

CITY OF AVONDALE ESTATES
LCI SUPPLEMENTAL STUDY
ROAD DIET, ROUNDABOUT AND
INTERSECTION FEASIBILITY STUDY
PROPOSAL

May 02, 2014

Prepared by Nelson\Nygaard Consulting Associates



IN ASSOCIATION WITH:
MCGEE PARTNERS
GHD, INC.
EDWARDS-PITMAN



May 2, 2014

Keri Stevens
City of Avondale Estates
21 North Avondale Plaza
Avondale Estates, GA 30002

RE: LCI Supplemental Study – Road Diet, Roundabout, and Intersection Feasibility Study

Dear Ms. Stevens:

On behalf of Nelson\Nygaard Consulting Associates, Inc., I am pleased to submit this proposal to the City of Avondale Estates for the Road Diet, Roundabout, and Intersection Feasibility Study. Nelson\Nygaard has assembled a highly qualified team with strong connections to Avondale Estates and DeKalb County. We have rich experience in street design, traffic analysis and work with DeKalb County and the Georgia Department of Transportation (GDOT), but we are also highly experienced in making technical analysis and project development a transparent and understandable process for broader audiences. To this end we have integrated our expertise with a public involvement process that builds on today's growing interest in temporary project installations and active public participation. Through this process we will ensure that residents and stakeholders of Avondale Estates are as engaged in implementation of the recently-completed Downtown Master Plan's recommendations as they were in the visioning and concept development that that Master Plan invited. We want to allow the Avondale Estates community to understand and engage in design discussions and to demonstrate how street design interventions can make streets and roads vital public spaces.

Our team's leadership brings the best of what Nelson\Nygaard has to offer Avondale Estates. We combine the firm's national experience in livable street design, traffic calming and multimodal planning with a principal-in-charge, **Paul Moore**, and project manager, **Joel Mann**, who have worked on multiple plans, studies and project designs promoting balanced place-oriented transportation systems throughout the Atlanta region. We complement this expertise with a team of engineers and environmental specialists with strong connections to DeKalb County and GDOT: **McGee Partners**, a DeKalb-based engineering firm; the roundabout practice line of **GHD**; and the environmental review services of **Edwards-Pitman**, a woman-owned business with recent experience in Avondale Estates.

We hope you will recognize the strengths of our proposal, staff capabilities, and firm experience as indications of our capacity to carry out this important project. Our proposal is submitted in accordance with the terms and conditions outlined in the RFP document and will remain in effect for at least 90 days from the date of submittal, May 2, 2014. We also acknowledge receipt of the Questions & Answers released April 18, 2014.

If we can provide any additional information about our firm or this proposal, please do not hesitate to contact our proposed Project Manager, Joel Mann at jmann@nelsonnygaard.com or 678-278-1730, or myself at pjewel@nelsonnygaard.com or 415-284-1544. I am authorized to negotiate with the City of Avondale Estates in connection with this effort.

Sincerely,


Paul Jewel
President and COO

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Road Diet, Roundabout and Intersection Feasibility Study Proposal



Submitted by
Nelson\Nygaard Consulting Associates
50 Hurt Plaza, Suite 1550, Atlanta, GA 30303
678-278-1733

CONTACT: Joel Mann **TITLE:** Associate
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INTRODUCTION



Nelson\Nygaard Consulting Associates, Inc. is an internationally recognized firm committed to developing transportation systems that promote vibrant, sustainable, and accessible communities. Founded by two women in 1987,

Nelson\Nygaard has grown from its roots in transit planning to a 115-person, full-service transportation firm with offices across the United States.

In keeping with the values set by our founders, Nelson\Nygaard puts people first. We recognize that transportation is not an end by itself but a platform for achieving broader community goals of mobility, equity, economic development, and healthy living. Our hands-on, national experience informs but doesn't dictate local solutions. Built on consensus and a multimodal approach, our plans are renowned as practical and implementable.

Nelson\Nygaard specializes in:



TRANSIT SYSTEMS

Feasibility and fare studies, corridor studies, new services and facilities, redesign services for bus rapid transit, streetcar, rail, bus, and ferry



MULTIMODAL NETWORKS

Complete streets, downtown and regional mobility, transit-oriented development, transportation demand management, healthy communities



PARATRANSIT AND MOBILITY MANAGEMENT

Human services coordination, paratransit and rural transportation plans, mobility manager training, accessibility evaluations



CAMPUS ACCESS

Commute and trip reduction, employee and student incentives, marketing campaigns, financial analyses for universities, tech companies, and hospitals



WALKING AND BICYCLING

Facilities and network design, bike sharing, safe routes to school and transit, calmed streets, walk audits



TAXI AND ON-DEMAND SERVICES

Regulations, entry control, rate setting for taxi, livery, peer-to-peer, and private-for-hire



PARKING MANAGEMENT

Regulations, pricing strategies, shared parking, governance, technology selection, travel demand management



TRAFFIC ANALYSIS

Road diets and traffic calming, traffic impact simulation, trip reduction, greenhouse gas analysis, climate action plans

Recognized for projects around the world, Nelson\Nygaard has received awards and honors from professional organizations and government agencies including the American Planning Association, the Federal Transit Administration, the Association of Environmental Professionals, the American Society of Landscape Architects, the Congress for the New Urbanism, and the Canadian Institute of Planners.



McGee Partners, a civil engineering consulting firm specializing in transportation and based in DeKalb and Gwinnett Counties. The firm's partners are all professional engineers registered in Georgia and other southeastern states, and they have extensive experience with the Georgia Department of Transportation and DeKalb County. They have an outstanding reputation in performing transportation location and concept studies, traffic studies, local roadway design, roundabout design, and traffic operations. For the Avondale Estates Feasibility Study, they will focus on development of concept designs and preparation of the GDOT Concept Report.



GHD Inc. will focus on roundabout analysis and design. They offer nearly 25 years of experience in a full range of roundabout expertise from research and policy through to design and evaluation, and currently provide peer review to GDOT for roundabout designs. They have a strong record in stakeholder education and public outreach regarding roundabout feasibility and design. We offer extensive experience throughout the entire project development process, from program initiation (at a policy level) through final plans and construction consultation.



Edwards-Pitman Environmental, Inc., will provide a preliminary environmental screening. They are a woman-owned business, providing high-quality ecological, historical and archaeological resource surveys, air and noise modeling and assessments and a wide range of state and federal level environmental documentation, and have first-hand experience with assessments and documentation in Avondale Estates.

PROJECT UNDERSTANDING

As one of the most distinctive town centers in the Atlanta region, Avondale Estates' downtown requires careful attention as the community matures and opportunities arise to rethink transportation infrastructure for a livable, attractive place. As expressed in its recent Downtown Master Plan update and in the ARC Lifelong Communities program, Avondale Estates is not supported by the current design of US 278. We understand that the City needs to identify the right steps and resources to change this condition and make downtown as walkable and attractive as befits a place of such special character and potential.

We also understand that the City of Avondale Estates wishes to achieve the following specific outcomes through this study:

- **Identify a feasible design for the intersection of US 278 (North Avondale Road) and Clarendon Drive.** Based on the concept alternatives presented in the Downtown Master Plan update, this may be a roundabout. Key factors in identifying the feasibility of the roundabout are how it will operate in a single-lane design and how well it will fit within the current intersection footprint. GDOT has already evaluated a dual lane roundabout based on US 278's current five-lane cross-section and has determined that it is not only feasible but also beneficial for traffic operations. We understand that the plaza parks between North and South Avondale Roads are highly valued public assets and that the Avondale Estates community will not support designs that lead to significant impacts to these.
- **Develop a feasible design for the section of US 278 in the city limits of Avondale Estates,** between Sams Crossing and Ashton Drive, to include median locations, pedestrian

crossings, access points, and transit stop locations. We understand that this involves exploring a three-lane roadway section.

