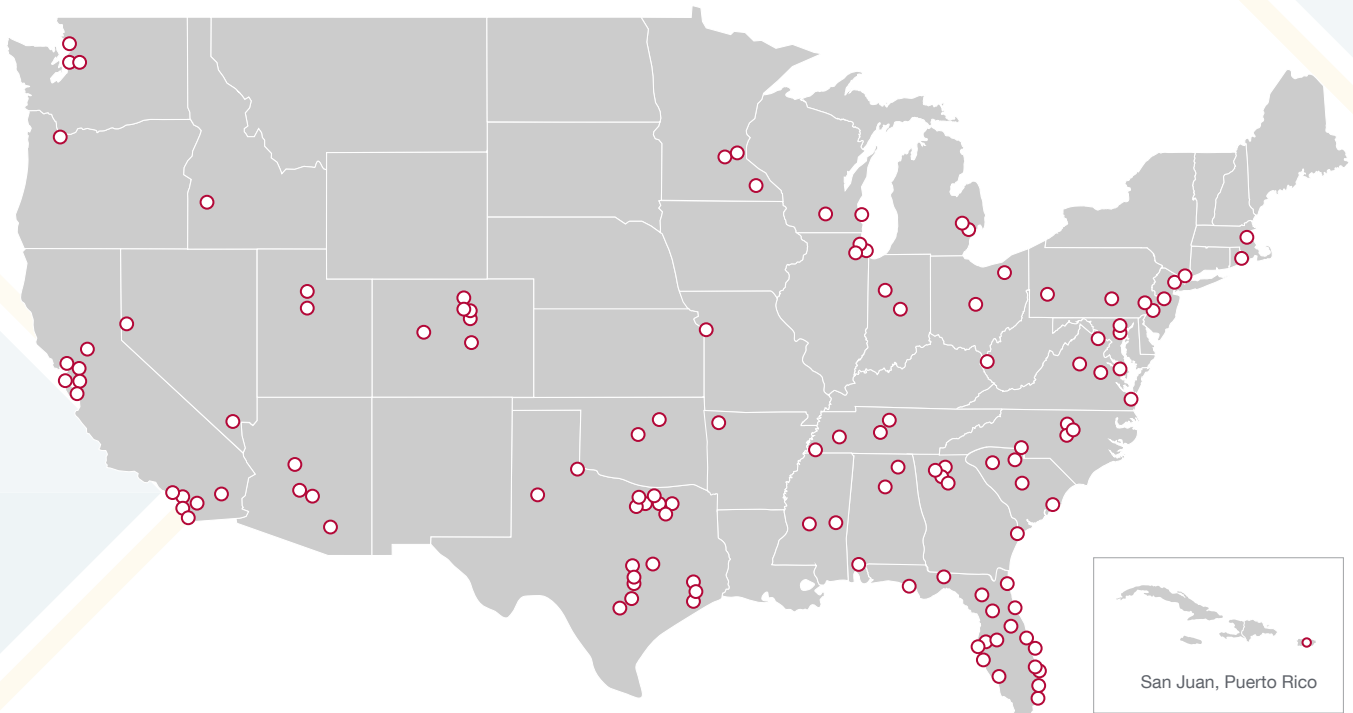
Firm Organization, Location, and Resources

Founded in 1967, Kimley-Horn has provided planning and engineering services for 57 years. The firm is a privately-held, employee-owned corporation. Our multidisciplinary services include roadway design, transportation and traffic engineering, storm water drainage improvement studies and design, stormwater permitting and regulatory compliance, bicycle, pedestrian, and multiuse facility planning and design, construction administration, landscape architecture, public space planning and design, environmental and regulatory permitting, and cost estimating.

The depth and breadth of our resources enables us to assign highly experienced staff, provide you with the right skills and expertise, and deliver your projects successfully. Kimley-Horn’s team is currently working on numerous similar projects for municipalities included later in this proposal.

Our firm can provide all of the services requested in the Scope of Work in this RFQ/P.

Our Offices



Section 2 - Answer All Scored Questions

EXHIBIT G

SCORED QUESTIONS

TECHNICAL RESPONSE WORKSHEET

Bidder's company name: Kimley-Horn and Associates, Inc.

All eight (8) questions below MUST be answered. Each question is weighted and scored for completeness and detail. The maximum possible amount of points is eight-hundred (800) for this Technical Response Worksheet. The County's Evaluation Committee will review and assign percentage scores to each question depending on the answers provided. The Contractor with the highest point values will be considered the apparent contract award winner and may be invited to interview with the County's Evaluation Committee for further discussions or negotiations. Use additional pages and attach if needed.

No.	Question	Answer
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?	Kimley-Horn's response to this question is on pages 6-11 .
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.	Kimley-Horn's response to this question is on pages 6-11 .
3	List current projects, percent complete, and total possible workload.	Kimley-Horn's response to this question is on pages 6-11 .
4	Why should Hall County select your firm for this project? Describe your technical approach.	Kimley-Horn's response to this question is on pages 6-11 .
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).	Kimley-Horn's response to this question is on pages 6-11 .
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.	Kimley-Horn's response to this question is on pages 6-11 .
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	Kimley-Horn's response to this question is on pages 6-11 .

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 companies succession planning when an employee quits or calls out?	Kimley-Horn's response to this question is on pages 6-11 .
---	--	---

Question 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?

Yes, Kimley-Horn has at least three sequential years of experience in the services detailed in the Scope of Work. Since 1967, our clients nationwide have found our firm to be their top source for comprehensive consulting services. Our team of specialists understand the importance of planning and designing for all modes of transportation and has led numerous master plans and developed comprehensive statewide plans and requirements for pedestrian/bicycle facilities, transit, rail, and fully integrated multimodal systems. Kimley-Horn also provides comprehensive traffic safety services, which include safety action plans for local roadways (also known as local road safety plans), systematic safety evaluations, road safety audits, safe routes to school—and helping our clients navigate SS4A grants.

Our national team of safety experts guide our clients through their comprehensive action plans, policy and procedure changes, and funding applications, and design and implementation support. We pride ourselves on developing plans that can be successfully implemented on time and within budget, taking advantage of the industry's best-proven techniques and technologies

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

Below are brief narratives for 3 similar projects completed within the past 5 years as well as the entity name, references names and contact details. Additional project experience can be found in Section 4 accompanying this Technical Response.

Atlanta BeltLine, Inc. University Avenue Scoping Study

ATLANTA, GA; 2017-2020

Kimley-Horn has prepared a scoping study and GDOT Concept Report for the University Avenue corridor in southwest Atlanta. The project was a highly collaborative effort between the City of Atlanta, invest Atlanta, GDOT, and Atlanta BeltLine, Inc. This planning process defined a vision and long-term configuration for University Avenue from Murphy Avenue and Hank Aaron Drive, a corridor featuring high-visibility frontage at the Annie E. Casey Foundation Pittsburgh Yards development and through the I-75/I-85 interchange. Kimley-Horn provided traffic and NEPA analysis, public engagement support, as well as schematic design services. The project will define improvements to provide a multimodal facility for all users including pedestrians, bicyclists, freight, transit and motorists, and takes into consideration imminent and future development and capital improvement projects.

- **Reference Contact:** Shaun Green, P.E., Principal Engineer, Atlanta BeltLine, Inc.; 404 874 1228; sgreen@atlbeltline.org
- Project is complete.

The City of Sandy Springs, Road Safety Analysis: Roswell Road and Abernathy Road

SANDY SPRINGS, GA; 2019-2024

The City of Sandy Springs retained Kimley-Horn to conduct a safety analysis of the section of State Route 9 (SR 9 or Roswell Road) from the southern driveway of the Abernathy Square shopping center (south of Abernathy Road) to Marsh Creek, including the intersections of SR 9/Abernathy Road, SR 9/Sunny Brook Lane, and Abernathy Road/Cherry Tree Lane. The City identified the intersection of SR 9/Abernathy Road and the surrounding area as high priority due to the number of historical crashes, in comparison to other intersections in the City.

Kimley-Horn reviewed the area to understand existing conditions and intersection operations, analyzed possible trends in the crash history, and recommended countermeasures for the intersection that addressed existing crash trends and included proactive treatments. Recommendations were made in two categories: short-range improvement projects, which are lower cost and quickly implementable projects that target specific safety deficiencies; and mid- to long-term improvement alternatives, which are higher-cost alternatives to reduce congestion-related crashes in the study area.

The Kimley-Horn team then assisted the City with implementation of the identified short-range improvement projects by designing the improvements, coordinating with stakeholders, and assisting City staff with requesting funding from the GDOT Quick Response (QR) Project Program. The team prepared materials for a virtual outreach event both to educate and gain stakeholder and public support/buyin for the short-range improvements.

- **Reference Contact:** David Low, Senior Traffic/Transportation Engineer; 770 730 5600; DLow@SandySpringsga.gov
- Project is complete.

Midtown Alliance, West Peachtree/Spring Street Complete Streets

ATLANTA, GA; 2018-2024

Kimley-Horn provided a variety of engineering services to reimagine two urban arterial corridors in Midtown Atlanta. The project will provide a safe north-south travel alternative through the heart of the Midtown district, connecting residents, students, and commuters to numerous destinations including three MARTA transit stations within the project limits. The corridor study looked specifically at curb usage, rideshare and loading needs, sidewalk usage, curb cuts, vulnerable user behavior, bus stop interactions, and various bicycle buffer treatments to provide for an effective, safe bicycle and pedestrian corridor. A complete traffic analysis was performed for West Peachtree Street and Spring Street to study travel lane reductions on each corridor in order to facilitate separated bike lanes in the righthand curb lane on both streets. The project includes the pair of buffered one-way cycle tracks as well as modified bus stops and loading zones, stormwater improvements, streetscape enhancements, and signing and marking improvements. Furthermore, the Spring Street construction plans were modified from their original design to be implemented as a “quick-build” in partnership with a City of Atlanta repaving project resulting in a fast and cost-effective implementation. The West Peachtree improvements and the finalization of the Spring Street facility are planned for construction in 2024.

- **Reference Contact:** Dan Hourigan, Director, Transportation & Sustainability Midtown Alliance; 678 698 8512; Dan@MidtownATL.com
- Project design is complete.

Question 3: List current projects, percent complete, and total possible workload.

We have carefully selected a key team of seasoned professionals that offer the high level of responsiveness you need to complete this corridor study, in terms of exceptional local understanding and support, and extensive experience in the disciplines you require. Project Manager Clark Kennedy, P.E., PTOE, RSP₁ will coordinate our team to make sure we meet the County’s schedule and budget. Current workload for the key staff proposed for this project, including percent complete for current projects and possible workload is on the next page.

HALL COUNTY

RFQ/P #45-005

SR 13/ATLANTA HIGHWAY CORRIDOR STUDY

KEY PERSONNEL	CURRENT WORKLOAD	PERCENT COMPLETE	PERCENT AVAILABLE
Clark Kennedy, P.E., PTOE, RSP ₁	Buckhead Community Improvement District (BCID), Lenox Road Multi Use Trail Phase 2, Atlanta, GA	20%	30%
	GDOT, PI 0019707, SR 133 at Cedric Roundabout, Lee County, GA	30%	
	GDOT, PI 0019601, SR 206 at SR 268, Coffee County, GA	30%	
	GDOT, Safety On-Call Region A, Districts 1 and 4, GA	On-Call (July 2025)	
	Central Atlanta Progress, PI 0017994, Peachtree Street Downtown, Atlanta, GA	70%	
	City of Lawrenceville, Redlands Creek Multi-Use Path Concept, Lawrenceville, GA	60%	
	GDOT, PI 0018326, South Slappey Blvd Pedestrian Improvements, Albany, GA	80%	
Tracy Lehman, P.E., PTOE, RSP ₂₁	GDOT, Safety On-Call Region A, Districts 1 and 4, GA	On-Call (July 2025)	25%
	Habersham County, Safe Streets for All (SS4A) Safety Action Plan, Habersham County, GA	15%	
	Iowa County Engineers Association (ICEA)/Mahaska County, SAPs, Statewide (97 counties), IA	30%	
	Buckhead Community Improvement District (BCID), West Paces Ferry Safety Evaluation, Atlanta, GA	20%	
Tanner Schroeder, P.E.	City of Lawrenceville, Redlands Creek Multi-Use Path Concept, Lawrenceville, GA	60%	40%
	GDOT, PI 0019707, SR 133 at Cedric Roundabout, Lee County, GA	30%	
	GDOT, PI 0018326, South Slappey Blvd Pedestrian Improvements, Albany, GA	80%	
	GDOT, PI 0016166, SR 124 @ Sam Freeman Intersection, Jackson County, GA	60%	
	GDOT, SR 122 at SR 125 Intersection Improvements, Lowdens County, GA	90%	
	GDOT District 1, Maintenance Area 4, Curves Safety Improvement, GDOT District 1, GA	60%	
	UWCID, Intersection of 10th Street and Northside Drive Pedestrian / Signal Upgrades, Atlanta, GA	90%	
Jourdyn Fuga, P.E., RSP _{2B}	GDOT, Safety On-Call Region A, Districts 1 and 4, GA	On-Call (July 2025)	45%
	VDOT, Walker Road Road Safety Assessment, Fairfax County, VA	10%	
	Habersham County Safe Streets and Roads for All (SS4A) Safety Action Plan, Habersham County, GA	15%	
Beth (Tucker) Smith, AICP	Gwinnett Trails, Implementation Program Management Services, Gwinnett County, GA	Ongoing	35%
	Gwinnett Trails, Countywide Master Plan Update, Gwinnett County, GA	45%	

Question 4: Why should Hall county select your firm for this project? Describe your technical approach.

Our Introductory Letter (included as the first page of the Technical Response) in addition to the details below lists the benefits for selecting the Kimley-Horn team:

- Proven Team of Safety Specialists – Kimley-Horn has completed more than 170 safety action plans for local roadways across the county.
- Local Knowledge – Because of our safety experience and physical presence, we understand the County’s needs
- Unmatched National Expertise and Proven Ability to Deliver – Kimley-Horn has the largest number of Transportation Certification Board Road Safety Professionals (RSPs) of any firm, including RSP Level 1, RSP Level 2 Infrastructure specialty, and RSP Level 2 Behavioral specialty. We have a proven track record of developing corridor plans in Georgia that achieve community by in and are able to be implemented in phases. This will make things easier for the County during the design and implementation of any projects that come out of this study. We also have recent and on going experience studying this corridor through our work with GDOT.

Our team’s technical approach can be found in Section 5.

Question 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).

Yes. Kimley-Horn’s subcontractors for this project include Bihl Engineering (legal entity name: Bihl Engineering, LLC), who will provide public engagement services as well as Marr Traffic (legal entity name: Marr Traffic, Inc.) who will provide traffic count data. Bihl Engineering’s work will account for 20% of the total contract, and Marr Traffic’s work will account for 10% of the total contract. Neither of our subcontractors have a third-party(s).



BIHL ENGINEERING, LLC | Subcontractor (DBE)

Bihl Engineering is a boutique firm specializing in full service transportation engineering consulting and traffic studies. They understand that traffic and transportation is more than efficiently moving cars from place to place.

A successful project of any size may require local or regional economic, political, and environmental considerations be taken into account. Alternative transportation methods such as bicycle or pedestrian options may need to be considered. All these aspects are thoughtfully combined with technical analysis and expertise to provide the best platform for success both for the client and the community. Bihl Engineering is a certified Disadvantaged Business Enterprise (DBE) in Georgia. *For this project, Bihl Engineering will provide public engagement services.*



MARR TRAFFIC, INC. | Subcontractor

Marr Traffic is a privately owned traffic data collection firm that was established in 2015. Marr has 5 offices throughout the Southeast, and over 40 employees. Their leadership team has over 75 years of traffic

data collection and project management experience combined and has completed tens of thousands of data collection projects throughout the Southeast. Over 150 clients across 15 states have trusted Marr Traffic as their traffic data collection partner. Marr Traffic currently provides traffic data for many counties, municipalities, and Departments of Transportation (DOTs) throughout the Southeast. Marr currently holds statewide data collection contracts with both the North Carolina Department of Transportation (NCDOT), South Carolina Department of Transportation (SCDOT). Marr is also a sub to many contracts with the Georgia Department of Transportation (GDOT), and the Tennessee Department of Transportation (TDOT). Marr Traffic has offices in Orlando, FL, Atlanta, GA, Raleigh, NC, Louisville, KY, Dallas, TX, and headquartered in Nashville, TN. The Marr Promise is simple: Accurate data delivered on time. *For this project, Marr Traffic will provide traffic count data.*

Question 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.