This also involves the intersection of North Avondale and Clarendon. There are two main steps to evaluating the roundabout intersection: understanding whether a single-lane would work within the context of the US 278 road diet and determining how the roundabout footprint fits within the current right-of-way and the adjacent plaza parks.

- **Engage the Avondale Estates community** in refining the Downtown Master Plan update’s recommendations and in selecting preferred alternatives for the road and intersection design. The City has expressed a desire to hold one additional meeting beyond what is generally required in the LCI follow-up studies, and we will structure these two meetings in a way that allows us to hear a full range of issues and to make sure that designs addressing these issues are clearly explained and understood.
- **Prepare a Georgia Department of Transportation Concept Report** on a road diet conversion of US Highway 278 in the City of Avondale Estates, from Sams Crossing to Ashton Drive. This will include an assessment of any environmental impacts and a statement of probable cost for any capital projects that would be developed to advance the LCI’s recommendations.

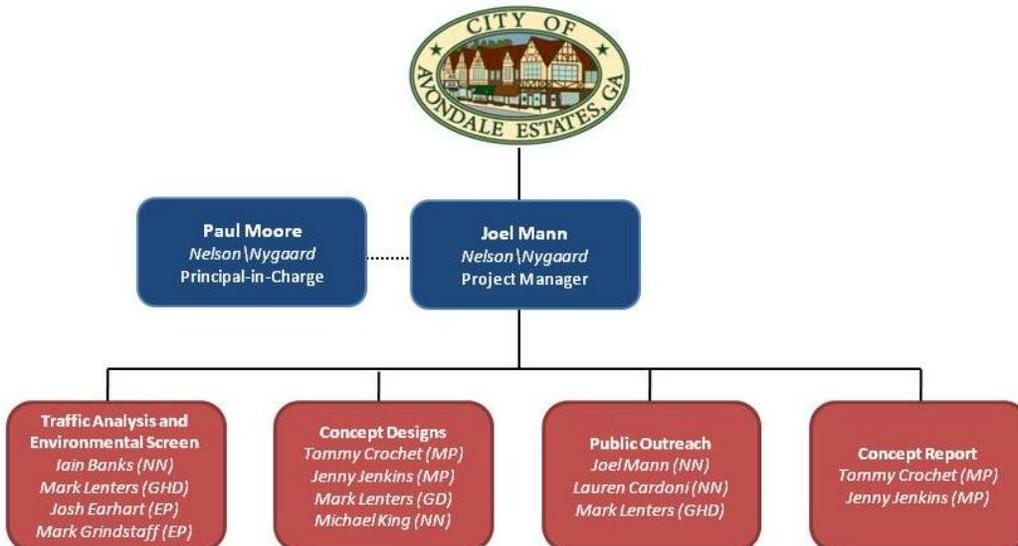
The Nelson\Nygaard team brings extensive experience in downtown transportation planning, long-standing relationships with the Georgia Department of Transportation and DeKalb County, and national expertise in roundabout design and analysis. We are confident that our team offers top-level qualifications on every element of the Feasibility Study’s scope of efforts, and we are excited about the opportunity to bring this expertise to Avondale Estates to help advance these important projects.

Our approach to completing the Feasibility Study is detailed in the Scope of Work section of this proposal, beginning on page 11.

KEY PERSONNEL

The proposed staffing for this project is described in the organization chart below. Core team member’s bios are included right after. Detailed resumes for each member of the team are provided in Appendix A.

Figure 1 Organization Chart



Joel Mann, Associate, will serve as Project Manager. He is a planner with 10 years of experience in transportation planning and transportation-focused contributions to development codes, comprehensive plans, and community master plans. Joel's career pursuits have grown from an intersection of personal passions and commitments, including bicycle and pedestrian mobility, streets as vital urban public spaces, and use of public resources to provide the best possible returns for citizens and their quality of life. He has had extensive experience in plans that feature changes to streets as cornerstone elements of placemaking and quality of life, such as road diets, one-way to two-way conversions, and strategic improvements to key intersections along corridors. He understands the dynamics of traffic and street design within the context of community needs and is skilled at explaining the technical elements of transportation decision-making in accessible language that increases community awareness and builds trust in project recommendations.



Paul Moore, Principal, will serve as Principal-in-Charge. He is one of Nelson\Nygaard's most experienced and charismatic project directors, having led or played a leading role in several complex projects that have successfully transformed cities, neighborhoods and agencies. He has over 25 years of experience and specializes in working with stakeholders and community members to clearly articulate their visions and goals. Paul has also been successful at using visions and goals as guiding resources that help develop, prioritize and ultimately implement transportation projects. Throughout his career, Paul has led engaging and meaningful public-involvement processes as an integral part of his technical work. This has led to strong relationships with community leaders who have become champions for positive change in their communities. Paul has experience with projects and communities both large and small, covering a diverse array of the ways in which transportation affects the vitality of communities.



Iain Banks, Senior Associate, will be Traffic Analysis Lead on this study. He is a personal transportation and parking specialist with 14 years of experience, in both the private and public sector. His projects have included city-wide bicycle master plans, parking management programs, transit development plans, capital improvement programs, community planning and transit operations. Most recently in the City of Annapolis, Maryland, Iain was the lead in the City's Mobility program focusing on the interrelationships between transit operations, off-street and on-street parking resources and non-automobile facilities. This program successfully implemented a circulator bus service connecting the downtown parking garages, increasing transit ridership and garage occupancy while decreasing on-street parking demand in the local residential communities. Iain is also an expert in transit oriented development and transportation demand management plans, having completed numerous projects for the Maryland State Highway Administration, the District of Columbia, and Prince George's County, MD.



Michael King, Principal, will serve as Expert Advisor, He designs complete and sustainable streets and street networks. In his career spanning more than 20 years, he has been the first director of traffic calming for New York City, designed the second shared street in the United States (Santa Monica), helped originate the nation's first Safe Routes to School program (Bronx), designed bicycle and pedestrian facilities for the largest Bus Rapid Transit system in Asia (Guangzhou), helped craft the City of Chicago's complete and sustainable streets strategy, and oversaw the creation of an Urban Street Design Guide for NACTO. In 2013, Michael was awarded the APBP Private Sector Professional of the Year.



Road Diet, Roundabout and Intersection Feasibility Study
City of Avondale Estates

Tommy Crochet is responsible for McGee Partners' planning, development and design of all projects and studies. He has developed a high level of expertise as an engineer and project manager on state and local highway design projects, location & feasibility studies, hydraulics studies, traffic studies, environmental documents, and residential, commercial and industrial site development projects. Tommy's experience includes numerous highway and street design projects, transit studies, site development projects, and drainage improvement projects. His responsibilities include the supervision and management of the firm's staff and resources, monitoring project schedules, management of transportation projects, development of project concepts, development of traffic volume projections preparation of traffic operations studies and supervision of the firm's quality assurance program.

Jenny Jenkins is a Transportation Engineer with McGee Partners, responsible for technical design and plan preparation experience on transportation projects. Her experience includes design of interstate and state and local highway design projects. Jenny's responsibilities include conceptual layout and design, database preparation, and development of preliminary and final construction plans including geometric design, drainage analysis and design, bicycle and pedestrian facilities, signing and marking, sedimentation & pollution control and monitoring plans, quantities and cost estimates.