The Kimley-Horn team includes specialists in the areas of systemic safety, the safety system approach, equity analysis, geospatial analysis, development of safety planning documents, vulnerable road user safety, Americans with Disabilities Act (ADA) compliance, and stakeholder engagement. Kimley-Horn is leading the industry in providing transportation safety services. The Kimley-Horn team offers complete transportation planning, traffic analysis, safety analysis, and transportation design services in-house and has completed countless corridor studies.

Multiple members of our project team live in Hall County, including Engagement Task Lead Beth (Tucker) Smith, who lives in Buford. Beth is well-known for leading inclusive and representative engagement efforts for a variety of planning projects in nearby Gwinnett County. Critical to successful outreach in the County, our local team includes Spanish speaking professionals and a network of additional in-house staff that can also be leveraged for the project. Kimley-Horn employs 36 of the nation's certified RSPs which demonstrates the requisite knowledge of road safety and serves as a catalyst for greater attention to continuing education. Additionally, Kimley-Horn maintains 80 Professional Traffic Operations Engineers (PTOE) in the firm, which demonstrates our skill and ability in the specialized application of traffic operations engineering.

Resumes for key staff, including years of experience, education, and location, are included in Section 4 accompanying this Technical Response.

Question 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.

For this plan, **Project Manager Clark Kennedy, P.E., PTOE, RSP₁**, will be responsible for monitoring checking procedures and helping ensure that the standard of quality established for the project is maintained. He offers 12 years of experience on a wide variety of safety and roadway projects. He will work closely with Tracy, Jourdyn, Beth, and Tanner to make sure that all quality control processes and procedures as defined in the QMP are executed. Additionally, each task lead is responsible for all aspects of the design and quality control checking of the project within their respective disciplines. A detailed breakdown of our process for verifying how staff will adequately perform work for the delivery of services under this contract is included in Section 5 accompanying this Technical Response.

While quality control begins with the team assigned to undertake this project, our quality control/quality assurance (QC/QA) program will include independent reviews of the project documents and support data by highly qualified professionals not directly involved in this project. A detailed procedure of how Kimley-Horn inspects, approves, and verifies the delivery of services is outlined in our Quality Management Plan (QMP), which is included in Section 5 accompanying this Technical Response. Kimley-Horn understands that sometimes corrective actions are necessary. In legal parlance these mistakes are called errors and omissions; reducing or eliminating errors and omissions is the goal of Kimley-Horn's QC/QA programs. When a mistake in a planning type of project occurs, the mistake is usually in a written document or on a graphic. Our policy is to correct the mistake and reprint/redistribute the affected materials at no cost to our client.

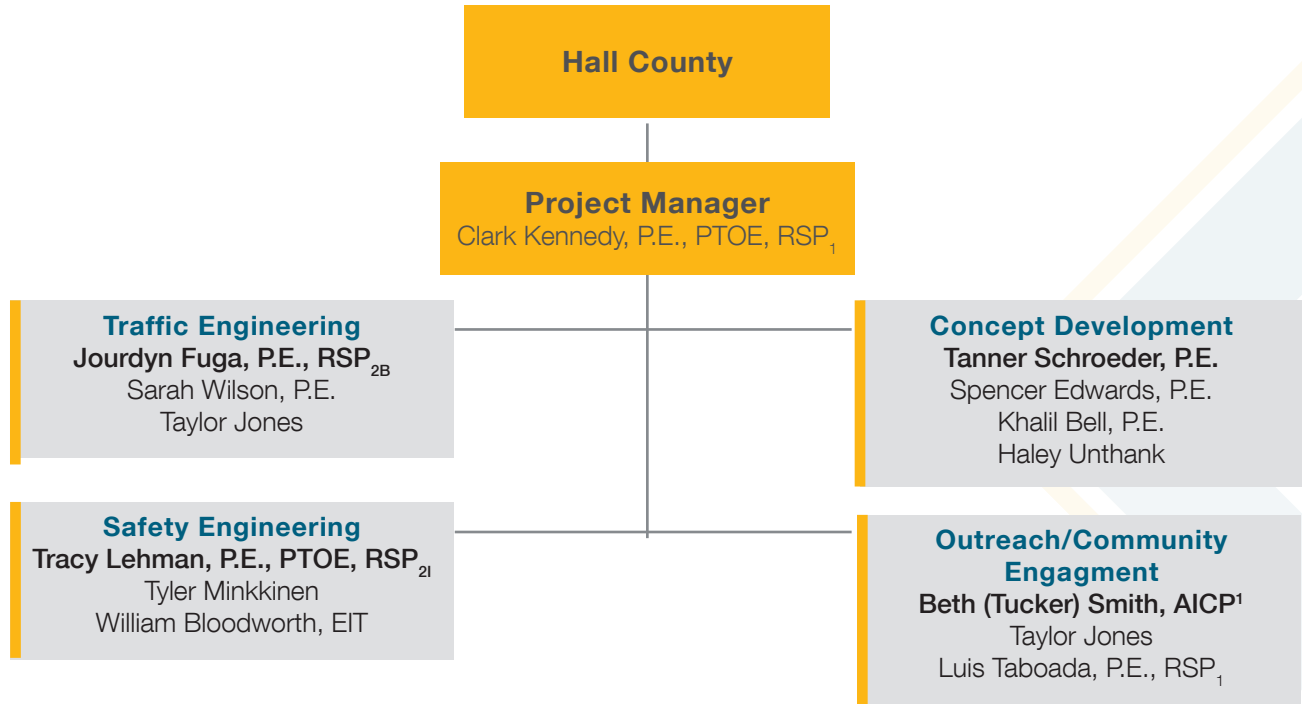
Question 8: Per documentation of this solicitation you must keep a sufficient work force to perform the requirements of this contract. Describe how you will continue to maintain this work force. What is your company's succession planning when an employee quits or calls out?

Kimley-Horn has a long history of achieving successful project completion through a combination of effective project management and technical expertise. Based on our experience, we know that our clients are primarily interested in the quality and performance of the people with whom they will work, not just the experience record or reputation of the firm. Kimley-Horn is structured to allow for long-term commitments of specific personnel to serve a client's needs; there is no revolving door of staff. The Kimley-Horn team will devote the staff identified in this submittal to Hall County. Kimley-Horn is proud of our low staff turnover, which is among the lowest in our industry. However, we understand your concern about the potential for staff turnover, so we have committed to this contract several traffic safety professionals experienced in delivering safety projects on time and within budget. These individuals have overlapping experience that provides enough depth for one individual to take over an assignment, should it become necessary. Given any unforeseen event, Kimley-Horn would consult with the County's project manager to determine possible alternatives before making any decisions on the makeup of a project team. Our single profit center structure enables us to share and balance our workload successfully across multiple offices nationwide. This means we can utilize staff across the firm if needed, as there are no regional workload boundaries.

Section 3 - Cost Proposal (Submitted in a Separate Envelope)

Section 4 - Key Staff and Previous Projects

Organizational Chart



Equitable Engagement

Communication is critical to providing equitable opportunities for the public to provide feedback within the planning process. Our local project team includes three spanish-speaking professionals able to assist with public outreach meetings:

- Luis Taboada, P.E.
- Ana Eisenman, P.E.
- Juan Duarte, P.E.

Because of the importance to our projects, Kimley-Horn also has a network of in-house staff that can be leveraged for the project to assist with interpreting and translating static project information, such as flyers, email updates, and information that will be used on the project website.

SUBCONSULTANTS:

1. Bihl Engineering
2. Marr Traffic

STAFF DESIGNATIONS:

Key team leads are in bold

Qualifications of Key Personnel



CLARK KENNEDY, P.E., PTOE, RSP₁
Project Manager

Kimley»Horn

Clark has 12 years of transportation and traffic engineering experience. He is responsible for the development of methodology and design for transportation improvement projects. Clark's experience includes geometric design, traffic signal design, traffic analysis, traffic modeling, ITS design, and project management. He has gained experience in geometric design while working on numerous roadway projects throughout Georgia, Mississippi, and Alabama. Clark has also served as project manager for roadway and traffic projects and is familiar with all aspects of design needed to deliver complete construction plans. He specializes in horizontal alignment, vertical alignment, superelevation, and intersection design.

EDUCATION AND PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, Auburn University
- Professional Engineer in GA (#042521), and AL
- Professional Traffic Operations Engineer (#4160)
- Road Safety Professional Level I (#802)
- Georgia Soil and Water Conservation Commission (GSWCC) Level I Design Professional (#0000087027)

LOCATION

- Atlanta, GA

YEARS OF EXPERIENCE

- 12

RELEVANT EXPERIENCE

- **GDOT Regional Safety Design Services, GDOT Districts 1 and 4, GA** — Deputy Project Manager. As a prime consultant for the GDOT Regional Safety Design Services, Kimley-Horn has been supporting the Department in its goal to eliminate fatalities and reduce the number of injury crashes on Georgia's roadways by using data-driven safety analyses. Since first working on the contract in 2018, our team has completed network screenings, literature reviews, crash analyses, safety evaluations, economic appraisals, and concept design to guide the program in developing safety projects. In addition to these tasks, our team supports program management, which includes maintaining quality data through internal GDOT platforms, coordinating data needs and updates across sub-teams, and monitoring performance through data analytics platforms. Kimley-Horn is the prime consultant for Region A of GDOT's Safety Program, which includes GDOT Districts 1 and 4.
- **Lenox Road Multiuse Trail Phase II, Atlanta, GA** — Project Manager. Phase II of the Lenox Road Multiuse Trail will enhance the pedestrian infrastructure and appearance along Lenox Road from Peachtree Road to Phipps Boulevard. This project will connect with Phase I and III of the Lenox Road Multiuse Trail, which connects Path 400 to the Lenox MARTA Rail Station. This project will construct two bridges and multiple retaining walls to achieve the owners desired typical section within the tight footprint of the Lenox Road corridor.
- **Redland Creek Trail Concept, Lawrenceville, GA** — Project Manager. This project consisted of developing multiple conceptual alignments for a creekside trail in Lawrenceville, GA. The Kimley-Horn team developed three different conceptual alignments for a three-mile trail adjacent to Redland Creek. The City of Lawrenceville is currently pursuing funding to continue design and construction of the preferred alignment.
- **Atlanta BeltLine Southside Trail Corridor Design, Atlanta, GA** — Project Engineer. Kimley-Horn led the design and environmental permitting of the Atlanta BeltLine Southside trail corridor from University Avenue to Memorial Drive. The project includes the design of a 14-foot-wide concrete multiuse path with 3-foot-wide soft shoulders on each side and extending approximately 4 miles between the two logical termini: University Avenue

and Memorial Drive. Additional site elements included planting, lighting, retaining walls, vertical connections to intersecting streets via ramps and stairs, storm drainage, signage/wayfinding, and the replacement of at least one existing freight rail bridge. The design included streetscape/accessibility improvements on all intersecting streets extending from the corridor to the nearest intersection or .25 mile. Kimley-Horn worked with Atlanta BeltLine, Inc. (ABI) to develop a robust stakeholder and community involvement program to support the concept validation phase of this project.

- **Ivy Creek Greenway, Gwinnett County, GA** — Project Engineer. This proposed segment consists of a 12-foot-wide, paved trail that begins south of an existing cablestayed bridge near the Mall of Georgia and continues along the south side of Ivy Creek. The trail is approximately 2 miles in length and includes seven crossings of tributaries of Ivy Creek. Our services have included trail alignment and design, bridge design, elevated boardwalk, retaining walls, and overlook structures as well as evaluation of hydrology and stormwater for the project corridor. The team is designing six outdoor node spaces with soft-surface trail, wildlife viewing areas overlooks, and other special natural resources along the trail to activate the space and encourage users to engage with nature.

**Clark worked on this project prior to joining Kimley-Horn.*



Tracy Lehman, P.E., PTOE, RSP₂₁
Safety Engineering Lead

Kimley»Horn

Tracy is a nationally recognized leader in safety analysis and design that consistently delivers innovative, data-driven solutions to her clients across the country. She has a passion for safety and understands the impact that proactive safety plans can have on saving lives. Her career has focused on assisting cities, counties, and state Departments of Transportation (DOTs) across the country with developing solutions to reduce fatalities and serious injuries on their roadways. Tracy has managed or been involved with developing safety recommendations for corridors in Alabama, Georgia, Illinois, Iowa, and Nevada, and contributed to Federal Highway Administration's (FHWA's) guidance manual, Implementing a Local Road Safety Plan (LRSP), which provides tips on how to take a safety plan from idea to reality, including the concept of developing champions for safety improvements early when developing project recommendations. Tracy is intimately familiar with GDOT policies and processes and manages the Regional Safety Design Services (Region A) contract, which includes Hall County. Her diverse experience—combined with her detail-oriented nature—has allowed her to develop a talent for developing tailored corridor plans to reduce fatalities and serious injuries.

EDUCATION AND PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil and Environmental Engineering, Georgia Institute of Technology
- Professional Engineer in GA (#041723), AL, IA, IL, and WI
- Professional Traffic Operations Engineer (#3519)
- Road Safety Professional Level 1 (#46) and Level 2, Infrastructure (#6)

LOCATION

- Atlanta, GA

YEARS OF EXPERIENCE

- 16

RELEVANT EXPERIENCE

- **GDOT Safety Design Services, Region A (PI 0017344), Districts 1 and 4, GA** — Project Manager. Kimley-Horn team is providing services on a task order basis to support the Georgia DOT (GDOT) Safety Design Services contract from project inception through to implementation, which includes conducting network screenings, location studies, intersection control evaluations, traffic engineering studies, and providing design services. The project involves regular communication and coordination with county and municipal staff as well as the district offices. As the project manager, Tracy coordinates with her team and subconsultants to scope each task order assignment and then manages staff resources to deliver on each project.
- **Habersham County, Safety Action Plan (SAP), Habersham County, GA** — Project Manager. Kimley-Horn is developing an SS4 SAP for the Habersham County. The plan will provide the basis for systemic implementation of safety countermeasures across the county, allowing the county the flexibility to leverage the plan to meet their local needs and quickly identify projects for various safety funding opportunities. The plan will include stakeholder and public outreach to obtain buy-in and input to high-risk locations that will be identified as part of the plan, as well as to build the culture of safety within the county and educate the public and leaders of how they can make the largest impact on safety within their county. As the project manager, Tracy is overseeing all tasks related to the development of the SAP.
- **Roadway Safety Analysis: Roswell Road/Abernathy Road, Sandy Springs, GA** — Project Manager. Kimley-Horn team conducted a safety analysis and then identified recommendations for two categories of improvement: short-range projects, which are lower cost and quickly implementable projects that target specific safety deficiencies; and mid- to long-term alternatives, which are higher-cost alternatives to reduce congestion-related crashes in the study area. The team then assisted the City with implementing short-term projects by designing the improvements, coordinating with stakeholders, and assisting City staff with requesting and securing funding from the GDOT Quick Response (QR) Project Program. The team had evaluated the identified mid- to long-term

improvement alternatives through traffic simulations and is currently vetting the alternatives with the City's Public Works Department staff. As the project manager, Tracy was involved in all aspects of the project and lead project communication and coordination between the City, GDOT, and the GDOT District staff.

- **Iowa DOT, Vulnerable Road User (VRU) Safety Assessment, Statewide, IA** — Project Manager. Kimley-Horn completed a VRU Safety Assessment for Iowa, a new FHWA requirement for all states to complete in addition to their SHSP. The assessment is intended to understand the safety performance of the state with respect to vulnerable road users, which include people walking, biking, or rolling, and to develop a plan to improve safety for these users. As part of the assessment, Kimley-Horn updated the state's Statewide Bicycle and Pedestrian Systemic Safety Analysis which was completed in 2020, to incorporate VRU demand and at-risk groups in addition to existing roadway characteristics data. Through the assessment, recommendations will be developed for 16 of the highest-risk locations. The plan included consultation with the Metropolitan Planning Organization (MPO)/Regional Planning Affiliations (RPA) at their quarterly meetings, Bicycle and Pedestrian Advisory Committee, and the SHSP Advisory Team. As the project manager, Tracy has been involved in every aspect of the assessment.
- **Kishwaukee Valley Road Roadside Safety Review, McHenry County, IL** — Safety Lead. Kimley-Horn assisted the McHenry County Division of Transportation in conducting a safety review of a 12-mile stretch of Kishwaukee Valley Road from US Route 14 (in Woodstock) to the Boone-McHenry County line. As part of the review, Kimley-Horn analyzed crash data along the corridor, identified corridor risk factors, and conducted a virtual Road Safety Audit (RSA) of the corridor. By combining roadway feature and condition data with information determined through the crash analysis, RSA, and operational analysis of the corridor, the project team identified proactive safety improvements along the roadway. As the safety lead, Tracy oversaw all project aspects including project management, document review, crash and roadway data analysis, as well as the road safety assessment.
- **Gwinnett County, Destination2040 CTP, Gwinnett County, GA** — Project Engineer. This effort examined the many changes that have occurred in the County's population, employment, land use, and development since the adoption of the 2008 CTP and the related impacts to all modes of transportation including roadways and bridges, transit, bicycle and pedestrian facilities, and freight. Kimley-Horn established the existing baseline and determined transportation needs currently and in the future. As part of the plan, our team oversaw travel demand modeling efforts and reviewed outputs of the travel demand model for years 2015 and 2040 developed by our subconsultant. Safety recommendations were also developed, which focused on Vision Zero policy, supporting statewide efforts to eliminate distracted driving, conducting hot-spot analysis, and pursuing safety-specific planning efforts for the county focused on proactive solutions.