Mark Lenters, PE will serve as the Project Director for this contract. He has a 28-year record of continuous intersection safety and design experience underpinned by highway engineering, traffic engineering, transportation planning, and project management. Since 1986, he has achieved nearly equal experience in the public and private sector, broadening his understanding of the needs of agencies. Leading small and large teams, he has also developed nationally renowned skills in roundabout design, facilitation, training and safety reviews. Mark leads a team of 12 professionals who exclusively plan, design and facilitate public outreach for modern roundabouts.



Mark Grindstaff serves as a Senior Historian/Historic Preservation Planner for Edwards-Pitman Environmental, Inc (EPEI). His area of expertise is in the area of cultural resource management as it relates to Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. DOT Act. His experience includes evaluating historic resources for National Register eligibility, assessing project impacts to eligible historic resources, preparing National Register nominations, preservation plans, and written context studies, and developing and implementing mitigation measures for adversely affected resources. Mark has also prepared environmental feasibility studies and written numerous Categorical Exclusions (CE), Environmental Assessments (EA), and Section 4(f) evaluations as required by the National Environmental Policy Act (NEPA).



Josh Earhart serves as a NEPA Specialist for the firm. He has over eight years experience as a NEPA Specialist on transportation-related projects including roadway improvements, bridge replacement and improvements, safety projects, sidewalk, multi-use trail, and Livable Centers Initiative (LCI) funded projects. Josh has worked with the Federal Highway Administration (FHWA) and the Georgia Department of Transportation (GDOT), National Park Service (NPS), and numerous Georgia County DOT and local municipalities for preparation of documents in accordance with the National Environmental Policy Act (NEPA) of 1969, the Georgia Environmental Policy Act (GEPA) of 1991, Section 106 of the National Historic Preservation Act (NHPA) of 1966 and Section 4(f) of the U.S. Department of Transportation Act of 1966. Prior to joining the firm, Josh worked as an environmental consultant for over 13 years with a diverse nationwide client base that included state and federal governments, real estate developers, and commercial clients on asbestos management issues, industrial hygiene, and Phase I and II Environmental



Site Assessments in compliance with American Society for Testing and Materials (ASTM) standards and practices.

REFERENCES

Client	Contact
Nelson\Nygaard	
East-West Gateway Council of Governments One South Memorial Drive, Suite 1600 St Louis, MO 63102	Mary Grace Lewandowski, AICP, Transportation Planner 314-421-4220 x294 marygrace@ewgateway.org
McGee Partners	
DeKalb County 1950 West Exchange Place Tucker, GA 30084	Dave Pelton, PE, Transportation Division Director 770-492-5206
Georgia Department of Transportation 600 West Peachtree Street, 25th Floor Atlanta, GA 30308	Brad Saxon, PE, Assistant Program Delivery Administrator 912-424-8972 bsaxon@dot.ga.gov
GHD	
Georgia Department of Transportation 600 West Peachtree Street, 25th Floor Atlanta, GA 30308	Daniel Pass 706-646-7623 dpass@dot.ga.gov

WORK EXPERIENCE

LIST OF GOVERNMENT CLIENTS

East-West Gateway Council of Governments, St Louis, MO
 City of Winter Garden, FL
 Town of Mammoth Lakes, CA
 Mono County, CA
 Somerville, MA
 City of Dana Point, CA
 City of Hartford, CT
 City of Kerman, CA
 Manhattan CB7, New York, NY
 Piedmont Recreational Facilities Organization, Piedmont, CA
 Fondo Nacional de Ambiente - FONAM Peru, Lima, Peru
 Institute for Transportation & Development Policy, Rio de Janeiro, Brazil

WORK EXAMPLES

ST. LOUIS SOUTH GRAND BOULEVARD ROAD DIET

2009-2010

Client: East-West Gateway Council of Governments
One South Memorial Drive, Suite 1600, St Louis, MO 63102

Nelson\Nygaard, on a team led by Design Workshop, produced a corridor master plan which included a “road diet” for a six block section of South Grand Boulevard. The work was part of the *Great Streets Initiative* and included economic, traffic, parking, streetscape, landscape, wayfinding, and public engagement components. Construction was completed in 2011.



Nelson\Nygaard prepared the initial conceptual designs and followed through to construction drawing support. Key elements included transitioning the street from four lanes to three, redesigning intersections, mapping bicycle routes, documenting pedestrian behavior, adding crosswalks, adjusting signal timing, and working with the Missouri School for the Blind to incorporate specific needs of their students. Nelson\Nygaard also performed the traffic analysis, including video simulations which predicted the success of the road diet. As a pilot, the city restriped the road with three lanes and demarcated the curb extensions with colorfully painted concrete planters. Before and after analysis of the traffic showed very little change in volume, but noticeable speed and noise reductions.

This project has been recognized by the American Society of Landscape Architects with a 2011 Honor Award for helping a community realize its goals of value, livability, and quality.

ROBERSON AT WINDERMERE ROUNDABOUT EVALUATION

2012

Client: City of Winter Garden, 300 West Plant Street, Winter Garden, FL 34787

Traffic levels for the existing signalized intersection of Windermere Road with Stoneybrook West Parkway and Roberson Road pointed to a need for improvements to this intersection, and Orange County had proposed a staged widening of the road, gradually introducing turn lanes for all four approaches. In order to avoid the negative implications of a road widening (such as loss of land, increased vehicle speeds, and reduced levels of comfort and safety for non-motorist users), the City of Winter Garden engaged Nelson\Nygaard to analyze a roundabout that would avoid widening the road and limit the size of the intersection. We determined that a roundabout can offer comparable intersection performance to the previously-proposed signalized intersection option in terms of delay and queue lengths, and is a recommended viable alternative to improve the capacity at this intersection. In discussions with City staff in December 2013, the City and the County have agreed that a roundabout will be built at the intersection; plans were being developed for roundabout construction.

KERMAN-MADERA AVENUE STREETScape MASTER PLAN

2011

Client: City of Kerman, 942 S. Madera Avenue, Kerman, CA 93630

In working with the City of Kerman in rethinking its main street corridor, Madera Avenue, Nelson\Nygaard gathered community input, conducted technical analysis on the existing conditions of the Madera Avenue corridor, and developed specific design recommendations to improve the safety, mobility and access opportunities of the roadway, and enhance its aesthetic qualities through streetscape improvement.

Similar to the involvement process that Avondale Estates envisions for US 278 and its downtown intersection, community participation was central to the analysis and design work. To fully leverage the benefit of community knowledge and creativity, the majority of the work was undertaken over a matter of days during an on-site design charrette process.

The project resulted in specific short-, mid-, and long-term Complete Streets recommendations to address pedestrian safety and improve mobility through a series of traffic calming measures, bicycle facility proposals, enhanced roadway designs, roundabouts, and pedestrian-oriented intersection alterations along the Madera Avenue corridor. We also developed project cost estimates and identified possible funding sources to finance specific design improvements are identified to help the community prioritize the recommendations.

SANTA MONICA BORDERLINE NEIGHBORHOOD IMPROVEMENTS PROJECT

2007-2009

Client: City of Santa Monica, 1918 Main Street, Suite 300, Santa Monica, CA 90405

One of the first of its kind in the United States, the Borderline Neighborhood Shared Streets project is a streetscape improvement project that the Nelson\Nygaard team brought from vision through concept to final design and construction support between 2006 and 2012. The project transformed visually unappealing, narrow streets in the Borderline neighborhood of Santa Monica into a community front yard that promotes walkability, adds sustainable landscaping, and provides community gathering space while still functioning as a street. Renovated streets include Longfellow and connecting streets Ozone, Marine and Navy Streets.

The area had many constraints that made design a challenge. The existing right-of-way on Longfellow Street was exceptionally narrow at 40 feet, and paved from property line to property line without sidewalks. Existing trees and utilities inhibited wheelchair accessibility along the sidewalks on adjacent streets. On-street permit parking spaces needed to be preserved, as did access for emergency vehicles and solid waste trucks.

Working closely with the neighborhood residents, city staff and the Nelson\Nygaard team developed an “interactive living street” concept that raised the roadbed to eliminate vertical curbs and used decorative pavers to delineate walking, driving and socializing spaces. The street incorporates sustainable features including urban runoff retention elements, permeable concrete and pavers, and solar lighting. It has brought a stronger sense of neighborhood to the residents and promotes walking and cycling, while still preserving parking and access for utility and emergency vehicles.



I-75 WESTERN PARALLEL CONNECTOR LCI STUDY

2012

Client: Henry County, GA as subconsultant to jB+a

The proposed Western Parallel Connector is a new location roadway in Henry County and the City of Stockbridge along the west side of I-75 from Jonesboro Road to Hudson Bridge Road, a distance of 3.3 miles. The project would initially be constructed as a 2-lane collector roadway with urban shoulders within right-of-way for future widening to 4 lanes. Extensive coordination with key stakeholders and property owners was performed to develop a consensus for a preferred alignment for the roadway. Considerable effort was needed to avoid significant ecological and cultural resources.

McGee Partners' responsibilities included:

- Preparation of Concept Layouts

- Public Involvement
- Coordination of Environmental Screening
- Preparation of Scoping Study Report and Cost Estimates, and Draft Concept Report

WEST BAY STREET

2012

Client: Chatham County Engineering

The project consists of improving 1.3 miles of an existing substandard 4-lane facility to a 4-lane section with a raised median, urban shoulders and sidewalks. The completed project will provide a safe and aesthetically pleasing gateway to Savannah. An extensive alternatives analysis was performed in order to ensure minimization of impacts to historic residential neighborhoods, commercial relocations and overall project cost.

McGee Partners' responsibilities included:

- Preparation of GDOT Concept Report & Layouts
- Preliminary Construction Plans
- Right Of Way Plans
- Traffic Signal Plans
- Final Construction Plans
- NPDES Permitting



GEORGIA DEPARTMENT OF TRANSPORTATION ON-CALL

2011-ONGOING

Client: Georgia Department of Transportation (GDOT)

GHD offered mentoring and review services to GDOT staff for 22 roundabout projects located throughout Georgia. We provide feasibility studies, redline markups, write up comments, incremental review training and mentoring. GHD staff is involved with all the projects from the kick-off meeting to the process of informing the public, providing comments to assist the project design team in the process of addressing critical roundabout design elements and the development of construction plans.

Training for roundabout software and knowledge exchanges on roundabout design were also provided to GDOT staff on multiple occasions.

WIS 114, WINNECONNE AVENUE AND GREEN BAY ROAD CORRIDORS

2010-2012

Client: City of Neenah, Wisconsin

This complex network design problem involved four closely spaced intersections, including one high-volume intersection with constrained right-of-way and commercial access driveways. The network was further complicated by imbalanced directional flows due to the presence of the US 41/Main Street partial interchange north of Winneconne Avenue, as well as transit facilities and non-motorized paths.

Roundabouts were utilized at the four major urban intersections on these corridors to address safety, mobility, and commercial property access.

The roundabout alternative required less right-of-way, allowing for a smaller overall footprint in this bustling highly valued commercial district. Raised medians between the roundabouts were installed requiring access points to be right-in/right-out only, greatly improving the safety performance of the corridor. The right-in/right-out driveways will still have full access in each direction due to the roundabouts ability to provide U-turns upstream and downstream of the driveways.

GHD staff was instrumental in the public involvement process and in developing a staging plan that maintains access during construction, which helped the city gain support from local property owners and the public for the roundabout alternative.



SR21 CORRIDOR STUDY

2010-ONGOING

Client: Savannah Metropolitan Planning Commission as sub to Hussey, Gay, Bell & DeYoung

EPEI is providing a very detailed, high-level screening of several alternatives proposed to improve the SR21 corridor which would provide better access to and from the Georgia Ports area to I-95 and the bedroom communities of Effingham County. EPEI's duties include wetland/stream identification and delineation with verification by the Corps of Engineers, assessment of historic and potentially historic resources including preparation of a Historic Resources Survey Report to be reviewed by the State Historic Preservation Office, and background research/windshield surveys to identify potential archaeological sites, underground storage tank sites, Environmental Justice Communities, etc. EPEI also coordinated with federal, state and local agencies early in the process and attends stakeholder meetings and public information meetings.

CHILDERS ROAD SCREENING

2008

Client: Cobb County DOT as sub to Wolverton & Associates

The project involved operational improvements to Childers Road between Shallowford Road and the Fulton County line at the Willeo Creek bridge. EPEI conducted an Environmental Screening to identify ecological and cultural resources and potential UST sites along the corridor.

SR204 CORRIDOR STUDY

2011-ONGOING

Client: Metropolitan Planning Commission sub to Jacobs

EPEI is providing a detailed environmental screening of various alternatives proposed to improve SR204 between I-95 and Truman Parkway. One of the alternatives under serious consideration is an elevated section which would be constructed over the existing median and not require additional right-of-way. EPEI duties include assessment of historic and potentially historic resources including preparation of a Historic Resources Survey Report to be reviewed by the State Historic Preservation Office, wetland/stream delineation with verification by the Corps of Engineers, and background research/windshield surveys to identify potential archaeological sites, underground storage tank sites, Environmental Justice Communities, etc. EPEI also coordinated with federal, state and local agencies early in the process and attends stakeholder meetings and public information meetings.

SCOPE OF WORK

TASK 0 PROJECT KICKOFF AND MANAGEMENT

The feasibility study is a focused effort, and we understand that the City of Avondale Estates wants to work closely with partner agencies to complete it efficiently and expediently. Although our team does not envision using significant project resources to administer and manage the study, we do feel it is important to establish sound footing with partner agencies through a team kickoff meeting. We propose that at a minimum this meeting will include representatives of the City, GDOT, MARTA, DeKalb County and ARC. This is the venue for discussing and making any necessary refinements to the project scope of work, schedule, and proposed organization of major public involvement events. It will also identify the key points of intersection with concurrent initiatives and programs of these partner agencies.

We also propose to hold biweekly check-in and progress reporting meetings with City staff, in person or by phone as the City sees fit. This will keep the project team and City staff in close communication to complete the study in a short timeframe.

Deliverables: Progress reports to precede biweekly meetings; agendas for these meetings, and a brief summary report from the project team kickoff meeting.