Tanner Schroeder, P.E.

Concept Development Lead

Kimley»Horn

Tanner has experience in traditional roadway design, including roundabouts, road widening and intersection improvements. His additional experience includes urban roadway and trail design, such as streetscapes, bicycle and pedestrian facilities, multiuse trails, and complete streets. He has worked on all aspects of projects to include concept reports, preliminary plans, right-of-way, and final construction plans. Tanner has experience with a variety of clients to include community improvement districts (CIDs), municipalities, and state-level agencies.

EDUCATION AND PROFESSIONAL CREDENTIALS

- Bachelor of Civil Engineering, Auburn University
- Professional Engineer in GA (#050514), and AL
- Georgia Soil and Water Conservation Commission (GSWCC) Erosion Control Level II (#0000105735)

LOCATION

- Atlanta, GA

YEARS OF EXPERIENCE

- 5

RELEVANT EXPERIENCE

- **GDOT Safety Regional On-Call, Districts 1 and 4, GA** — Project Engineer. Performs crash analysis for network screenings and Roadway Safety Audits to determine crash countermeasures. Safety Improvements projects through this On-Call include: Roundabouts, R-Cuts, Medians, Pedestrian Hybrid Beacons, RRFBs, Pedestrian Signal Upgrades, and other VRU projects.
- **SR 234 / South Slappey Boulevard - Pedestrian Safety Improvements, Albany, GA** — Project Engineer. This corridor was identified by Georgia DOT as a priority corridor for pedestrian safety needs in District 4 of Georgia due to the relatively high concentration of pedestrian and cyclist crashes during recent years. This project will upgrade the existing pedestrian facilities by installing Pedestrian Hybrid Beacons (PHBs) throughout the corridor which should improve overall safety for Vulnerable Road Users (VRUs).
- **Lenox Road Multiuse Trail Phase II, Atlanta, GA** — Project Engineer. Phase II of the Lenox Road Multiuse Trail will enhance the pedestrian infrastructure and appearance along Lenox Road from Peachtree Road to Phipps Boulevard. This project will connect with Phase I and III of the Lenox Road Multiuse Trail, which connects Path 400 to the Lenox MARTA Rail Station. This project will construct two bridges and multiple retaining walls to achieve the owners desired typical section within the tight footprint of the Lenox Road corridor.
- **Redland Creek Trail Concept, Lawrenceville, GA** — Project Engineer. This project consisted of developing multiple conceptual alignments for a creekside trail in Lawrenceville, GA. The Kimley-Horn team developed three different conceptual alignments for a three-mile trail adjacent to Redland Creek. The City of Lawrenceville is currently pursuing funding to continue design and construction of the preferred alignment.
- **Broad Street Complete Streets in Mobile, Mobile, AL*** — Project Engineer. This project included engineering and design services for roadway reconstruction and “complete streets” projects for the City of Mobile, in partnership with the Alabama DOT, as part of a USDOT Federal Highway Administration (FHWA) Transportation Investment Generating Economic Recovery (TIGER) FY 2016 grant award. The team provided the previous corridor study, and went on to design for roadway and pedestrian improvements, permitting, planning, grant funding assistance/coordination, and community outreach/public involvement services for the design phase of this project. This project is part of the One Mobile: Reconnecting People, Work and Play through Complete Streets initiative.
- **Beach Boulevard Streetscape and Access Management Improvements, Gulf Shores, AL*** — Project Engineer. The Beach Boulevard (SR 182) improvements included approximately two miles of complete streets

streetscape and access management improvements beginning at Gulf State Park on the east end of the project, and continuing west to the intersection of West Lagoon Avenue. The improvements included removing portions of the existing center turn lane and constructing landscaped raised medians, construction of 8' shared-use paths along each side of the roadway, and replacing existing span wire traffic signals located at the intersection of East 1st Street and State Highway 59 with mast arm signal poles. A new mast arm traffic signal was also constructed at the intersection of West 2nd Street. Travel lanes in east and west directions were resurfaced and striped to include two vehicular lanes in each direction as well as buffered bicycle lanes in each direction.

**Tanner worked on this project prior to joining Kimley-Horn.*



Jourdyn Fuga, P.E., RSP_{2B}
Traffic Engineering Lead

Jourdyn has a strong and diverse background in traffic engineering and transportation planning, with a special focus on operations and safety. She is PDP certified and has completed numerous traffic projections and evaluations across the state. Jourdyn adds extra value with her safety acumen and she is effective at balancing the relationship between an area's existing land use and people movement, while planning for future growth and development. Jourdyn has extensive experience in traffic forecasting, corridor studies, operational analyses, and safety studies. Through her experience on the GDOT Safety Design Services and Operations Improvement on-call contracts, Jourdyn knows how to identify transportation solutions and see them through the delivery process. She is proficient with industry software including MicroStation, Synchro, Vissim, HCS, Sidra, Cube, ArcGIS, and the GDOT GEARS and Numetric crash databases.

EDUCATION AND PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, Georgia Institute of Technology
- Bachelor of Science, Public Policy, Georgia Institute of Technology
- Professional Engineer in GA (#043421)
- Road Safety Professional, Level 1 (#163), Level 2, Behavioral (#27)

LOCATION

- Atlanta, GA

YEARS OF EXPERIENCE

- 10

RELEVANT EXPERIENCE

- **GDOT Safety Design Services, Region A (PI 0017344), Districts 1 and 4, GA** — Safety Lead. Kimley-Horn team is providing services on a task order basis to support the Georgia DOT (GDOT) Safety Design Services contract from project inception through to implementation, which includes conducting network screenings, location studies, intersection control evaluations, traffic engineering studies, and providing design services. The project involves regular communication and coordination with county and municipal staff as well as the district offices.
- **Garrard Avenue Improvements (PI 0017976), Chatham County, GA** — Traffic Operations and Forecasting Lead. Kimley-Horn is designing pedestrian and streetscape improvements along a 1.2-mile-long section of Garrard Avenue from Gamble Road to Chatham Parkway. This project will convert Garrard Avenue from a rural, two-lane roadway section to a two-lane, urban roadway section with a 10-foot-wide multipurpose trail on one side of the roadway and a 5-foot-wide sidewalk on the other. This project will improve the existing pavement, widen the existing travel lanes, and install transit accommodations to promote multimodal transportation options along the corridor. The project will also install streetscape components, such as highvisibility mid-block crossings and medianettes, to serve as traffic calming measures. Kimley-Horn is actively engaging with neighborhood and community leaders to identify innovative and context sensitive design solutions. Notably, this includes the area under the Veterans Parkway overpass, similar to the location along Green Island Road under the Westcross Road overpass.
- **Brisbon Road Roadway Safety Audit, Richmond Hill, GA** — Deputy Project Manager. In partnership with the City of Richmond Hill, Bryan County, and GDOT, Kimley-Horn studied the existing roadway conditions along Brisbon Road from Harris Trail Road to SR 144/Bryan Neck Road. Brisbon Road is an existing twolane, rural collector route with adjacent neighborhoods and single-family homes, much like Green Island Road. Kimley-Horn led collection of input from the safety audit team and developed recommendations for both short- and long-term safety countermeasures. These countermeasures were targeted to improve safety for cyclists, pedestrians, transit riders, and motorists, and included the recommendation to design and construct a multipurpose trail that connects to existing and/or planned pedestrian facilities along Harris Trail Road and SR 144/Bryan Neck Road. Kimley-Horn

also identified opportunities to improve safety at the existing intersections and construct high-visibility crosswalks to improve connectivity with the adjacent residential areas.

- **South Downtown Peachtree Street Streetscape (PI 0017994), Atlanta, GA** — Traffic Operations and Forecasting Lead. Kimley-Horn is designing pedestrian, streetscape, and improvements to enhance an approximately 0.27-mile section of Peachtree Street in downtown Atlanta. The purpose of this project is to address pedestrian accessibility, safety, and network connectivity; improve mobility for pedestrians, cyclists, and vehicular traffic; and enhance downtown development and economic potential through streetscape beautification and public realm improvements. Following the PDP, Kimley-Horn is completing traffic forecasting and engineering efforts in addition to designing streetscaping elements and a four-to-two lane road diet conversion along the southern half of the corridor, which would provide parallel parking spaces, widened sidewalks for pedestrian travel, crosswalks with ADA-accessible ramps, pavement improvements, landscaping, seating areas, and pedestrian safety enhancements.



Beth (Tucker) Smith, AICP

Outreach/Community Engagement Lead



Beth brings a wide base of planning and urban design experience from working with both the land use and transportation planning groups at Kimley-Horn, prior to joining Bihl Engineering. She has a robust understanding of how to connect and integrate land use patterns/urban design principles with transportation infrastructure to create great places. Beth has managed community engagement and outreach efforts across the Southeast and the U.S., including some of the most significant and contentious projects in metro Atlanta. She offers 16 years of communications experience and her planning, writing, branding, and graphic design skills enable her to create visually appealing deliverables that effectively communicate to a wide range of audiences. She employs diverse and innovative technologies to gather input as well as well-organized social media campaigns, encouraging a healthy cross-section of perspectives to lead to a holistic plan.

EDUCATION AND PROFESSIONAL CREDENTIALS

- Master of (Urban) Environmental Planning + Design, University of Georgia
- Bachelor of Arts, English, University of Georgia
- American Institute of Certified Planners (#33037)

LOCATION

- Atlanta, GA

YEARS OF EXPERIENCE

- 16

RELEVANT EXPERIENCE

- **GDOT, I-85 PEL Study, Gwinnett County, GA** — Public Engagement Lead.* GDOT and Gwinnett County are partnering to conduct a comprehensive corridor study along I-85, between I-285 and I-985. Through collaboration with stakeholders and the public, a wide range of potential alternatives will be identified. These alternatives will be analyzed, and recommendations will be developed for implementation. The 85 Study is Georgia's first project to utilize FHWA's PEL framework, which encourages transportation decision-makers to incorporate environmental considerations, community, and economic goals early in the transportation planning process. The PEL approach is being used to identify solutions that reduce congestion, enhance traffic operations, and improve safety.
- **Gwinnett County, Trails Implementation Program Management, Gwinnett County, GA** — Program Manager.* After Kimley-Horn developed the Gwinnett Countywide Trails Master Plan in 2018, the Kimley-Horn and Bihl Engineering team now supports the Gwinnett Trails program with multidisciplinary services, including landscape architecture, urban design and placemaking, planning, grant research and writing, communications and public relations, public outreach, and project management and consultant coordination. Our team also is establishing partnerships for funding and implementation, supporting signage fabrication coordination, performing asset management site visits, developing safety and quality standards, and running GIS analysis on the system for various planning efforts in the County.
- **Gwinnett County, Destination2040 CTP, Gwinnett County, GA** — Project Planner, Land Use Planning Lead, and Public Engagement Lead.* This effort examined the many changes that have occurred in the County's population, employment, land use, and development since the adoption of the 2008 CTP and the related impacts to all modes of transportation including roadways and bridges, transit, bicycle and pedestrian facilities, and freight. Kimley-Horn established the existing baseline and determined transportation needs currently and in the future. As part of the plan, our team oversaw travel demand modeling efforts and reviewed outputs of the travel demand model for years 2015 and 2040 developed by our subconsultant. Safety recommendations were also developed, which focused on Vision Zero policy, supporting statewide efforts to eliminate distracted driving, conducting hot-spot analysis, and pursuing safety-specific planning efforts for the county focused on proactive solutions.

**Beth worked on these projects prior to joining Bihl Engineering in 2023*

Previous Project Experience and References

GDOT, Regional Safety Design Services

GDOT DISTRICTS 1 AND 4, GA; 2022-ONGOING

As a prime consultant for the GDOT Regional Safety Design Services, Kimley-Horn has been supporting the Department in its goal to eliminate fatalities and reduce the number of injury crashes on Georgia's roadways by using data-driven safety analyses. Since first working on the contract in 2018, our team has completed network screenings, literature reviews, crash analyses, safety evaluations, economic appraisals, and concept design to guide the program in developing safety projects. In addition to these tasks, our team supports program management, which includes maintaining quality data through internal GDOT platforms, coordinating data needs and updates across sub-teams, and monitoring performance through data analytics platforms. Kimley-Horn is the prime consultant for Region A of GDOT's Safety Program, which includes GDOT Districts 1 and 4.

Within this capacity, Kimley-Horn has completed network screenings in Hall County to identify safety projects for curve treatments, guardrail, rumble strips, bicycles/pedestrians, highcrash intersections, rural treatments, school zones, and off-system treatments. Kimley-Horn has also evaluated all-way stop-control intersections and signalized intersections without pedestrian accommodations within the County and has identified safety improvements for several corridors and intersections which include roundabouts, auxiliary lanes, wrong-way driving treatments, and low-cost countermeasures. Corridors we have worked on include:

- SR 13 at Tumbling Creek Road
- SR 13 at Memorial Park Drive
- SR 369 (Browns Bridge Rd) From Forsyth County to SR 53 (McEver Rd)
- **Reference Contact:** Kelli Roberts, State Safety Program Manager; 404 635 2908; KeRoberts@dot.ga.gov
- Project is in year 2 of a 5 year contract.
- SR 11 at SR 284
- SR 11 at SR 283/King St/Holly Springs Road
- SR 115 Willows Dr to Haersham County Line
- SR 323 at SR 82

Midtown Alliance, West Peachtree/Spring Street Complete Streets

ATLANTA, GA; 2018-2024

Kimley-Horn provided a variety of engineering services to reimagine two urban arterial corridors in Midtown Atlanta. The project will provide a safe north-south travel alternative through the heart of the Midtown district, connecting residents, students, and commuters to numerous destinations including three MARTA transit stations within the project limits. The corridor study looked specifically at curb usage, rideshare and loading needs, sidewalk usage, curb cuts, vulnerable user behavior, bus stop interactions, and various bicycle buffer treatments to provide for an effective, safe bicycle and pedestrian corridor. A complete traffic analysis was performed for West Peachtree Street and Spring Street to study travel lane reductions on each corridor in order to facilitate separated bike lanes in the righthand curb lane on both streets. The project includes the pair of buffered one-way cycle tracks as well as modified bus stops and loading zones, stormwater improvements, streetscape enhancements, and signing and marking improvements. Furthermore, the Spring Street construction plans were modified from their original design to be implemented as a "quick-build" in partnership with a City of Atlanta repaving project resulting in a fast and cost-effective implementation. The West Peachtree improvements and the finalization of the Spring Street facility are planned for construction in 2024.

- **Reference Contact:** Dan Hourigan, Director, Transportation & Sustainability Midtown Alliance; 678 698 8512; Dan@MidtownATL.com
- Project design is complete.

Gwinnett County, Connect Gwinnett: Transit Development Plan

GWINNETT COUNTY, GA; 2017-2018

Kimley-Horn led a comprehensive assessment of the transit needs and opportunities which included developing comprehensive near-, medium-, and long-term transit system recommendations, ranging from service expansion to transit investment corridors to technology and fleet upgrades. The plan evaluated the opportunity to provide new transit modes within the county—including heavy rail, BRT, light rail (LRT), arterial rapid, and flex service—and how a comprehensive service plan could leverage those investments. The project included extensive outreach and engagement to obtain community and stakeholder input that was integrated into the final plan.

- **Reference Contact:** Lewis Cooksey, P.E., Director of Gwinnett Department of Transportation; 770 822 7428; lewis.cooksey@gwinnettcountry.com
- Project is complete.