TASK 1 TECHNICAL ANALYSIS

This part of the project vets and reviews the Downtown Master Plan's street and intersection design recommendations for technical feasibility and environmental impact, especially impact on buildings in the downtown Avondale Estates historic district and on vegetation, wetlands, or other environmental features. Although we understand the City's desire to conserve study resources and focus on analysis rather than data collection, it is critical to have a sound base of data for our analysis and, as there is need, we will supplement traffic data available in the existing GDOT analysis report with up to four (4) intersection turning movement counts to analyze performance of the road diet throughout the City of Avondale Estates. We will also collect pedestrian and bicycle counts for intersections where this data is missing. This will include, at a minimum, the Ashton Place/US 278 intersection, though through discussions with stakeholders we may identify additional intersections. Collecting pedestrian volumes adds negligible cost to an overall vehicle-based intersection traffic count, and if we identify missing intersections where data collection is critical we will include bicycles and pedestrians in the counting effort.

1.1 *Environmental Screening*

We will conduct a preliminary, high-level environmental screening of the US 278 corridor to determine potential impact to historic property or environmental resources. This will include wetland and stream identification, assessment of historic and potentially historic resources, and background research and windshield surveys to identify potential underground storage tanks. This task will be performed primarily for purposes of informing the GDOT Concept Report to be produced as an outcome of the feasibility study and is not envisioned to involve review by the State Historic Preservation Office.

1.2 *Corridor Evaluation*

We will use Synchro traffic analysis software as the basis for our analysis of the road diet, reporting both individual intersection level of service (expressed in delay), as well as overall corridor level of service

(expressed in average travel speed). The latter means of expressing performance can easily be translated into real-life commuting and travel experiences and thus has far more value to a non-technical audience. As part of this evaluation, we will look for potential locations for unsignalized marked pedestrian crossings of US 278, including the Ashton Place intersection. We will also study and perform analysis to seek GDOT permit approval of a Rectangular Rapid Flashing Beacon (RRFB) to supplement Pedestrian Crossing warning signs at unsignalized marked crosswalks. Implementation of RRFBs will need to follow Federal Highway Administration's (FHWA) Interim Approval guidance, issued in July 2008. There are no specific warranting requirements for installation of RRFBs concerning the number of pedestrians crossing at the location; however, we will document this in the permit request to GDOT and work with GDOT as part of our team's engagement of agency partners to build consensus in the findings of our analysis and move toward a smooth permit approval process.

1.3 Intersection/Roundabout Evaluation

The analysis tasks leading up to the roundabout conceptual design use peak hour traffic volumes for opening (current) and design (horizon) years. The results of our analysis will be presented using industry standard methodology: by lane group in terms of volume-to-capacity ratio, average control delay, level of service, and 95th percentile queue. Based on the results of these analyses, we will determine the basic feasibility of a roundabout before advancing with its design.

We will study the roundabout concept using more than one analysis methodology to identify a range of expected performance during the period between opening and design years. This will involve both the GDOT Roundabout Analysis Tool to implement the HCM 2010 method and the "SIDRA Standard" method using the SIDRA software package or the ARCADY empirical method software package. All of these follow GDOT's accepted analysis methodology.

In developing a concept design for the roundabout, we will use appropriate geometric features to ensure optimal safety and operational performance for users entering, circulating, and exiting the intersection. The following key principles will govern our conceptual roundabout design process:

- Provide slow entry speeds and consistent speeds through the roundabout by using deflection
- Provide the appropriate number of lanes and lane assignment to achieve adequate capacity, lane volume balance, and lane continuity;
- Provide smooth channelization that is intuitive to drivers and results in vehicles naturally using the intended lanes;
- Provide adequate accommodation for design vehicles;
- Design to meet the needs of pedestrians and cyclists
- Provide appropriate sight distance and visibility for driver recognition of the intersection and conflicting users.

Satisfying these key principles involves balancing the sometimes competing needs for safety and operational performance. Most importantly, the design must fit within available right-of-way or have minimal impact on adjacent open space or community facilities. If it does not, we will consider alternative designs that promote connectivity across US 278 and balance this with traffic operations and safety for all users.

Deliverables: Draft concept plans and typical sections for the US 278 Road Diet and Clarendon/North Avondale Intersection; draft traffic analysis technical memorandum

TASK 2 PUBLIC INVOLVEMENT

Citizen participation in the Downtown Master Plan process clearly illustrated the degree to which the Avondale Estates community cares about its downtown and central corridor. To that end, our team

proposes a public involvement process to ensure transparent and understandable analysis and concept development tasks form the foundation of this feasibility study.

Our team has found that in advancing project ideas that involve highly technical decision making, a multi-tiered approach that builds consensus on critical issues and potential solutions among partner agencies before taking these ideas to a public audience is best. This strategy not only refines the ideas that the public will discuss but also builds a broader base of agency support so that questions about a project will have credible answers from the community and agency members who represent specific topics. This is especially important when advancing concepts such as roundabout intersections, which remain a relatively new form of traffic control and intersection design in the United States and consequently invite public discussion and debate on effectiveness, feasibility, and safety.

We propose structuring our public involvement process on the three following components.

2.1 *Advisory Group Meetings*

Our team will work with the City and partner agencies to identify and engage a Project Advisory Group to complement the oversight role of the core project management team. The group needs to include the appropriate people to represent a cross-section of community needs and interests. Although we recommend a strategic approach to its formation and composition, we favor opening the group's membership to anyone interested. This balances the need for broader representation of community interests with the importance of an effective and timely decision-making process and to this end we see the group as comprising neighborhood representatives, civic organizations, churches, schools, business owners, and affinity groups. We will use this group as the team's sounding board prior to public events and propose to engage the group at least three times: before each of the two public meetings described in Task 2.2, and before completion of final products incorporating comment and feedback from partner agencies.

2.2 *Public Meetings*

We understand that Avondale Estates has an engaged and active citizen population and that there will be avid interest in how the Downtown Master Plan's recommendations move forward. For this reason, the City of Avondale Estates has called for two public events, and we propose to structure these to educate citizens, businesses, and stakeholders in the physical characteristics of street design and opportunities that the road diet and roundabout present as well as to share draft concepts once they are completed.

Road Diet, Roundabout and Intersection Feasibility Study
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Our team has developed informational materials on roundabouts and street design to assist state transportation agencies and local governments in building broad public understanding of benefits and how these designs are used.

The first public meeting will focus on education and discussion of the technical elements of street design, branded as an opportunity for community participants and stakeholders to be ‘honorary engineers’ for a day and gain an understanding of the street design process. The timing of this event will follow initial analysis work of Task 1 and will be structured around understanding existing conditions and forecast future changes to traffic, using scale prints of the corridor in plan view to understand key dimensions and design elements of the road diet and street design concepts, and to explore design implications and tradeoffs. We propose to structure this around a series of workstations where each element of the Downtown Master Plan’s series of transportation project recommendations is featured, allowing each key element (the road diet, the roundabout, and other intersection design alternatives) to be understood. We propose using this first meeting as a way of gauging community concerns over potential impacts and understanding feasible alternatives to a roundabout if impacts of its construction are understood to be too extensive.



Our team is experienced with meetings that allow a level of participation and understanding of street and roundabout design that builds community ownership and excitement.

The second public meeting will focus on discussing alternatives and verifying a preferred concept with community members. We propose the timing of this meeting to be after all analysis steps are complete and the draft GDOT concept report is substantially complete. This meeting is not intended to bring new ideas to discussion, but to verify understanding and lay out the next steps in advancement of projects.

2.3 *Demonstration Project*

The public involvement efforts of the plan will also include a pilot demonstration project that offers a sense of what Avondale Estates residents and visitors can expect if a project were implemented. Although our team will work with the Project Advisory Group to identify a location and nature for the demonstration project, one potential candidate is a roundabout at the intersection of Clarendon Drive and Laredo Drive. This intersection offers enough visibility as a key intersection in downtown Avondale Estates that it will attract extensive public feedback and comment, but it also allows the demonstration to be placed at a smaller intersection, allowing greater ease of setup and breakdown.

To the extent possible, we will explore combining the public meeting activity with setup of the demonstration project. Our team's experience in transportation planning and project development for livable communities has shown us that community stakeholders are interested in more active participation in public events than simple presentations and discussions. The first workshop activity as proposed in Task 2.2 is intended to provide an educational opportunity for community participants to understand more of the technical elements of the road diet and roundabout concepts and integrate this activity with a hands-on demonstration to strengthen community ownership, if possible. We will explore logistical details and feasibility of this with the City and project management team and will document at a minimum the demonstration project setup to provide materials and information for outreach through the City's website.

The team will be responsible for materials for the demonstration project, but we would like to work with the City and Project Advisory Group to identify potential partnerships for donation or loan of materials, especially for landscaping and signage, to conserve project resources and extend community ownership of the planning process for US 278 corridor enhancements.

Deliverables: Meeting summaries and informational materials to serve as City website content; draft summary report of public involvement activities, identifying meeting outcomes and key community-led decisions throughout the implementation study process.

TASK 3 CONCEPTUAL PLAN AND DRAFT CONCEPT REPORT

Prior to finalizing the study, we will prepare a draft of the GDOT Concept Report that include a conceptual plan of the US 278 corridor. Our team will follow GDOT's Plan Development Process (PDP) during the development of concept layouts and draft Concept Report. This team is thoroughly familiar and experienced with GDOT's PDP, along with other GDOT Manual of Guidance directives that set the standards of practice for transportation design in Georgia.

The Concept Development period provides the basis for a roadway design project and must be handled expertly to avoid unnecessary problems, delays, or additional costs as the project is designed. Development of a sound concept for US 278 and the Clarendon/North Avondale intersection that clearly identifies the need and purpose for the project, complies with appropriate design criteria, addresses traffic and safety demands, incorporates pedestrian, bicycle and transit modes appropriately, and avoids significant environmental and property impacts will help ensure that potential setbacks are avoided throughout later project design and construction. We understand that major revisions late in the design process can be detrimental to the project schedule. Our team will draw on its broad base of experience with GDOT and DeKalb County to identify and minimize risk of later setbacks.

We will use available GIS data from City, DeKalb County, and state agencies, along with 2013 aerial photography from USGS, as a database for concept design. We will prepare alternative concept layouts in plan view over the aerial photography illustrating existing property lines, and environmentally sensitive areas. Concept illustration detail will include lane delineation, curbing, sidewalks, crosswalks, ADA ramps, bicycle and/or multi-use facilities, on-street parking, driveways, major drainage and utilities, approximate construction limits, and required right of way and easements. We will supplement these plan illustrations with typical sections, and we will prepare cost estimates for proposed alternative improvements to make the decision-making process easier, addressing construction, right of way, utility relocation and environmental mitigation costs.

Once a preferred alternative is selected, we will prepare a draft GDOT Concept Report. The report will address the critical factors in this stage of the PDP, including:

- Project purpose and need
- Project description and a map of the project limits
- Notable traffic forecasts due to nearby pipeline development, especially the expansion of the DeKalb Farmer's Market, and a summary of the traffic analysis undertaken in Task 1
- Description of roadway functional classification
- Design criteria and features, including median locations and bus stop locations
- Illustrations of the typical section described previously in this task
- Anticipated design exceptions or variances
- Cost estimate
- Project schedule
- Environmental resources adjacent to the project and potential impacts
- Utility involvements

Deliverables: Concept drawings for one preferred and one alternative concept; typical sections; draft GDOT Concept Report

TASK 4 PREPARE PROJECT DELIVERABLES

This task creates the documentation and final deliverables for the study. Although we envision having collected and synthesized much of the information that goes into these deliverables in previous tasks, in Task 4 we will address comments from the City of Avondale Estates, GDOT, DeKalb County and other partner agencies. These comments will be incorporated into a final report document that includes concept drawings and other illustrations of proposed concept plan alternatives and outlines critical next steps for implementation. This report will also document the results of traffic analysis from Task 1 in lay terms, clearly explaining the tradeoffs and impacts of each of the concept design alternatives for US 278 and the Clarendon/North Avondale intersection in terms that are understandable to a broad audience.

We will also finalize the GDOT concept report in this task, incorporating GDOT comments on the draft traffic analysis memorandum and draft Concept Report developed in Tasks 1 and 3, respectively, and including a finalized version of a public involvement summary from Task 2. Our team will develop final products from one set of consolidated comments from GDOT, ARC, and other agencies that ARC and the City wish to engage in review of documents. In the event of conflicting suggestions or comments, our team will convene a discussion with the core project management team to address these conflicts.

- Deliverables:** Final versions of the following project reports and products:
 Implementation Study Report incorporating summary of public input, traffic study results, and concept illustrations
 GDOT Concept Report incorporating GDOT comments and including traffic study results and analysis detail (such as Synchro and Sidra reports) as appendices
 Preferred and Alternative Concept Plans and Typical Sections

PROPOSED BUDGET AND SCHEDULE

The total fee for this project is \$62,500 including all tasks in the expanded scope presented in this proposal. Figure 2 shows the breakdown of the categories proposed in the Scope of Work.

We prefer to work on a time and materials basis. We will provide monthly written progress reports that describe the work accomplished, as well as any issues or exceptions to our contracted schedule. Progress payments to be made monthly will not exceed the maximum budgeted amount. Additional work not included in our scope of services will only be undertaken with prior written notice, at additional cost.