Gwinnett County, Comprehensive Transportation Plan (CTP) (Destination2040)

GWINNETT COUNTY, GA; 2015-2017

Kimley-Horn prepared Gwinnett County's CTP, Destination2040, in the metro Atlanta region. This effort, funded by Gwinnett County and the Atlanta Regional Commission, examined the many changes that have occurred in the County's population, employment, land use and development since the adoption of the 2008 CTP and the related impacts to all modes of transportation including roadways and bridges, transit, bicycle and pedestrian facilities, and freight. Kimley-Horn established the existing baseline and determined transportation needs both currently and in the future. The team worked closely with Gwinnett County staff to develop project and policy recommendations to address those needs including coordination of SPLOST projects that were recommended by the Citizen's Project Selection Committee. The CTP included a robust stakeholder and public engagement process including two rounds of six public meetings, 25 community events, 27 stakeholder interviews, and survey responses from more than 7,000 people.

During the initial outreach phase of the CTP, the Scenic Highway/SR 124 corridor received more comments than any other corridor in Gwinnett County. Its regional significance was clear in that comments received came not only from the Snellville and Lawrenceville meetings (four in all) but also from meetings throughout the County. Through the CTP process as well as the CPSC SPLOST selection committee, the SR 124 corridor was prioritized as an immediate need for the County to address.

- **Reference Contact:** Lewis Cooksey, P.E., Director of Gwinnett Department of Transportation; 770 822 7428; lewis.cooksey@gwinnettcountry.com
- Project is complete.

City of Sandy Springs, Road Safety Analysis: Roswell Road and Abernathy Road

SANDY SPRINGS, GA; 2019-2024

The City of Sandy Springs retained Kimley-Horn to conduct a safety analysis of the section of State Route 9 (SR 9 or Roswell Road) from the southern driveway of the Abernathy Square shopping center (south of Abernathy Road) to Marsh Creek, including the intersections of SR 9/Abernathy Road, SR 9/Sunny Brook Lane, and Abernathy Road/Cherry Tree Lane. The City identified the intersection of SR 9/Abernathy Road and the surrounding area as high priority due to the number of historical crashes, in comparison to other intersections in the City.

Kimley-Horn reviewed the area to understand existing conditions and intersection operations, analyzed possible trends in the crash history, and recommended countermeasures for the intersection that addressed existing crash trends and included proactive treatments. Recommendations were made in two categories: short-range improvement projects, which are lower cost and quickly implementable projects that target specific safety deficiencies; and mid- to long-term improvement alternatives, which are higher-cost alternatives to reduce congestion-related crashes in the study area.

The Kimley-Horn team then assisted the City with implementation of the identified short-range improvement projects by designing the improvements, coordinating with stakeholders, and assisting City staff with requesting funding from the

GDOT Quick Response (QR) Project Program. The team prepared materials for a virtual outreach event both to educate and gain stakeholder and public support/buyin for the short-range improvements.

- **Reference Contact:** David Low, Senior Traffic/Transportation Engineer; 770 730 5600; DLow@SandySpringsga.gov
- Project is complete.

Buckhead CID, Piedmont/Roswell/Habersham Intersection Improvements Scoping Study (PI 015931)

ATLANTA, GA; 2018-ONGOING

As part of this project, Kimley-Horn assisted the Buckhead Community Improvement District (BCID) with developing and evaluating concepts for the triangular junction formed by three closely-spaced signalized intersections: Piedmont Road (SR 237)/Blackland Road at Roswell Road (SR 9/US19), Piedmont Road at Habersham Road, and Roswell Road at Habersham Road in the Buckhead neighborhood of Atlanta. The project is a collaborative effort between BCID, City of Atlanta, and GDOT and aims to reduce traffic congestion and improve walkability. Due to the magnitude of impacts for access to the Tuxedo Park neighborhood and surrounding businesses, the project involved extensive stakeholder engagement efforts in the form of three stakeholder engagement meetings, additional outreach to various property owners and neighborhood groups, and two public meetings. The following five key challenges were defined for the study area through the engagement efforts, which were used to guide the alternatives evaluation process:

- Reduce travel times and delays in the study area
- Better accommodate alternative modes
- Create opportunities for improved land use
- Simplify geometric layout and reduce closely spaced traffic signals
- Work in concert with other projects beyond the scope of the study area, including:
 - Neighborhood traffic calming
 - Transit connectivity to Cobb County and North Fulton
 - Land use/affordable housing

The study ultimately resulted in the selection of an alternative that improved the challenges defined for the project and received buy-in from area stakeholders. The ultimate concept realigns Piedmont and Habersham Road and includes the addition of a multiuse trail, bicycle facilities, improved transit facilities, and new pedestrian connections.

- **Reference Contact:** Tony A. Peters, Director of Capital Projects and Programs; 404 431 0654; tpeters@buckheadcid.com
- Project is ongoing.

Atlanta BeltLine, Inc., University Avenue Scoping Study

ATLANTA, GA; 2017-2020

Kimley-Horn has prepared a scoping study and GDOT Concept Report for the University Avenue corridor in southwest Atlanta. The project was a highly collaborative effort between the City of Atlanta, invest Atlanta, GDOT, and Atlanta BeltLine, Inc. This planning process defined a vision and long-term configuration for University Avenue from Murphy Avenue and Hank Aaron Drive, a corridor featuring high-visibility frontage at the Annie E. Casey Foundation Pittsburgh Yards development and through the I-75/I-85 interchange. Kimley-Horn provided traffic and NEPA analysis, public engagement support, as well as schematic design services. The project will define improvements to provide a multimodal facility for all users including pedestrians, bicyclists, freight, transit and motorists, and takes into consideration imminent and future development and capital improvement projects.

- **Reference Contact:** Shaun Green, P.E., Principal Engineer, Atlanta BeltLine, Inc.; 404 874 1228; sgreen@atlbeltline.org
- Project is complete.

Habersham County, Safety Action Plan (SAP)

HABERSHAM COUNTY, GA; 2024-ONGOING

Kimley-Horn is developing an SS4 SAP for Habersham County to present a holistic, well-defined strategy to reduce roadway fatalities and serious injuries within the County. The plan will identify proactive safety countermeasures based on current crash trends to increase overall safety for roadway users and provide the basis for systemic implementation of safety countermeasures across the county. It will allow the county the flexibility to leverage the plan to meet their local needs and quickly identify projects for various safety funding opportunities, including those available through the Safe Streets and Roads for All (SS4A) discretionary program. The plan will include stakeholder and public outreach to obtain buy-in and input to high-risk locations that will be identified as part of the plan, as well as to build the culture of safety within the county and educate the public and leaders of how they can make the largest impact on safety within their county. The public and stakeholder engagement process will also provide an opportunity for interaction between the 4 Es of safety including county sheriffs, emergency responders, cities, elected officials, and school districts, and the county engineering/public works staff.

- **Reference Contact:** Jerry Baggett, Public Works Director / Capital Projects Manager, Habersham County Board of Commissioners; 706 839 0213; jbaggett@habershamga.com
- Project is ongoing.

Gwinnett Village CID (now Gateway85 CID), Beaver Ruin Multiuse Trail

GWINNETT COUNTY, GA; 2018-2019

Kimley-Horn worked with Gwinnett Village (now Gateway85) CID, the City of Norcross, Gwinnett County, and GDOT to design and receive approval for this 1.7 mile pedestrian infrastructure project along Beaver Ruin Road. The project was completed under the GDOT PDP, with the City and CID partnering as local sponsors.

Kimley-Horn led the design and environmental documentation for this multiuse trail facility, implementing new ADA curb ramps and high-visibility crosswalks, as well as upgrades to two traffic signals along the project corridor. The project will improve connectivity for residents walking or biking along Beaver Ruin Road and students traveling to and from Summerour Middle School.

As a follow up to this project, the CID desired to implement a pedestrian crossing near Norcross First UMC. Jaywalking was observed along the corridor, and Kimley-Horn assisted the CID in collecting traffic counts and developing a study and design for the pedestrian crossing.

- **Reference Contact:** Robert Michener, Director of Operations, Gateway85 CID; 770 449 6542 ext. 103; robert@gateway85.com
- Project is complete.

City of Tucker, North South Connectivity Study

TUCKER, GA; 2022-2024

Kimley-Horn partnered with the City of Tucker to complete the North-South Connectivity Study, an operational, safety, and multimodal evaluation of six north-south, local collector roadways. The City has had growing concerns over speeding and safety on its roadways, particularly on collector and arterial roadways located in more residential areas, and they are leveraging this study to address concerns. Operational and safety analyses were completed along each corridor, and findings from these analyses were paired with site observations and public feedback to develop solutions that address speeding, operations, and safety concerns along each of the corridors. Recommendations from the North-South Connectivity Study were evaluated for different funding sources and were incorporated into Tucker Tomorrow, the City's Comprehensive Plan.

- **Reference Contact:** Ken Hildebrandt, P.E., PTOE, City Engineer, CH2M; 770 865 5645; ken.hildebrandt@ch2m.com
- Project is complete.

References for Bihl Engineering (DBE)

Kimley-Horn has worked with Bihl Engineering on previous projects.

- Glenn Boorman, Gwinnett Trails, Gwinnett County Community Services Division Director – Project Administration, 770 822 8873, glenn.boorman@gwinnettcountry.com
- Jerry Oberholtzer, Gwinnett Countywide Trails Master Plan and various transportation planning and grants submittal projects, Gwinnett County Department of Transportation| Division Director – Transportation Planning, 770 822 7452, jerry.oberholtzer@gwinnettcountry.com
- Derek Doster, Firefly Bridge over Trail Creek (completed while at Kimley-Horn), Athens-Clarke County SPLOST Project Administrator, 706 613 3025, derek.doster@accgov.com
- Megan Weiss, I-85 PEL Study (completed while at Kimley-Horn), GDOT Assistant Office Head of the Capital Region in the Office of Planning, mweiss@dot.ga.gov

References for Marr Traffic

Kimley-Horn has used Marr Traffic's services on previous projects.

- FDOT District 7 Contract (sub to Metric), Christopher Dew, P.E., PTOE, Level III TSM&O Manager Metric Engineering, 404 392 2174, Christopher.dew@metriceng.com
- NCDOT Seasonal Count Program – 129 Count Locations (NCDOT On-Call), Celeste M. Semanick, Traffic Safety Project Engineer Transportation Mobility & Safety Division - Traffic Safety Unit, 919 814 5119, cmsemanick@ncdot.gov
- SCDOT Statewide Services – 5 Year Exclusive Contract, Tammy O'Quinn, Procurement Manager SCDOT, 803 737 3378, OQuinnTM@scdot.org
- TDOT Long Range Planning Division – Interstate Truck Data (Sub to Ragan Smith), Brandon Baxter, P.E., PTO, Associate, 615 244 8591, bbaxter@ragansmith.com

Section 5 - Project Understanding and Proposed Approach

Project Understanding

The Kimley-Horn team understands that SR 13 in Hall County is a critical route that is experiencing significant growth in development and also traffic volume. As this growth continues it is important to take the time to adequately study and plan for the future of this corridor. The northern section of the corridor is densely developed, with many vehicular and pedestrian traffic generators. The lack of pedestrian infrastructure is creating an unwelcoming environment for the public. On the south end of the corridor there are several intersections, Tumbling Creek Road and Memorial Park Drive, that are experiencing high levels of congestion and crash rates. As more development occurs in this area these issues are going to continue to increase. The Kimley-Horn team will work with the public and targeted stakeholders to understand all the concerns along the corridor and develop a prioritized list of short and long term implementable projects that can prepare this corridor for the future.

Project Approach

Task 1: Project Management

Your proposed Project Manager, **Clark Kennedy, PE, PTOE, RSP₁**, believes in the importance of strong communication between the County and consultant team and will allocate time to regularly coordinate with Hall County's Project Manager. The project will begin with a Kick-off Meeting between relevant County staff and consultant team leadership to help ensure clear understanding of project vision, definitions of success, scope/budget/schedule, quality control/quality assurance standards, and communication protocols. Kimley-Horn will provide a draft Project Management Plan to summarize these details within two weeks of the project kick-off. Following the initial meeting with the County, the consultant team will host an additional internal project kick-off meeting to help ensure that our team is prepared to serve Hall County well. The Project Manager will set up recurring bi-weekly meetings for the Project Management Team to coordinate relevant task updates and set action items. At the end of each month, the Consultant will prepare an invoice and progress report of recent activities to submit to the County.

Task 2: Data Collection and Existing Conditions Analysis

Before developing a plan for the future, it is important to first assess what exists today.

PLAN REVIEW

The team has reviewed the GHMPO Regional Plan: 2020 Update and the 2025 Metropolitan Transportation Plan. During the Project Kickoff Meeting, the Kimley-Horn team will develop a full understanding of the studies and plans that have been prepared by stakeholders in recent years. The team will review and become familiar with the work that Hall County, the City of Gainesville and the GHMPO has done recently, studying the surrounding area. With the work Tracy Lehman, PE, PTOE, RSP₂₁ and Clark Kennedy, PE, PTOE, RSP₁, have done as part of the GDOT Regional Safety contract, they are familiar with the area and have studied several intersections within the corridor project limits. They have become familiar with the issues and concerns at Tumbling Creek, Memorial Park Drive, and the I-985 ramps.

DATA COLLECTION AND EXISTING CONDITIONS ANALYSIS

In addition to the above documentation review, we will collect traffic count data as needed along the corridor. As required as part of the GDOT traffic forecasting process, we suggest that three-hour weekday morning and evening peak period turning movement counts are collected for the study intersections. In order to satisfy GDOT requirements for volume development, multi-day bi-directional segment counts will also need to be collected for the I-985 entrance and exit ramps and at key locations along Atlanta Highway. The team will also gather and analyze intersection bottleneck data from the Regional Integrated Transportation Information System (RITIS) to understand current locations of delay along the corridors. Crash data from GDOT's Numetric system will be researched and examined to understand the "hot spots" along the corridor. We will present all relevant spatial information in visually appealing, easy-to-interpret maps and summarize key findings in an Existing Conditions Memo.

Task 3: Public Involvement

The Kimley-Horn team believes that public engagement is not a task in and of itself, but rather approaches engagement as an essential foundation for all other work on the project. Task 3 will be led by Beth (Tucker) Smith with Bihl Engineering, who is recognized in the metro Atlanta region for being a leader in innovative, engaging, and meaningful public engagement. Having presented more than a dozen times across the U.S. on equitable and accessible engagement as well as having crafted white papers that have received Federal Highway Administration concurrence on her proposed approach to performing equitable engagement for large-scale projects, Beth and the Kimley-Horn team will work with Hall County to right-size our approach to outreach for this project. We will bring our knowledge and expertise from working in the Atlanta region—as well as across the country—for decades to deploy best-in-practice tools and strategies that support robust engagement for the SR 13 Corridor Study tailored to your community.

Our team is designed to support public and stakeholder efforts that are more than just activities that “check-the-box.” The staff selected to serve on this project from Kimley-Horn and Bihl Engineering are all technical practitioners in their respective disciplines who also specialize in public engagement. With our multi-faceted expertise, the Kimley-Horn team is able to help ensure that our work is easily understood by the people it impacts. These considerations are made to mitigate potential negative impacts as much as possible because a wide range of voices and perspectives were consulted during the plan’s development, and that all our work for this project is rooted with technical soundness and accuracy.

From the RFP, we understand that Hall County desires at least two in-person informational meetings, a virtual open house, a digital/online survey to gather input on existing projects and issues, a digital/online survey to gather feedback on draft project recommendations, a project webpage, communications (such as media releases and emails), and flyers translated into Spanish to advertise public involvement activities. These components of outreach are a great framework to work with the community to develop the study, and the Kimley-Horn team is well-equipped to deliver them. To further complement these outreach activities, we propose refining the study’s public involvement strategy to help ensure a well-rounded approach to engagement. To best craft an outreach plan tailored to the ways the community most welcomes being involved in project development and planning, we will employ a multi-pronged approach to working with the community to understand safety concerns that currently exist as well as to identify potential, desired solutions. While by no means comprehensive, some options for outreach activities for the corridor study may include:

- Creating a recognizable brand that supports awareness throughout plan development as well as during project implementation and leveraging this brand to develop interesting collateral in a variety of mediums, such as for advertising the plan to critical vulnerable road users through displays on bus shelters or on buses themselves
- Conducting intercept surveys and informal interviews to meet people where they are, such as at key school crossing locations before and after school
- Hosting focus group meetings with targeted stakeholder groups, such as Limited English Proficiency, racial and ethnic minority, elder adult, mobility challenged, economically challenged, business, multimodal advocates, and other specific-interest communities
- Engaging children in meaningful ways, such as by having our transportation engineers and planners visit classrooms to have age-appropriate discussions about mobility safety considerations and to hear their perspectives as well as having options for our in-person activities that support kids in participating

CONNECT GWINNETT PLAN

FICHA DESCRIPTIVA DEL PROYECTO

Otoño del 2017

¿POR QUÉ ESTAMOS CREANDO ESTE PLAN?

Cuando se instauró el plan de circulación Gwinnett County Transit (GCT) en el 2001, este condado tenía menos de 600,000 residentes. Actualmente, cuenta con más de 900,000 habitantes y se proyecta que para el año 2040 Gwinnett será el mayor y más heterogéneo de los condados del estado. Mientras la población sigue aumentando se proyecta la cifra de empleos excederá 500,000, lo cual indica que Gwinnett ya no es estrictamente una "ciudad dormitorio" un suburbio del cual viajan sus habitantes para ir a trabajar a ciudades grandes cercanas.

La fase de cambios continuos por la que atraviesa el condado de Gwinnett se manifiesta en la necesidad que existe a tener variados medios de transporte. Algunos necesitan transporte público para poder efectuar sus tareas diarias tales como ir al trabajo o ir a comprar comida. Otros aprecian el transporte público sin paradas que existe para centros clave de empleo que da servicio a quienes desean aliviar la tensión y preferen no manejar durante las horas pico. Muchas más personas considerarían las opciones de transporte si se les proporciona una manera eficiente o una alternativa favorable a la de viajar solo en su propio vehículo.

¿CUÁL ES EL OBJETIVO DEL PLAN?

0 Años 5 Años 10 Años

CORTO ALCANCE MEDIO ALCANCE LARGO ALCANCE

GCT está por someterse a una de sus primeras revisiones del sistema integral. Connect Gwinnett Transit Plan. El equipo de planeación está revisando las rutas fijas y los servicios de paratransit así como desarrollando el plan de recomendaciones de corto, medio y largo alcance.

¿CUÁL ES LA PROGRAMACIÓN DEL PROCESO DE PLANEACIÓN?

Actividad	T1	T2	T3	Trimestre 4 - QUINTA
Visión y prioridades	Completada			
Condiciones generales	Completada			
Desarrolla alternativas y análisis		Completada		
Preparación de proyectos y Evaluación financiera			Completada	
Recomendaciones finales				Completada
APORTE PÚBLICO				
Comité de divulgación pública	Completado			
Encuestas en línea	Completado			
Juntas públicas		Completado		

La primera fase de divulgación pública trata sobre el desarrollo de la visión y las prioridades del plan, la comprensión de las condiciones vigentes y la identificación de las necesidades de tránsito y posibles alternativas. El equipo asistió a cerca de 20 eventos comunitarios, condujo una excursión por autobús el sábado a 12 ubicaciones a través del condado, invitó partes interesadas a 7 juntas de grupos de debate y circuló una encuesta en línea y sobre papel que alcanzó a más de 3,600 personas.

Después de crear una lista de posibles recomendaciones, el equipo tratará de observar la retroalimentación que se obtenga del público con respecto al plan. Esto incluirá una serie de nuevos eventos comunitarios, una encuesta en línea y por teléfono y una serie de 6 juntas públicas a través del condado. Se pronostica terminar con el plan durante el primer o segundo trimestre del 2018.

¿CÓMO PUEDEN PARTICIPAR LAS PERSONAS?

Visite www.ConnectGwinnettTransit.com

#ConnectGwinnettTransit

- Working with the Hall County’s school system and area private schools to advertise opportunities for engagement in their newsletters and/or attending PTO, PTA, or PTSA meetings to provide an opportunity to gather public input with a focus on ensuring safe routes to/from school
- Tabling at key community events
- Supporting a tactical urbanism demonstration at a high priority location



One of the first tasks we would prioritize for this project, is workshopping the right combination of these strategies as well as any others that may interest your community. In addition to identifying which activities will work best for the community impacted by this study, we will also coordinate the timing of engagement activities with critical study milestones and activities to help ensure that public input is captured when it is most able to influence the development of the study. From Kimley-Horn’s work throughout metro Atlanta and safety work across the U.S., we know that equitable engagement is paramount, so in addition to a spectrum of strategies to be deployed, we will also tailor our approach to help ensure that we provide accessible options for the community to participate in the development of the SR 13 Corridor Study. Translations will be developed

for project material that is public-facing and our team will have Spanish speaking technical practitioners on-hand for in-person activities who are adept at ensuring complex planning an engineering principles are accessible to a variety of audiences.

Our customized, flexible, and adaptable approach to public and stakeholder outreach has resulted in successful plan implementation with communities throughout the Atlanta region and beyond. Our proposal includes a suitable budget to perform public outreach scaled to the size of the overall budget as well as a proposed timeline that considers that appropriate timing of engagement activities so they are integrated into and with more technical-intensive tasks.

Task 4: Development of Corridor Study

Within the corridor, the team will identify up to a total of 10 intersections for Synchro/operational analysis: to gather turning movement counts and to develop existing, future no- build, and 1 future-build analysis for each of the locations.

Additionally, the team will conduct a more detailed crash evaluation of the corridor, looking particularly for systemic issues, access management needs, and other corridor-focused improvements. Recommendations will then be identified for the corridor section in review, which will inform potential recommendations throughout the rest of the corridor.

HIGH LEVEL CONCEPT DEVELOPMENT AND ENVIRONMENTAL REVIEW

Based on recommended strategies from the detailed traffic analyses, Kimley-Horn will develop high level roadway concepts with considerations for environmental, commercial, and residential impacts; land use including planned developments and zoning; safety; economic impact; feedback from public input, and benefit/cost.

Kimley-Horn will perform a desktop-level environmental screening utilizing readily available online mapping resources, inventories, and databases to identify potential environmental constraints and issues of concern that could affect project development. Environmental constraints/ issues of concern may include those related to history, archaeology, neighborhoods, disadvantaged communities, special interest groups, context sensitive design, cemeteries, parks and recreational facilities, wetlands and streams, endangered species, erosion and sedimentation air quality, and noise. The screening will gauge the extent of public outreach that may be necessary and will identify other agencies that are likely to become involved in the environmental process through potential regulatory requirements, encroachments, or funding. The number and types of permits anticipated will also be addressed in the screening.

PEDESTRIAN CROSSINGS AND SAFETY MEASURES

Our team will build upon the data and findings from Task 2 and 3 to identify the appropriate selection and placement of treatments and countermeasures. We will use regional and nationwide guidance such as the Atlanta Regional Commission's (ARC) Safe Streets for Walking & Bicycling, resources from state DOTs, and the Federal Highway Administration's (FHWA) Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations to develop treatments and countermeasures that improve multi modal mobility and safety. We will identify multi modal treatments for mid-block crossings, intersections, and roadway segments along the study area.

BICYCLE AND PEDESTRIAN COUNTERMEASURES FOR CONSIDERATION

As part of this study the Kimley-Horn team will look for ways to improve Bicycle and Pedestrian safety and mobility. Some of the countermeasures that will be evaluated are:

- Midblock pedestrian crossing
- Median refuge islands
- Sight distance improvement at intersections and driveways
- Signage and pavement marking enhancements
- Curb extensions (e.g., bulb-outs) at intersections
- Roadway lane narrowing to reduce travel speeds
- Bicycle boxes
- Final documentation
- Pedestrian hybrid beacons (PHB)
- Rectangular rapid flashing beacons (RRFB)
- Crosswalk visibility enhancements
- Pedestrian-scale lighting
- Signalized intersection treatments such as leading pedestrian interval (LPI) and exclusive pedestrian phasing
- Passive pedestrian detection

The study will include technical memos and summaries capturing the work that was done throughout the process. The final culminating document should be a high-level summary that engages general readers while also providing sufficient documentation about process and results.

Kimley-Horn will develop a well-designed final document that elevates maps, infographics, and other images with supplemental text as needed. The document will include an implementation plan for phasing the improvements including champions, partners, and funding strategies and will focus on the first 5-10 years of implementation. The team will also include policy recommendations to complement project recommendations since policy recommendations are a necessary supplement and can be implemented often with little to no funding.

An additional summary tool that can be considered if the County is interested in interactive tools are a Power BI dashboard or an ESRI map to summarize results of the corridor evaluations and recommendations for future enhancements. The team will work to create streamlined criteria to evaluate project opportunities including current project activity, current need versus future need, connectivity/access to key locations, coordination with other project opportunities, partnership opportunities, etc. We will conduct a workshop with County staff to review the project evaluation and costing results and to discuss a proposed implementation strategy. This draft prioritization will be vetted with stakeholders, elected leadership, and the County.

Quality Management

Recognizing the critical importance of careful quality control, Kimley-Horn developed a QC/QA manual that every project manager is required to know, and we certify that our procedures will produce high-quality services that satisfy our clients' needs. Quality is a keystone principle that has enabled us to become one of the leading consulting firms in the country. Our approach to frequent communication and QC/QA review will relieve your staff of significant project review efforts. A QC/QA review of project solutions and analysis, together with design reviews, will help ensure top-quality deliverables for each project.

The following steps summarize our formal in-house program for complete quality management:

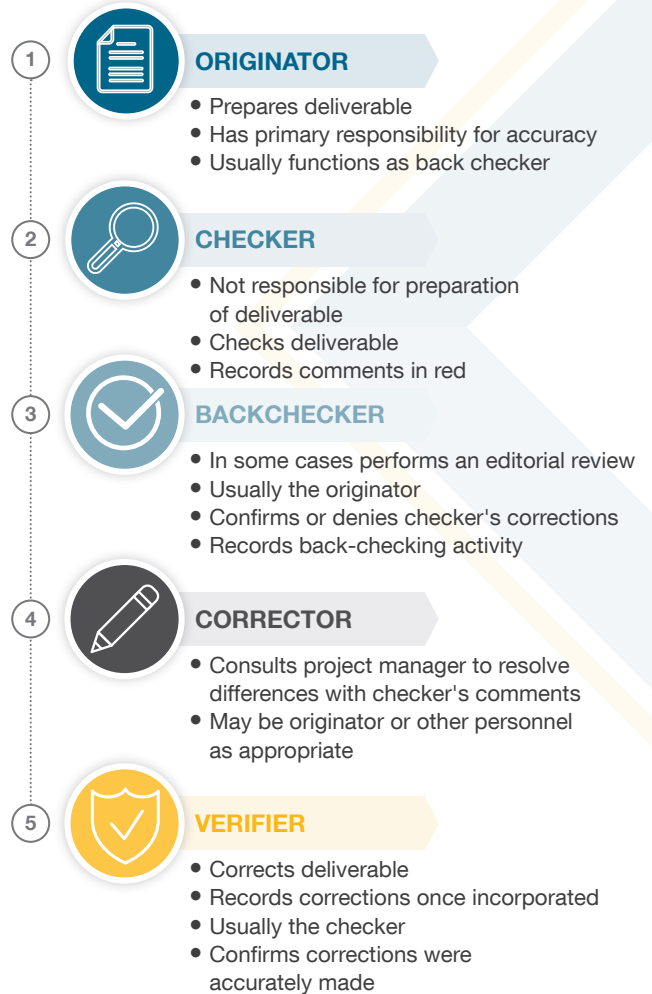
Develop Detailed Work Plan. The work plan establishes the major tasks, identifies staff members who will complete the tasks, determines how much time the tasks will take, designates the quality control review staff, and details the schedule for accomplishment.

Assign QC/QA Responsibility. Our approach for QC/QA includes utilizing our technical advisors to provide internal technical reviews. In addition to our internal technical review, an interdependent review of each submittal will be performed.

Conduct Peer Reviews. We design peer reviews to check, review, and provide oversight of work activities. Individuals who are not directly responsible for performing specific task conduct peer reviews, offering an unbiased technical evaluation at every step of the project.

Perform Meticulous Project Documentation. Appropriate data and work papers that detail the choices that were evaluated and the basis for recommendations will support all documents.

Final Project Manager Endorsement. As determined by the project scope, the assigned project manager will evaluate each project for clarity, accuracy, completeness, and scope compliance.



KIMLEY-HORN QUALITY CONTROL IS



ACHIEVED

Through adequate planning, coordination, supervision, and technical direction



CONTROLLED

By assigning task managers to evaluate all work flow and procedures



VERIFIED

Through independent reviews by qualified staff



SECURED

Through careful quality control of work activities by parties not involved in the initial efforts

SCHEDULE MANAGEMENT AND CAPACITY

Kimley-Horn recognizes budget and schedule control are critical to the success of the projects Hall County will soon embark on. **Meeting your schedule and budget for deliverables is not just a goal to us—it is a mandate.** We will utilize our team’s collective experience and past lessons learned to identify realistic budgets and schedules for each project assigned under this contract. To supplement this historical knowledge and experience, Kimley-Horn has developed internal tools, as discussed below, to facilitate detailed manpower and budget planning. These tools give us the capability to determine real time effort at any given time.

Kimley-Horn is very progressive when it comes to understanding its current workload and its capacity to take on additional work without impacting our ability to serve our clients. **Kimley-Horn uses a proactive management information system (MIS) to continuously track our financial performance and productivity, accurately forecasting technical and manpower needs.** One of the key elements of the MIS is a proprietary manpower forecasting tool we call the cast-ahead system.

This system is accessible by our project managers and is a means of tracking and managing our staffing requirements and meeting client schedule commitments. Updated monthly, the Castahead system forecasts our workload for the next month and the upcoming six-month period. This process helps to ensure staff is available to meet contracted project schedules without compromising our ability to provide exceptional client service and the highest quality deliverables.

The input required of the project managers includes individual project names, as well as requests for specific personnel to work on client projects they manage. The combined input from all project managers is compiled and distributed in the form of a report to project managers and regional management for review at monthly manpower allocation meetings. Work overloads or shortages for specific personnel, individual offices, and disciplines are tabulated and resolved. Imbalances are resolved through internal shifts of personnel between offices. The objective is to balance the workload in a manner that maximizes the use of production staff while ensuring all client project requirements are achieved and that client deadlines are met.

If for any reason a deadline will not be met, our project management team will immediately communicate concerns to the County’s project manager. The potential for unexpected challenges exists within any project; we will control what can be controlled and provide contingency plans for dealing with the unexpected.





Hall County Government

FINANCIAL SERVICES

EXHIBIT A - CONTRACT FOR SERVICES

STATE OF GEORGIA
COUNTY OF HALL

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 Kimley-Horn and Associates, Inc., located at 1200 Peachtree Street NE, Suite 800, Atlanta, GA 30309 (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 sub-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: Eric S. Bosman, FAICP
Title: Vice President
Physical Address: 1200 Peachtree Street NE, Suite 800
City, State, ZIP: Atlanta, GA 30309
Email: eric.bosman@kimley-horn.com
Phone: 404 201 6135

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.

ARTICLE #105 – CONTRACT TERM

Until substantial and final completion of Services according to the agreed time schedule, and after all subcontractor(s) and material suppliers' liens are satisfied, if applicable.

ARTICLE #106 – CONTRACT AMENDMENTS AND MODIFICATION

This Contract may only be modified, amended, or changed in writing and fully executed by both Parties hereto. This Contract document constitutes the sole and entire Contract and understanding between the Parties as to the subject matter hereof, and no verbal promises have been made by either Party in relation hereto.

ARTICLE # 107 – REMEDIES AND CONTRACT PERFORMANCE

In the event that either Party to this Contract breaches this Contract, including by failure to meet the timetables set forth herein, the non-breaching Party shall provide written notice to the breaching Party which describes the breach of this Contract. The Party whose breach is alleged shall have thirty (30) days from the date of receipt of the written Notice to Cure the breach or to otherwise negotiate a resolution of the breach.

If the breach has not been cured and the Parties hereto have not resolved the issue described in the notice letter by thirty (30) days after receipt of the notice letter, the Party authoring the letter shall be entitled to seek any and all remedies allowed by Georgia law, including damages, equitable relief, declaratory relief, specific performance, and/or seeking relief as to any bonds issued hereon. Additional provisions:

- A. **Delay or Impossibility of Performance.** Any failure or delay must be beyond the reasonable control of, and without the fault or negligence of, the Contractor. If the Services to be provided to the County are interrupted by a force majeure event as defined below, the County will be entitled to an equitable adjustment to the fees and other payments due to the Contractor under this Contract. If delay results from a subcontractor's negligent conduct or failure to perform, the Contractor shall not be excused from compliance with the terms and obligations of the Contract.