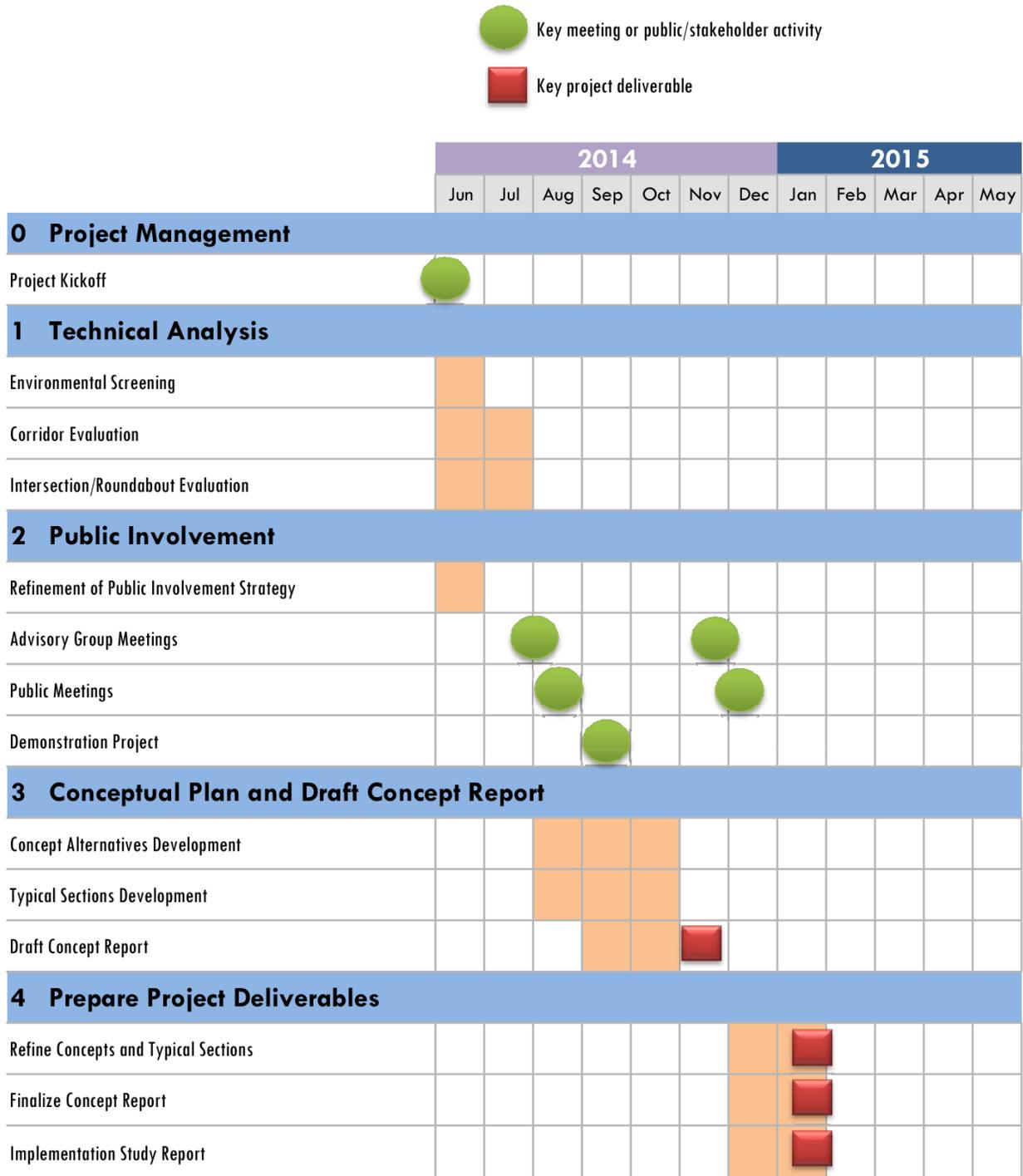
Figure 2 Proposed Budget

ITEM	BUDGET BREAKDOWN
Project Kickoff and Management	\$ 1,000.00
Technical Analysis	\$ 30,000.00
Public Involvement	\$ 8,000.00
Draft Conceptual Plan and Concept Report	\$ 20,000.00
Prepare Deliverables	\$ 3,500.00
TOTAL	\$ 62,500.00

The proposed project schedule is presented in Figure 3.

Road Diet, Roundabout and Intersection Feasibility Study
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Figure 3 Proposed Schedule



APPENDIX A

Resumes

Joel F. Mann, AICP

Associate



Joel is a planner with 10 years of experience in transportation planning and transportation-focused contributions to development codes, comprehensive plans and community master plans. His career pursuits have grown from an intersection of personal passions and commitments, including bicycle and pedestrian mobility, streets as vital urban public spaces, and use of public resources to provide the best possible returns for citizens and their quality of life. He works to develop plans that promote balanced multimodal transportation, that enhance potential for land development and urban design, and that fit within community expectations. Joel has worked both as a master planner for private land developers and as a corridor and transportation planner primarily for public agencies. He has developed expertise in bicycle and pedestrian planning, transportation policy, and street design and has applied this to jurisdiction-wide transportation policies and plans, small-area sector plans and corridor studies, and implementation programs for developing, funding, and advancing capital projects.

EDUCATION

Master of Regional Planning, University of North Carolina at Chapel Hill
B.A., Urban Studies, New College of Florida

EXPERIENCE

Nelson\Nygaard Consulting Associates Inc.
Associate, 2013–Present

SELECTED PROJECT EXPERIENCE

Comprehensive Transportation Plans

- **Connect Atlanta Plan, Atlanta, GA.** The City of Atlanta's first-ever modern comprehensive transportation plan, which focused on accommodating urban growth through improved connectivity, walkability and transit investment. Joel was the lead project planner on this effort and developed the plan's bicycle route framework, resulting in many of the Core Connection bicycle routes currently being advanced in Atlanta today. He was also closely involved in identifying recommended capital projects and developing plan policies.
- **Omaha Transportation Plan, Omaha, NE.** The city's first coordinated planning effort for transportation projects and policies, this plan coordinated with parallel citywide efforts to minimize environmental footprint and encourage reinvestment in the central city. Joel developed project ideas for bicycle and pedestrian connectivity and led the prioritization of projects for plan implementation.

Complete Street Plans and Implementation Programs

- **Mount Vernon Square Transportation Study, Washington, D.C.,** Joel was project manager and senior planner for this study, which assessed impacts of potential transportation changes through traffic modeling and analysis and developed an implementation guidebook for capital projects and policy programs to implement an urban design-based master planning effort led by the District of Columbia Office of Planning.
- **A1A Greenway Opportunities Study, Fort Lauderdale, FL.** This study identified a series of potential projects, many based on low-cost, short term improvements, to connect a bicycle-pedestrian corridor through Fort Lauderdale's beachfront communities and implement a section of the Broward Greenways Master Plan. The study, a partnership of the City of Fort Lauderdale and Florida Department of Transportation, included both conceptual designs and funding and implementation strategies.

Transportation Support for Sector Plans and Development Master Plans

- **Downtown Lowell Master Plan, Lowell, MA.** Led a series of redevelopment opportunities and public realm enhancements that were considered with regard to added vehicle trips, changes to traffic flow and circulation, street capacity and traffic signal timing and design.
- **Rockville Pike Neighborhood Plan, Rockville, MD.** Joel contributed to this vision-led redevelopment plan for a maturing suburban commercial corridor by coordinating transportation impact analysis and recommendations for enhanced street network, safety-based bicycle and pedestrian improvements.
- **Livable Claiborne Communities Plan, New Orleans, LA.** Senior Planner for this plan that explored potential transportation futures for a principal thoroughfare corridor in New Orleans, Louisiana and linking these futures to economic and community development opportunities.

Transportation Support for Zoning and Land Development Regulations

- **Beaufort County, South Carolina.** Assisted a national team of zoning and land development code experts in preparing guidelines and ordinance language on street design, such as the development of a street design topology for a form-based code.
- **Wilmington, Delaware.** Contributed guidance for development review and impact mitigation for the first revision of Wilmington's subdivision regulations since the 1980s. This included multiple new approaches to parking requirements, street standards and impact review requirements intended to help Wilmington achieve policy goals of being a more walkable, connected city.
- **City of Charlotte, North Carolina.** Joel was part of a team that assessed of the zoning ordinance with particular attention to street design, parking and other transportation-related standards. This effort identified specific areas of potential improvement in a forthcoming zoning update.

PREVIOUS EXPERIENCE

Kittelson & Associates, Inc.

Senior Planner, 2012–2013

AECOM

Planner and Senior Associate, 2009–2012

Glatting Jackson Kercher Anglin, Inc.

Planner, 2004–2009

PROFESSIONAL MEMBERSHIPS AND AFFILIATIONS

- American Institute of Certified Planners (AICP), Certified Planner (No. 021420)
- American Planning Association

Paul Moore

Principal



Paul Moore is involved in the oversight and management of major urban design, land use and transportation planning and engineering projects. He has nearly 25 years of experience in developing major transportation and transit planning projects, small area planning and redevelopment studies, traffic engineering and design manuals and studies, and livable transportation solutions.