Neither Party shall be held liable or responsible to the other party nor be deemed to have defaulted under or breached this Contract for failure or delay in fulfilling or performing any obligation under this Contract when such failure or delay is caused by or results from causes beyond the reasonable control of the affected Party, including but not limited to fire, floods, embargoes, acts of war, civil unrest, insurrections, riots, strikes, lockouts or other labor disturbances, or acts of God; provided, however, that the Party so affected shall use reasonable commercial efforts to avoid or remove such causes of nonperformance, and shall continue performance hereunder with reasonable dispatch whenever such causes are removed. Either Party shall provide the other Party with prompt written notice of any delay or failure to perform that occurs by reason of force majeure.

Definition: The term "force majeure" as defined in Black's Law Dictionary is "an event or effect that can be neither anticipated nor controlled. It is a contractual provision allocating the risk of loss if performance becomes impossible or impracticable, especially as a result of an event that the parties could not have anticipated or controlled."

- B. **Obligations beyond Contract Term.** The Contract shall remain in full force and effect to the end of the specified term or until terminated or canceled pursuant to the Contract.

- C. **Transition Cooperation with the County and Cooperation with other Contractors.** Contractor agrees that upon termination of this Contract for any reason, Contractor shall provide sufficient efforts and reasonable cooperation and assistance to the County to ensure an orderly and efficient transition to the County or an alternative Contractor. Further, in the event that the County has entered into or enters into contracts with other Contractors related to the Services, Contractor agrees to cooperate fully with such other Contractors. Contractor shall not engage in any act that will interfere with the performance of work by any other Contractor(s).

ARTICLE #108 – TERMINATION PROVISIONS

The County may terminate this Contract by providing sixty (60) days written notice to the other party at any time. Should either Party terminate this Contract prior to the date of automatic termination pursuant to *ARTICLE #105 – CONTRACT TERM* above, Contractor shall provide the County with all deliverables up to the date of termination no later than thirty (30) days after the Notice to Terminate is issued. The County shall pay the Contractor for all work properly performed in compliance with the terms of the Contract up to the date of termination.

- A. **Termination for Convenience.** Following sixty (60) days written notice, either Party may terminate the Contract in whole or in part for any reason without the payment of any penalty or incurring any further obligation to the Contractor.
- B. **Termination for Cause.** The occurrence of any of the following events shall constitute cause for the County to declare the Contractor in default of its obligations under the Contract:
1. The Contractor fails to deliver or has delivered nonconforming Services or fails to perform, to the County's satisfaction, any material requirement of the Contract or is in violation of a material provision of the Contract, including, but without limitation, the express warranties made by the Contractor.
 2. The County determines that Contractor's satisfactory performance of the Contract substantially endangered or that default is likely to occur.
 3. The Contractor fails to make substantial and timely progress toward performance of the Contract.
 4. The Contractor becomes subject to any bankruptcy or insolvency proceeding under federal or state law to the extent allowed by applicable federal or state law including bankruptcy laws; the Contractor terminates or suspends its business; or the County reasonably believes that the Contractor has become insolvent or unable to pay its obligations as they accrue consistent with applicable federal or state law.
 5. The Contractor has failed to comply with applicable federal, state, and local laws, rules, County ordinances, regulations, and orders when performing within the scope of the Contract.
 6. The Contractor has engaged in conduct that has or may expose the County or the State to liability, as determined in the County's sole discretion; or a material breach of the terms of the Contract by County upon County's failure to cure such material breach after written notice thereof has been delivered in accordance with *ARTICLE #108.C* below constitutes cause for the Contractor to declare that the County is in default of its obligations under the Contract.
- C. **Notice of Default.** If either Party causes one or more of the default events set out in this *ARTICLE*, then either Party shall issue a written Notice of Default to the Party that causes one (1) or more of the default events, requesting that the breach or noncompliance be remedied within the period of time specified in the Party's Notice of Default. If the breach or

noncompliance is not remedied within the period specified in the written notice, the non-breaching party may:

1. Immediately terminate the Contract for default without additional written notice.
2. In the event of a breach by the Contractor, the County may procure substitute Services from another source and charge the difference between this Contract and the substitute Contract to the defaulting Contractor; and/or,
3. Enforce the terms and conditions of the Contract and seek any legal or equitable remedies.

D. **Termination Due to Non-Availability of Funds.** This Contract will terminate immediately and absolutely if the County determines that adequate funds are de-appropriated such that the County cannot fulfill its obligations under the Contract, such determination being at the County's sole discretion and conclusive. County agrees to provide prompt written notice to Contractor in the event of any de-appropriation.

E. **Termination due to Failure of Contractor to Act.** The County may terminate the Contract for any of the following reasons effective immediately without advance notice:

1. In the event that the Contractor must be certified or licensed as a condition precedent to providing the Services, the revocation or loss of such license or certification may result in immediate termination of the Contract effective as of the date on which the license or certification is no longer in effect.
2. The County determines that the actions, or failure to act, of the Contractor, its agents, employees or subcontractors have caused, or reasonably could cause, life, health, or safety to be jeopardized.
3. The Contractor furnished any statement, representation, or certification in connection with the Contract or the bidding process, which is materially false, deceptive, criminal, incorrect, or incomplete.

F. **Payment Limitation in Event of Termination.** In the event of termination of the Contract for any reason by either Party, the County shall pay only those amounts, if any, due and owing to the Contractor for Services actually received and accepted by the County up to and including the date of termination of the Contract and for which the County is obligated to pay pursuant to the Contract.

G. **The Contractor's Termination Duties.** Upon receipt of notice of termination, the Contractor shall:

1. Cease work under the Contract and take all necessary or appropriate steps to limit disbursements and minimize costs and furnish a report within thirty (30) days of the date of Notice of Termination describing the status of all work under the Contract including, without limitation, results accomplished, conclusions resulting therefrom, and any other matters the County may require; and,
2. Immediately cease use and return to the County any personal property or materials, whether tangible or intangible, provided by the County to the Contractor; and,
3. Comply with the County's instructions for the timely transfer of any active files and work product produced by the Contractor under the Contract; and,
4. Cooperate in good faith with the County, its employees, agents, and Contractors during the transition period between the Notification of Termination and the substitution of any replacement Contractor; and,
5. Contractor is to immediately return any payments made by the County for goods and services that were not delivered by the Contractor.

H. ~~**Liquidated Damages.** In the event that the Contractor unreasonably delays completion of the project or abandons the project before completion, the Contractor shall pay the County liquidated damages an amount equal to the percentage of work not completed.~~

ARTICLE #109 – NO DEFENSE OR INDEMNIFICATION BY COUNTY

The Parties agree that the County shall not be responsible for defending or indemnifying any Contractor from any claim brought by any third party against the Contractor.

ARTICLE #110 – ASSIGNMENT AND DELEGATION BY CONTRACTOR

The Contractor shall not assign or delegate this Contract, or any performance required by it, in whole or in part, without the prior express written consent of the County.

ARTICLE #111 – USE OF THIRD PARTIES (SUBCONTRACTORS)

This Contract is for the benefit of the Parties hereto only and is not intended to benefit any third party or give rise to any duty or causes of action for any third party. All restrictions, obligations, and responsibilities of the Contractor under the Contract shall also apply to third parties such as subcontractors, if allowed in writing by the County. Any Contract with a subcontractor must also preserve the rights of the County.

ARTICLE #112 – ENTIRE CONTRACT

This Contract, as executed and approved, shall constitute the entire agreement between the Parties and supersedes all other prior and contemporaneous statements, agreements, and understandings between the Parties. No written or oral statements, agreements, or understandings that are not set out, referenced, or specifically incorporated in this Contract shall in any way be binding or of effect between the Parties.

ARTICLE #113 – SEVERABILITY

If any paragraph, sub-paragraph, sentence, clause, phrase, or portion of this Contract is declared invalid or unconstitutional by any Court of competent jurisdiction or if the provisions of any part of this Contract as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to affect the remaining portions of this Contract not so held to be invalid or the application of this Contract to other circumstances not so held to be invalid.

ARTICLE #114 – RECORDS

- A. **Public Records Request.** The Georgia Open Records Act, as provided in O.C.G.A. § 50-18-70 et seq, requires procurement records and all other records received by or prepared or maintained on behalf of the County, shall be made open to public inspection, unless otherwise provided by law.
- B. **Record Retention and Access.** The Contractor shall maintain books, records, and documents in accordance with generally accepted accounting principles and procedures and which sufficiently and properly document and calculate all charges billed to the County throughout the term of the Contract for a period of at least five (5) years following the date of final payment or completion of any required audit, whichever is later. Records to be maintained include both financial records and service records.

ARTICLE #115 – ADDITIONAL TERMS

- A. The County shall not be bound by any terms and conditions included in any Contractor's literature, packaging, invoice, catalog, brochure, technical data sheet, on-line representation,

warranties or service level agreement or other document which attempts to impose any condition in variance with or in addition to the terms and conditions contained herein.

- B. The County shall not be bound by any terms and conditions of the Contractor that are only accessible by hyperlink. All terms and conditions must be in print and approved by the County.

ARTICLE #116 – WAIVER

The failure of any Party hereto to seek a remedy for any alleged breach of this Contract shall not constitute a waiver of any claim, cause of action, or remedy allowed by Georgia law for breach thereof.

ARTICLE #117 – CONTRACTOR AND COUNTY RIGHTS AND OBLIGATIONS

- A. The County has the right at any time to require the Contractor to put an immediate stop to any procedure, or the use of any equipment, chemical, material, personnel, etc., considered by the County to be hazardous or toxic to persons, buildings, or surfaces. The Contractor will utilize acceptable substitutes as quickly as possible. In the event of such replacement, Contractor shall (i) notify County of any resulting replacement, (ii) introduce the individual serving as the replacement to County, and (iii) provide County with a résumé and any other information regarding the individual that may be reasonably requested by County.
- B. The County has the right to require the Contractor to reassign or remove any employee or subcontractor's employee from the premises temporarily or permanently when, in the County's sole opinion, the employee is not suitable. The County's decision on this matter shall be final, and Contractor will remove this employee immediately and replace with a person of at least equivalent training, experience, and requisite qualifications as quickly as possible, subject to the County's prior approval.
- C. Contractor agrees to obtain prior written approval from the County for the use of subcontractors to provide the Services described in *Scope of Work* prior to subcontractor's performance of work.

ARTICLE #118 – INSURANCE REQUIREMENTS

The Contractor must procure and maintain insurance policies at the Contractor's own expense and must furnish the County with a certificate of insurance (COI) providing evidence of proof of coverage at least in the amounts indicated in this subsection. The COI must list County as the certificate holder and as an additional insured under the commercial general, automobile, and umbrella liability policies as follows: "County of Hall, its Board of Commissioners, officers, employees and agents, 2875 Browns Bridge Rd, Gainesville, GA, 30504". The policy must protect the Contractor and the County (as an additional insured) from any claims for bodily injury, property damage, or personal injury covered by the indemnification obligations set forth herein throughout the duration of the Contract. The Contractor must maintain the following insurance coverage during the term of the Contract, in at least the minimum amounts set forth below, to cover all loss and liability for damages or destruction of property caused by or arising from any and all services carried on and any and all work performed by the Contractor pursuant to this Contract:

Workers Compensation Insurance: Required for all contracts.

- a. \$500,000 Bodily Injury by Accident Each Accident
- b. \$500,000 Bodily Injury by Disease Each Disease
- c. \$500,000 Bodily Injury by Disease Each Employee

Additional Provisions: Waiver of Subrogation. The insurer agrees to waive all rights of subrogation against Hall County Board of Commissioners (BOC), its elected or appointed officers, officials, agents, authorized volunteers and employees for losses paid under the terms of this policy which arise from work performed by the Named Insured for Hall County BOC; but this provision applies regardless of whether or not Hall County BOC has received a waiver of subrogation from the insurer.

General Liability Insurance: Required for all contracts.

- a. \$2,000,000 General Aggregate
- b. \$2,000,000 Products & Completed Operations Aggregate
- c. \$1,000,000 Each Occurrence
- d. \$1,000,000 Personal & Advertising Injury
- e. \$500,000 Damages to Premises / Fire / Legal
- f. \$5,000 Medical Payments

Commercial Auto Liability Insurance: Required for all contracts, except for Goods and/or Services that are remote in nature and/or are delivered by a professional delivery service.

- a. \$1,000,000 Combined Single Limit OR
- b. \$500,000 per Person
- c. \$500,000 per Occurrence
- d. \$100,000 Property Damage
- e. \$1,000 for Medical Payments (no fault coverage)

Additional Provisions:

- a. Uninsured motorists' coverage should be equal to the per occurrence limit except for contracts with other governmental entities.
- b. Coverage shall be included for any owned, leased, hired, or non-owned autos.
- c. For any contracts involving the transportation of hazardous materials, limited pollution endorsement ISO form CA9948 or its equivalent shall be on the policy.

Umbrella Liability Insurance: Required for all contracts

- a. \$1,000,000 per Occurrence

Additional Provisions:

- a. Underlying coverage shall be General Liability, Automobile Liability, and Employers Liability (Workers Compensation).
- b. Minimum limit of \$5,000,000 per occurrence for all contracts over \$1,000,000 or involving any special risks or high hazard activities.
- c. Minimum limit of \$5,000,000 for automobile coverage for any transportation contracts involving seniors, special education, transit services, students, or youths.
- d. Concurrent policy dates with primary liability policies except for workers compensation

Professional Liability Insurance (Errors & Omissions): Required for all professional service contracts. This shall include any consultants, medical, legal, technical, insurance agents, or other professions that require proper licenses.

- a. \$1,000,000 Each Claim/Wrongful Act
- b. \$2,000,000 General Aggregate

ARTICLE # 119 – NO WAIVER:

- A. **Authority to Enter into Contract.** The Contractor represents and warrants that it has full authority to enter into and perform its obligations under the Contract and that the Contract

constitutes a legal, valid, and binding obligation upon the Contractor in accordance with its terms. The representatives of the parties hereto also represent and warrant that they are authorized to sign this Contract on behalf of each party hereto.

- B. **Solicitation.** The Contractor warrants that no person or selling agency (except bona fide employees or selling agents maintained for the purpose of securing business) has been employed or retained to solicit and secure the Contract upon an agreement or understanding for commission, percentage, brokerage or contingency.

ARTICLE #120 – INTELLECTUAL PROPERTY RIGHTS AND OWNERSHIP

Contractor agrees it will not use the County name or any intellectual property including, but not limited to, County trademarks or logos in any manner, including commercial advertising or as a business reference, without the expressed prior written consent of the County.

ARTICLE #121 – COMPENSATION

- A. The County will pay the Contractor for the Services provided pursuant to this Contract and in accordance with the prices quoted and conditions set forth herein. Payments will be made monthly in arrears to the Contractor after acceptance of the Contractor's delivered Services by the County, and after receipt of undisputed invoice to the County as per *Exhibit C – Cost Proposal Worksheet*.
- B. Prices quoted shall be firm and fixed throughout the term of this Contract, unless otherwise amended or modified by mutual agreement between the Parties.
- C. Cost may be prorated for Services added or removed under this Contract to align cost with the remaining term of Contract.
- D. It is understood that this bid or proposal is made without collusion or fraud. Contractor understands and acknowledges that collusive bidding is a violation of state and federal law and may result in the immediate cancellation of the Contract.

ARTICLE #122 – COUNTY PAYMENT TO CONTRACTOR

- A. The County will issue a Notice to Proceed (NTP) and a Purchase Order(s) ("PO") to the Contractor. The terms of this Contract shall be incorporated by reference into any and all PO(s) issued prior to the expiration or termination of this Contract. The County will issue the PO(s) by electronic mail (e-mail) to the Contractor's representative in *ARTICLE #103 – NOTICES*. A PO is considered "issued" when the e-mail containing the PO is sent by the County to the Contractor.

The Contractor shall not deliver any Services, equipment, devices, or components thereof until authorized in writing by the County through issuance of a PO, which shall provide a commencement NTP date. Any work including, but not limited to, travel, preliminary meetings, planning, etc., performed outside of the terms and conditions of and before the issuance of the PO will not be considered for payment. Contractors are not to begin work or ship any product on any verbal communication from within the County. The County will not be liable for payment for any work or product with the issuance of a verbal communication.

The Scope of Services shall remain in effect from the NTP date to completion of the project. The Parties agree that the County will not pay or otherwise compensate the Contractor for any Services, materials, equipment, devices, or components thereof outside of the Scope of Work and/or beyond the term of this Contract, unless specifically authorized in writing as

evidenced by an amendment pursuant to *ARTICLE #106 – CONTRACT AMENDMENTS AND MODIFICATION*, a time extension letter, or as otherwise authorized by the County.

B. Invoice/Payment

1. Contractor shall invoice the County via email each month solely to accountspayable@hallcounty.org and only after the County inspects and accepts the Services provided. Receipt of the Services does not constitute acceptance. Invoice amounts shall not exceed the Contractor's pricing set forth in *EXHIBIT C – COST PROPOSAL WORKSHEET*.
2. Each properly prepared invoice must be sent in accordance with the instructions listed on the PO. Each invoice shall include the Contractor's current "Remit to" address, a description of the Services provided, the invoice amount, the Contract number, and the associated PO number issued. Standard payment terms are net 30 days (N30) in arrears from the date the invoice is accepted, following delivery of the Services. The County does not pay for services not yet received but only in arrears.
3. The Contractor shall be solely responsible for paying all costs, expenses, and charges it incurs in connection with its performance under the Contract.

C. Unsatisfactory Performance; Delay of Payment.

1. If the County determines that the quality of the Services provided are deficient, unacceptable, or unsatisfactory the County's Project Manager identified in *ARTICLE #103 – NOTICES* shall issue a written Notice to Cure to Contractor. Contractor agrees that upon receipt of the written Notice to Cure it shall make every effort to correct the deficiency(ies) within the timeframe prescribed therein. If the Contractor fails to timely correct the deficiency(ies), the County reserves the right to delay or deny payment pursuant to this *ARTICLE* or terminate the Contract pursuant to *ARTICLE #108 – TERMINATION PROVISIONS*.
2. ~~**Delay of Payment Due to Contractor's Failure.** If the County determines that the Contractor has failed to perform or deliver any Services as required by the Contract, the Contractor shall not be entitled to any compensation under the Contract until such Services are delivered and accepted. In this event, the County may withhold that portion of the Contractor's compensation, which represents payment for Services that were not delivered. To the extent that the Contractor's failure to perform or deliver in a timely manner causes the County to incur costs, the County may deduct the amount of such incurred costs as liquidated damages from any amounts payable to Contractor. The County's authority to deduct such incurred costs shall not in any way affect the County's authority to terminate the Contract.~~

D. Set-Off Against Sums Owed by the Contractor. In the event that the Contractor owes the County any sum under the terms of the Contract, pursuant to any judgment, or pursuant to any law, the County may set off the sum owed by the Contractor against any sum owed to the Contractor, in the County's sole discretion.

E. Final Payment. Contractor shall issue an invoice for final payment to the County no later than thirty (30) days following the expiration or termination date of the Contract.

F. The Contractor must not factor or assign payments to another entity or a financial institution. The County will only pay the Party with whom it is contracted. The County will not in any circumstances pay a third party.

ARTICLE #123 – RETAINAGE

The County will retain funds to be withheld from compensation in compliance with Georgia law. Hall County may hold up to five percent (5%) retainage throughout the entire project and will release said retainage at the point of completion and final acceptance by the County.

ARTICLE #124 – VENUE AND GOVERNING LAW

The Parties agree that this Contract shall be interpreted, construed, and enforced in accordance with the laws of the State of Georgia. To the extent that either Party may bring a legal suit to enforce the terms of this Contract, including suit in equity, the Parties agree and consent to file any such suit in the Superior Court of Hall County, Georgia.

ARTICLE #125 – NOTICE OF INTENT TO LITIGATE

Contractor hereby agrees not to file any civil action of disputes or claims relating to the Contract except after first giving thirty (30) days written notice to the County of the claim and the intent to initiate a civil action.

ARTICLE #126 – GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT (E-Verify)

- A. By signing this Contract, the Contractor certifies that prior to and throughout the performance of all applicable work under this Contract it will remain in full compliance with all federal and state immigration laws, including but not limited to 8 U.S.C. § 1324a and the Georgia Security and Immigration Compliance Act (O.C.G.A. §13-10-91 et seq.), as amended by the Illegal Immigration Reform and Enforcement Act of 2011, regarding the verification of employment eligibility of employees under the Immigration Reform and Control Act of 1986. Contractor will ensure that only persons who are citizens or nationals of the United States or non-citizens authorized under federal immigration laws are employed to perform Services under this Contract or any subcontract or sub-subcontract hereunder.
- B. Contractor further certifies its compliance with the aforementioned federal and state immigration laws set forth by signing the Georgia Security and Immigration Compliance Act Affidavit (attached herein as *EXHIBIT E – E-Verify Affidavit*), notarized by an Official Notary Public, and obtaining the same affidavits from any subcontractor providing services pursuant to this Contract.

ARTICLE #127 – ORDER OF PRECEDENCE

In the event of any inconsistency, ambiguity, or conflict among the specific provisions of the Contract and the Contractor's response, the order of precedence shall be as follows:

1. Any amendments to the Contract, including all Exhibits thereto.
2. The Contract itself, including all Exhibits thereto.
3. Attachments appended to the Contract.
4. All other Contract attachments appended to the contract.

ARTICLE #128 – CONTRACT EXHIBITS AND ATTACHMENTS

The Parties mutually acknowledge that all exhibits and attachments listed below made a part of this Contract, as though expressly written in the RFQ/P documents and the Bidder's response, are herein incorporated into this contract by reference.:

- EXHIBIT A – Contract for Services
- EXHIBIT B – Bid Response Form
- EXHIBIT C – Cost Proposal Worksheet
- EXHIBIT D – W-9 Form
- EXHIBIT E – E-Verify Affidavit

EXHIBIT F – Ethics Affidavit
EXHIBIT G – Scored Questions

ARTICLE #129 – SALES TAX EXEMPTION STATUS

The County is exempt from Federal Excise Taxes and from Georgia State and Local Sales and Use Taxes on the Services. The Contractor may request a copy of the County’s Georgia Sales and Use Tax Exemption Certificate.

ARTICLE #130 – HOLD HARMLESS AGREEMENT

The Contractor hereby agrees to indemnify and hold free and harmless Hall County Government, its Commissioners, agents, servants, employees, officers, directors and elected officials against any loss or expense to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of the Contractor or other persons employed or utilized by the Contractor in the performance of the contract. This includes attorney fees because of any liability imposed by law upon the County, except in cases of the County’s sole negligence, sustained by any person(s) on account of bodily injury or property damage to the extent cause by the negligence, recklessness, or intentionally wrongful conduct of the Contractor or anyone for whom the Contractor is legally responsible.

ARTICLE #131 – NOT A JOINT VENTURE

The County shall not be bound by any terms and conditions included in any Contractor packaging, invoice, catalog, brochure, technical data sheet, on-line representation, warranties or service level agreement or other document which attempts to impose any condition in variance with or in the addition to the terms and conditions contained herein.

ARTICLE #132 – CONTRACT TERMS AND CONDITIONS

1. All purchases must comply with the Official Code of Hall County Sections 3.10.010 – 3.10.190.
2. If any conflict or ambiguity arises between the terms and conditions herein, and the Official Code of Hall County, the latter will govern.
3. The terms and conditions set forth herein shall supersede and govern over all Contractor’s terms and conditions or service level agreements.
4. The County retains the right to “red line” sections of the Supplier’s terms and conditions if such are in conflict with the best interest of the County.
5. Acceptance of a PO and delivery of goods or services serves as the Supplier’s full and complete acceptance of the County’s terms and conditions.
6. The terms “supplier”, “vendor”, “bidder”, “offeror”, “contractor”, “designer”, “distributor”, “dealer” or “manufacturer” or otherwise purveyor or source of supply or performance of Service shall mean one and the same, herein denoted as “Supplier” for goods and “Contractor” for services.
7. The terms “goods”, “materials”, “commodities”, “components”, “drawings”, “drafts”, “renderings”, “plans” (physical or digital), software, SaaS, engineering or architectural capital asset equipment, vehicles, heavy earth-moving or other equipment (purchased or leased), or other such deliverables are herein denoted as “goods” and shall mean one and the same.
8. “Services” shall mean all services either financial, advisory, consultative, labor, staff augmentation, construction, rehabilitation, restoration, repair, support or maintenance, communication, telephony, internet, TV or streaming, pest control, grounds maintenance, custodial and janitorial, street or paved surfaces cleaning, drain cleaning, or otherwise where services are offered for consideration.

9. The Supplier shall transfer and deliver all goods or services described on a PO for the consideration set forth herein.
10. The Supplier shall only deliver goods and services as described on the PO and within the Scope of Work and the Supplier's bid response.
11. The County holds no obligation to pay for goods delivered or services rendered unless specified on a written PO or a Change Order of such.
12. The Supplier shall not construe any verbal consent to purchase goods or services as valid.
13. The County does not accept substitutions of services or goods that do not comply with the Scope of Work or specifications set forth in the PO, Contract, or Agreement unless mutually agreed in writing by both Parties.
14. The County does not accept automatic contract renewals except for monthly subscription services.
15. The County does not pay deposits towards goods ordered. Exceptions exist for custom made items such as window treatments, floor coverings, redi-mix products (concrete, paint, etc.), fabrication, decoration, or otherwise custom designed specifically for the County.
16. The County will accept backorders only if goods are out of stock and with prior written notice. Suppliers shall ship all quantities that it has in stock and hold orders for backorders.
17. The County participates in Cooperative Purchasing Agreements, State of Georgia Statewide Contracts, and other state, local, intergovernmental agreements, memorandums of understanding and other such agreements.
18. Deliveries go to the ship-to addresses listed on the PO and within the time specified. The Supplier must follow instructions if multiple ship-to address exist on the PO.
19. Risk of loss of the goods shall pass to the County upon inspection and acceptance only.
20. Receipt of goods or services does not constitute acceptance. Title to the goods shall remain with the Supplier until acceptance by the County.
21. The Supplier warrants that the goods are merchantable, and that the Supplier has a legal right to deliver the goods and services and as described herein.
22. The County shall have the right to inspect all goods or services at the time and place of delivery.
23. Contractor agrees not to assign in full or part of the Contract to another party without the County's express written consent. Any attempted assignment or delegation shall void and make ineffectual for all purposes unless made in conformity with this paragraph.
24. This issuance of the PO shall not violate the Code of Ethics and Conflicts of Interest for Public Officers and Employees for Government Service set forth in the 2020 Section 45-1020 *et seq.* of the Official Code of Georgia Annotated and the Official Code of Hall County Section 3.10.070 governing Ethics.
25. All goods and services supplied pursuant to this PO shall, unless otherwise noted, conform exactly to all of the descriptions, specifications, exhibits, and attachments contained in the bid solicitation upon which a PO is based, and all the terms, conditions, and specifications of the bid solicitation are incorporated herein by reference and made a part hereof.
26. Any and all media production, recordings, videos, photography, artwork, plates, engravings, and other printed or digital media materials paid in full by the County are considered County property and shall be delivered to the County upon request.
27. Invoices submitted to the County will reflect the language of the PO with the PO Number printed on each invoice submitted.
28. In the event that a PO has an attached contract or agreement, the terms and conditions of the latter shall govern in the event of any conflict with these terms and conditions.
29. The Supplier may be suspended, terminated, or debarred if it is determined that the Supplier has made false certification(s) or has violated such certification(s) by failure to carry out the requirements herein.

- 30. The Supplier certifies that it and its subcontractors are not debarred, suspended, or declared ineligible by any agency of the County, State of Georgia, or as defined in the Federal Acquisition Regulation (FAR) 48 C.F.R. Ch. 1 Subpart 9.4.
- 31. The Supplier certifies that it is not currently engaged in an active or pending lawsuit or other grievance, injunction, or levy against the County.
- 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

KIMBLEY-HORN AND ASSOCIATES INC.

HALL COUNTY, GEORGIA

By: [Signature]

By: _____

Print Name: ERIC S. BOSMAN

Richard Higgins, Chairman
Hall County Board of Commissioners

Title: VICE PRESIDENT

Date: _____

Sworn to and subscribed before me this

29 Day of May, 2024.

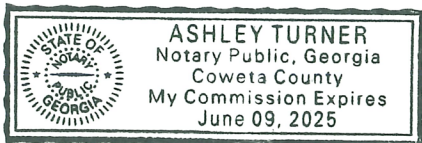
Attestation:

Board of Commissioners Clerk

Notary Public: [Signature]

Notary commission expires: JUN 09, 2025

[Locus Sigilli – Seal or Stamp]





Hall County Government
FINANCIAL SERVICES

EXHIBIT B – BID RESPONSE FORM

Bidders must complete and return this form with their bid.

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

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.

t: 770.535.8270 | f:
770.531.6711

Bid No: RFQ/P #45-005

INTERIM DIRECTOR
Taylor Samples, CPA

Bid Name: State Route 13/Atlanta Highway Corridor Study

Date of Bid Submittal: May 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: Kimley-Horn and Associates, Inc.

Bidder Signature:

Print Name: Eric S. Bosman, FAICP

Title: Vice President

Phone Number: 404 201 6135

Email Address: eric.bosman@kimley-horn.com

Physical Address: 1200 Peachtree Street NE, Suite 800

City, State, ZIP: Atlanta, GA 30309

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.

Print or type. See Specific Instructions on page 3.	<p>1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.</p> <p>Kimley-Horn and Associates, Inc.</p> <p>2 Business name/disregarded entity name, if different from above</p>	
	<p>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.</p> <p><input type="checkbox"/> Individual/sole proprietor or single-member LLC</p> <p><input checked="" type="checkbox"/> C Corporation</p> <p><input type="checkbox"/> S Corporation</p> <p><input type="checkbox"/> Partnership</p> <p><input type="checkbox"/> Trust/estate</p> <p><input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____</p> <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.</p> <p><input type="checkbox"/> Other (see instructions) ▶</p>	<p>4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):</p> <p>Exempt payee code (if any) <u>5</u></p> <p>Exemption from FATCA reporting code (if any) _____</p> <p><small>(Applies to accounts maintained outside the U.S.)</small></p>
	<p>5 Address (number, street, and apt. or suite no.) See instructions.</p> <p>421 Fayetteville Street, Suite 600</p> <p>6 City, state, and ZIP code</p> <p>Raleigh, NC 27601</p>	<p>7 List account number(s) here (optional)</p> <p>Requester's name and address (optional)</p>

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.

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.

Social security number									
or									
Employer identification number									
5	6	-	0	8	8	5	6	1	5

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 ▶ January 1, 2024
------------------	----------------------------	------------------------

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-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-C (canceled debt)
- Form 1099-A (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

2023677

Federal Work Authorization User ID Number

11/17/2022

Date of Authorization

Kimley-Horn and Associates, Inc.

Name of Contractor

RFQ/P #45-005 State Route 13/
Atlanta Highway Corridor Study

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 29, 2023 in Atlanta (city),
GA (state).

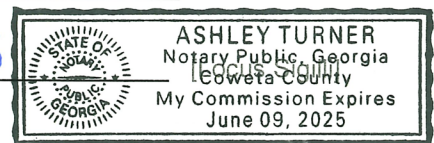
[Signature]
Signature of Authorized Officer or Agent

Eric S. Bosman, FAICP, Vice President
Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE 29th DAY OF
May, 2024.

[Signature]
NOTARY PUBLIC

My Commission Expires: June 09, 2025





Hall County Government

FINANCIAL SERVICES

EXHIBIT F – ETHICS AFFIDAVIT

RFQ/P #45-005 State Route 13/Atlanta Highway Corridor Study

Contractors, consultants, and vendors of any service or commodity to Hall County, Georgia (herein “County”) must read and affirm to adhere to the following ethics requirements for compliance with the Official Code 3.10.070 of Hall County – Ethics.

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.535.8270 | f: 770.531.6711

INTERIM DIRECTOR
Taylor Samples, CPA

- A. It is the policy of the County to seek the best overall value when procuring goods and services. To this end, the County finds and declares that its objectives will best be achieved through an open, competitive process with a broad range of responsible vendors wishing to furnish products and services to the County. The County will establish and conduct a procurement program that maximizes service benefit to the community and awards contracts to vendors who offer the best quality and value.
- B. The County declares that County employees and officials, along with those wishing to do business with the County, have the shared responsibility for avoiding biased, anticompetitive, or unethical practices.
- C. County employees, officials, and their family members are prohibited from seeking, requesting, or receiving any material payment, gift, job offer, security, promise of future benefit, or any other tangible or intangible thing of value when such receipt has the potential to influence a procurement decision or to gain undue advantage in a procurement competition.
- D. Prospective vendors must compete for County business within the parameters of the solicitation process and are prohibited from seeking to obtain inside information, attempting to skew the writing of specifications, or influencing a procurement decision through any means outside the process established for the particular solicitation. This principle applies to any contractor, subcontractor, representative, employee, or agent that may be associated with a procurement transaction.
- E. Bidders and proposers shall disclose on competitive bid responses any individual(s), firm(s), and/or County official(s) who do business with the County if there is an appearance of a conflict of interest.

- F. Ethical business practices are important both during a solicitation and after the decision to grant an award. The County seeks to establish relationships with business partners whose ongoing ethical standards of business conduct are congruent with those outlined here. The Purchasing Manager, subject to the approval of the Director of Financial Services, is charged with establishing methods for ongoing monitoring for non-compliance with these principles. The prohibition against the offering of or the acceptance of kickbacks, gratuities, payments, or any other instrument of value extends beyond and outside any specific procurement or solicitation.
- G. A vendor's contract compliance history with Hall County and other contractual parties is a valid element in the decision to award, or not, a contract.
- H. The County stipulates that the furtherance of its strategic goals for job creation, stability, and growth in the tax base, business retention, and other fiscal and economic development objectives may be considered during the procurement process. The Purchasing Manager, subject to the approval of the Director of Financial Services, is authorized to establish procurement initiatives consistent with the County's strategic economic development objectives. These procurement practices shall be applied consistently and equitably and shall have a direct relationship to the County's goals.
- I. County employees, officials, and their family members are generally prohibited from participation in any procurement decision or any gain of undue advantage in a procurement competition as a result of contemporaneous employment with a potential or actual business partner.
- J. It is unethical for any County employee to purchase commodities or services from a County contract for personal use.
- K. With the exception of solicitations for the sale of real property, individuals, firms, and businesses seeking an award of a County contract may not initiate or continue any verbal or written communications regarding a solicitation with any County officer, elected official, employee, or other County representative other than the purchasing associate named in the solicitation, or the County's financial advisor, between the date of the issuance of the solicitation and the date of the final contract award by the County Board of Commissioners. The Purchasing Manager will review violations. If determined that such communication has compromised the competitive process, the offer submitted by the individual, firm, or business may be disqualified from consideration for award. Solicitations for the sale of real property may allow for verbal or written communications with the appropriate County representative.
- L. All County commissioners, officials, and employees shall adhere to the standards outlined in the County Code of Ethics.
- M. **(AMENDED)** The Purchasing Division of the Financial Services Department shall determine and implement methods of educating all prospective contractors, bidders, proposers, and vendors on the requirements and provisions of Code Section 3.10.070, including, but not limited to, requiring each prospective contractor, bidder, proposer, and vendor that expresses an intent to do business with the County to sign an affidavit attesting that they have read this Chapter and have more specifically also read Code Section 3.10.070. (Res. of 11-14-19(1), § 1 (Exh. A))

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

Executed on May 29, 2024 in Atlanta (city), GA (state).

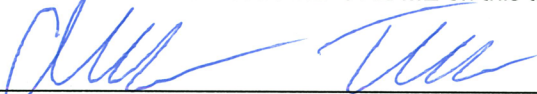


Signature of Authorized Officer or Agent

Eric S. Bosman, FAICP, Vice President

Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME on this the 29th Day of May, 2024.



NOTARY PUBLIC

My Commission Expires:

June 09, 2025

[Locus Sigilli]

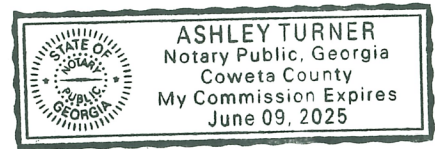


Exhibit G – Scored Questions

Exhibit G can be found in Section 2 of this proposal.

Copy of Business License



Certificate of Insurance



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

3/18/2024

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 Edgewood Partners Ins. Center/Greyling 3780 Mansell Rd. Suite 370 Alpharetta GA 30022	CONTACT NAME: Jerry Noyola PHONE (A/C, No. Ext): 7702207699 FAX (A/C, No.): E-MAIL ADDRESS: greylingcerts@greyling.com
INSURER(S) AFFORDING COVERAGE	
INSURER A : National Union Fire Ins Co of Pittsburg	NAIC # 19445
INSURER B : Allied World Assurance Co (U.S.) Inc.	19489
INSURER C : New Hampshire Insurance Company	23841
INSURER D : Lloyd's of London	85202
INSURER E :	
INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** 333770313 **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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input checked="" type="checkbox"/> LOC OTHER:			GL5268169	4/1/2024	4/1/2025	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 25,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COMP/OP AGG \$ 4,000,000 \$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			CA4489663 (AOS) CA2970071 (MA)	4/1/2024 4/1/2024	4/1/2025 4/1/2025	COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED. <input checked="" type="checkbox"/> RETENTION \$ 10,000			03127930	4/1/2024	4/1/2025	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000 \$
C	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N If yes, describe under DESCRIPTION OF OPERATIONS below			WC015893685 (AOS) WC015893686 (CA)	4/1/2024 4/1/2024	4/1/2025 4/1/2025	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ 2,000,000 E.L. DISEASE - EA EMPLOYEE \$ 2,000,000 E.L. DISEASE - POLICY LIMIT \$ 2,000,000
D	Professional Liability			B0146LDUSA2404949	4/1/2024	4/1/2025	Per Claim \$2,000,000 Aggregate \$2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
 Umbrella Follows Form with respects to General, Automobile & Employers Liability Policies. Retroactive Date: 10/02/1967.

CERTIFICATE HOLDER Sample Certificate	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 
---	--

Professional Licenses or Certifications

All key team members assigned to this project are licensed professionals experienced in the designated task.



PROFESSIONAL LICENSING

GEORGIA SECRETARY OF STATE BRAD RAFFENSPERGER

CORPORATIONS • ELECTIONS • LICENSING • CHARITIES

Search Results

1. For a more detailed view of a licensee's background, click on the licensee name from the alphabetical list below. Results will open in a new window.
2. To return to the Search page, use either the **New Person Search** button or the **New Facility Search** button below. **Do not use your browser's back button.**

Full Name	License Number	Profession	License Type	License Status	City	State	
Kimley-Horn & Associates Inc.	PEF000379	Engineers / Land Surveyors	Engineer Firm	Active	Raleigh	NC	Submit Complaint
Kimley-Horn and Associates, Inc.	LSF001412	Engineers / Land Surveyors	Land Surveyor Firm	Active	Raleigh	NC	Submit Complaint

[New Person Search](#) [New Facility Search](#)



PROFESSIONAL LICENSING

GEORGIA SECRETARY OF STATE BRAD RAFFENSPERGER

CORPORATIONS • ELECTIONS • LICENSING • CHARITIES

Search Results

1. For a more detailed view of a licensee's background, click on the licensee name from the alphabetical list below. Results will open in a new window.
2. To return to the Search page, use either the **New Person Search** button or the **New Facility Search** button below. **Do not use your browser's back button.**

Full Name	License Number	Profession	License Type	License Status	City	State	
Bihl Engineering, LLC	PEF006245	Engineers / Land Surveyors	Engineer Firm	Active	Charleston	SC	Submit Complaint

[New Person Search](#) [New Facility Search](#)



PROFESSIONAL LICENSING

GEORGIA SECRETARY OF STATE BRAD RAFFENSPERGER

CORPORATIONS • ELECTIONS • LICENSING • CHARITIES

Licensee Details

Licensee Information

Name: J Clark Kennedy

Address:

Atlanta GA 30319

Primary Source License Information

Lic #:	PE042521	Profession:	Engineers / Land Surveyors	Type:	Professional Engineer
Secondary:		Method:	Comity	Status:	Active
Issued:	9/28/2017	Expires:	12/31/2024	Last Renewal Date:	12/14/2023

Associated Licenses

No Prerequisite Information

Public Board Orders

Please see Documents section below for any Public Board Orders

Other Documents

No Other Documents

Data current as of: May 29, 2024 23:36:38

This website is to be used as a primary source verification for licenses issued by the Professional Licensing Boards. Paper verifications are available for a fee. Please contact the Professional Licensing Boards at 844-753-7825.

Close Window



PROFESSIONAL LICENSING

GEORGIA SECRETARY OF STATE BRAD RAFFENSPERGER

CORPORATIONS • ELECTIONS • LICENSING • CHARITIES

Licensee Details

Licensee Information

Name: Tracy Lynn Lehman

Address:

Atlanta GA 30318

Primary Source License Information

Lic #:	PE041723	Profession:	Engineers / Land Surveyors	Type:	Professional Engineer
Secondary:		Method:	Comity	Status:	Active
Issued:	2/6/2017	Expires:	12/31/2024	Last Renewal Date:	11/21/2023

Associated Licenses

No Prerequisite Information

Public Board Orders

Please see Documents section below for any Public Board Orders

Other Documents

No Other Documents

Data current as of: May 29, 2024 23:31:40

This website is to be used as a primary source verification for licenses issued by the Professional Licensing Boards. Paper verifications are available for a fee. Please contact the Professional Licensing Boards at 844-753-7825.

Close Window



PROFESSIONAL LICENSING

GEORGIA SECRETARY OF STATE BRAD RAFFENSPERGER

CORPORATIONS • ELECTIONS • LICENSING • CHARITIES

Licensee Details

Licensee Information

Name: Jourdyn Rachelle Fuga

Address:

Atlanta GA 30310

Primary Source License Information

Lic #:	PE043421	Profession:	Engineers / Land Surveyors	Type:	Professional Engineer
Secondary:		Method:	Examination	Status:	Active
Issued:	5/25/2018	Expires:	12/31/2024	Last Renewal Date:	1/1/2024

Associated Licenses

No Prerequisite Information

Public Board Orders

Please see Documents section below for any Public Board Orders

Other Documents

No Other Documents

Data current as of: May 29, 2024 23:33:33

This website is to be used as a primary source verification for licenses issued by the Professional Licensing Boards. Paper verifications are available for a fee. Please contact the Professional Licensing Boards at 844-753-7825.

Close Window



PROFESSIONAL LICENSING

GEORGIA SECRETARY OF STATE BRAD RAFFENSPERGER

CORPORATIONS • ELECTIONS • LICENSING • CHARITIES

Licensee Details

Licensee Information

Name: Tanner August Schroeder

Address:

Atlanta GA 30307

Primary Source License Information

Lic #:	PE050514	Profession:	Engineers / Land Surveyors	Type:	Professional Engineer
Secondary:		Method:	Comity	Status:	Active
Issued:	5/19/2023	Expires:	12/31/2024	Last Renewal Date:	12/5/2023

Associated Licenses

No Prerequisite Information

Public Board Orders

Please see Documents section below for any Public Board Orders

Other Documents


No Other Documents

Data current as of: May 29, 2024 23:32:41


This website is to be used as a primary source verification for licenses issued by the Professional Licensing Boards. Paper verifications are available for a fee. Please contact the Professional Licensing Boards at 844-753-7825.

Close Window

georgia.gov™
Online access to Georgia government



GEORGIA SOIL AND WATER CONSERVATION COMMISSION



Erosion and Sedimentation Control Program Certification Verification

Please note, if you have taken a recertification course, your expiration date will not be updated until one week before your initial certification expires.

Enter first name middle initial last name (min 3 characters)

NOTE: First and middle fields are optional. However, you may wish to use these fields if the results do not include the name you are seeking.

Cert. ID	Trainer ID	First Name	MI	Last Name	City	State	PW Rcvd	Level AW Expiration	Level 1A Expiration	Level 1B Expiration	Level II Expiration	Trainer 1 Expiration	Trainer 2 Expiration
0000105735		Tanner	A	Schroeder	Atlanta	GA	Y				03-01-2027		

georgia.gov™
Online access to Georgia government



GEORGIA SOIL AND WATER CONSERVATION COMMISSION



Erosion and Sedimentation Control Program Certification Verification

Please note, if you have taken a recertification course, your expiration date will not be updated until one week before your initial certification expires.

Enter first name middle initial last name (min 3 characters)

NOTE: First and middle fields are optional. However, you may wish to use these fields if the results do not include the name you are seeking.

Cert. ID	Trainer ID	First Name	MI	Last Name	City	State	PW Rcvd	Level AW Expiration	Level 1A Expiration	Level 1B Expiration	Level II Expiration	Trainer 1 Expiration	Trainer 2 Expiration
0000087027		John	C	Kennedy	Atlanta	GA	Y				05-22-2025		

LOG OUT

MY PROFILE

PAY DUES DONATE REPORT INCIDENT LEARNING HUB E-COMMUNITY CAREERS



ABOUT MEMBERSHIP RESOURCES PROFESSIONAL DEVELOPMENT EVENTS / MEETINGS

My Cart

Return to Search



Tracy L. Lehman, P.E., PTOE, RSP2I

Transportation Engineer
Kimley-Horn and Associates, Inc.

Business Address (Preferred Mailing Address)
817 West Peachtree Street, NW
Suite 601
Atlanta, GA 30308
USA

Home
1219 Atlantic Dr NW
Atlanta, GA 30318-5313
USA

T: (404) 492-9282
F:

Email: tracy.lehman@kimley-horn.com

LOG OUT

MY PROFILE

PAY DUES DONATE REPORT INCIDENT LEARNING HUB E-COMMUNITY CAREERS



ABOUT MEMBERSHIP RESOURCES PROFESSIONAL DEVELOPMENT EVENTS / MEETINGS

My Cart

Return to Search



Ms. Jourdyn Rachele Fuga, P.E., RSP2B

Transportation Engineer
Kimley-Horn and Associates, Inc.

Business Address (Preferred Mailing Address)
817 West Peachtree Street NW
Suite 601
Atlanta, GA 30308
USA

Home
1265 Hartford Avenue
Atlanta, GA 30310
USA

T: (404) 201-6153
F:

Email: jourdyn.fuga@kimley-horn.com

LOG OUT

MY PROFILE

PAY DUES DONATE REPORT INCIDENT LEARNING HUB E-COMMUNITY CAREERS



ABOUT MEMBERSHIP RESOURCES PROFESSIONAL DEVELOPMENT EVENTS / MEETINGS

My Cart

Return to Search



Mr. John Clark Kennedy, P.E., PTOE, RSP1

Project Manager
Kimley-Horn

Business Address (Preferred Mailing Address)
3603 Kingsboro Rd, NE
Atlanta, GA 30319
USA

T: (251) 895-6343
F:

Email: clark.kennedy@kimley-horn.com

American Institute of Certified Planners



Beth A. Smith, AICP

APA ID: 304934

AICP Membership: Expires 06/29/2024

AICP Start Date: 04/12/2021

AICP Certification #: 33037

CM Reporting Period Ends: 12/31/2025

The American Institute of Certified Planners provides the only nationwide, independent verification of planners' qualifications. Certified planners pledge to uphold high standards of practice, ethics, and professional conduct, and to keep their skills sharp and up to date by continuously pursuing advanced professional education.

Badges



Addendum 1 – Solicitation Questions & Answers

May 23, 2024

Q1. From page 2 of the solicitation: “All Bidders must disclose proposed subcontractors in their bid response. Subcontractors must be pre-approved in writing by the County.” When does the preapproval process take place? After the consultant is selected?

A1. Please include any and all subcontractors you plan to use in your bid packet. Subcontractors will be evaluated as part of the overall bid submission. If the County does not approve of a proposed subcontractor, the County reserves the option to reach out to the respective Bidder for negotiation regarding the service to be provided by the proposed subcontractor.

If you need to change a subcontractor(s) after the bids have been opened, please notify the Issuing Officer listed in the RFQ/P for directions on how to proceed. (Changing subcontractors without notifying the County is considered a material breach of contract.)

Q2. From page 3 of the solicitation: “Please do not submit bound bid responses. Provide one-side documents only. Do not include superfluous marketing materials.” Would the county like the proposal copies loose leaf and clipped?

A2. Paper clips and binder clips are acceptable.

Q3. Could consultants instead provide one unbound, single-sided original (held with a binder clip or similar) and five bound, double-sided books?

A3. This is acceptable. Please also remember to include a thumb drive with all files loaded onto it.

Q4. From page 12 of the solicitation: “Proposals must include a breakdown of man-hours to be served on the project.” Exhibit C: Lump Sum Cost

A4. A revised Exhibit C was issued on May 3, 2024, that includes a line item for the required man-hour disclosure. (Please reach out to the Issuing Officer if you did not receive this revised Exhibit C. Or you can download it from the County’s website at: <https://www.hallcounty.org/bids.aspx?bidID=978>. Scroll to the bottom under the Related Documents section to find “Amendment 1 – Revised EXHIBIT C – Cost Proposal Worksheet”.



Eric S. Bosman, FAICP, Vice President

05/29/2024

Kimley-Horn and Associates, Inc.

Kimley»»Horn

Clark Kennedy, P.E., PTOE, RSP1

clark.kennedy@kimley-horn.com

470-579-4978