EDUCATION

B.S, Civil Engineering, Georgia Institute of Technology

EXPERIENCE

Nelson\Nygaard Consulting Associates, Inc.

Principal, 2012–Present

- **MOVEPGH, Pittsburgh, PA.** Project Manager of a citywide transportation plan for Pittsburgh. This plan addressed the challenge of an established city with aging infrastructure and substantial funding challenges. The work looks at the interdependency of transportation and land use and identifies solutions that meet technical needs while gaining the support of the community. The plans also include development of the street design guideline and a world-class bicycle plan.
- **Multimodal Transportation Plan, Madison, WI.** Project Manager for a citywide transportation plan.
- **West Haywood Master Plan, Asheville, NC.** Transportation lead for a form-based code.
- **Rivers of Grass Greenway, Miami, FL.** Managed transportation analysis of a multi-use trail corridor stretching across Florida from the Gulf Coast to Miami. Paul provided expertise in coordination with DOT, quantification of trip reduction potential and transportation demand management policy.
- **Memphis Riverside Drive, Memphis, TN.** Worked as part of a team to analyze the conversion of traffic lanes along Memphis' riverfront to other uses and lessen the barrier to downtown. In addition to transportation analysis, Paul worked on cross-section alternatives including improved bike facilities and on-street parking.
- **Cycle Track Analysis, Greenville, SC.** Led technical analysis of a project to convert one lane of a state route through downtown Greenville to a multi-use "cultural corridor" connecting the City's arts campus to downtown and cultural venues.
- **Gainesville Innovation Square, FL.** Led a parking and transportation analysis of this redevelopment that will bridge the gap between downtown Gainesville and the University of Florida.



Paul Moore
Principal

PREVIOUS EXPERIENCE

Glattig Jackson / AECOM, Orlando, Florida
Principal, 2005–2012

Jordan, Jones & Goulding, Atlanta, Georgia
Director of Planning, 2000–2005

HDR, Inc., Omaha, Nebraska
Senior Project Manager, 1998–2000

Moreland Altobelli Associates, Norcross, Georgia
Manager of Traffic Services, 1997 – 1998

Gray-Moskaluk & Associates, Atlanta, Georgia
Senior Transportation Engineer, 1995 – 1997

The RBA Group, Parsippany, New Jersey
Transportation Engineer, 1989 – 1995

PROFESSIONAL REGISTRATIONS

- Georgia Professional Engineer 021389 (1994)
- Florida Professional Engineer PE53393
- South Carolina Professional Engineer 27909

AFFILIATIONS

- Member, Urban Land Institute (Executive Committee, ULI-Atlanta)
- Congress For The New Urbanism

PRESENTATIONS

- Presentations, classes and seminars for Georgia Institute of Technology, Congress for the New Urbanism, ULI Rose Fellowship, Quebec Ministry of Health, Texas Christian University, Toronto Strategy Institute, Charlotte Urban Open Space Leadership Institute, ITE.

IAIN J. BANKS

Senior Associate



Iain Banks is a personal transportation and parking specialist with 14 years of experience, most recently as a transportation planner for the City of Annapolis, Maryland. His projects have included city-wide bicycle master plans, city-wide parking programs, transit development plans, capital improvement programs, community planning and data collection to support analyses. Iain is also an expert in transit oriented development, having completed numerous projects for the Maryland State Highway Administration, the District of Columbia, and Prince George's County.

EDUCATION

Master of Science, Transportation Engineering and Planning, University of Southampton, England, 2001
Bachelor of Arts in Geography, University of Portsmouth, England, 2000

EXPERIENCE

Nelson\Nygaard Consulting Associates, Inc.

Senior Associate, 2014–present

City of Annapolis Dept. of Transportation, Annapolis, Maryland

Personal Transportation and Parking Specialist/Transportation Planner, 2009–2014

- Project Manager for the City's first Bicycle Master Plan. This included procurement of the grant to fund the plan as well as managing the project from community interaction to finalization and Council approval.
- Management, administration and reporting of the Department's Federal and State Grant Funding program, overseeing a budget of \$2.0million in grant funds.
- Development, management and administration of the Department's annual \$5 million budget covering all facets of the department's services – transit, parking, taxi services, bicycle & pedestrian planning.

O.R. George & Associates, Inc , Lanham, MD

Senior Traffic Engineer/Transportation Planner, 2004–2009

- Master Plan studies and assessments for a number of public sector development projects. Representative projects include the National Institutes of Health, Marine Corp Base Quantico, Howard University and the Martin Luther King Jr. Memorial.
- Traffic management and transit-oriented development planning for construction/development phases on new and existing sites. Representative projects include Post Park Residential development in Prince George's County, RAND Construction, Rhode Island Avenue Metro Rail Station, Union Place in DC.
- Corridor-wide data collection, analysis and documentation for State Highway facilities. Representative projects include MD 58 Speed Survey and Signage Inventory, MD 51 Roadway Engineering Study and the I-95 Advisory Speed Survey Study.

PTP Consultants Ltd, Basildon, Essex

Senior Transportation Planner, 2000–2004

- Worked on a wide variety of projects including, development studies, roadway studies, parking studies, bicycle and pedestrian studies, public transport studies and short and long range forecasts.



IAIN BANKS
Senior Associate

PROFESSIONAL AFFILIATIONS

- Certified Professional Transportation Planner (TPCB/ITE)
- Member, Institution of Transportation Engineers (ITE)
- Member, Association of Pedestrian and Bicycle Professionals (APBP)

Michael King

Principal



Michael King designs complete and sustainable streets. In his 20+ year career he has been the first director of traffic calming for New York City, designed the 2nd shared street in the United States (Santa Monica), helped start the nation's first Safe Routes to School program (Bronx), and worked on numerous Bus Rapid Transit systems around the world (including the largest in Asia). He assisted with the City of Chicago's complete and sustainable streets strategy and led the creation of the Urban Street Design Guide for the NACTO. In 2013, Michael was awarded the Association of Pedestrian and Bike Professionals' Private Sector Professional of the Year.

EXPERIENCE

Nelson\Nygaard Consulting Associates, Inc.
Principal 2004–Present

Traffic Calmer, Brooklyn, NY
Principal, 1999–2004

Research Institute for Regional and Urban Development, Dortmund, Germany
Visiting Scholar, 1998–1999

New York City Department of Transportation, New York, NY
Director of Traffic Calming, 1997–1998; City Planner & Urban Designer, 1993–1998

BUILT



South Grand Boulevard road diet, St Louis MO, 2010 – technical design **AWARD WINNER**

Non-motorized facilities along bus rapid transit corridor, Guangzhou (China), 2009 – conceptual design



Avenida Federalismo cycletrack, Guadalajara (México), 2008 – conceptual design

Non-motorized facilities along bus rapid transit corridor, New Delhi (India), 2003 – technical advisor



Non-motorized facilities along bus rapid transit corridor, Mexico City (México), 2007 – technical advisor

Speed humps, pedestrian refuge islands, curb extensions, crosswalks, and medians, New York NY, 1993-98 – program director



PUBLISHED

- *Urban Street Design Guide*, National Association of City Transportation Officials, 2013 – project principal
- *The TOD Standard*, Institute for Transportation and Development Policy, 2013 – project principal
- *Complete Streets Chicago: Design Guidelines*, Chicago Department of Transportation, 2012 – principal author, **AWARD WINNER**
- Bicycle Chapter in *Sustainable Transportation Planning: Tools for Creating Vibrant, Healthy, and Resilient Communities*, Wiley, 2012 – chapter author
- Street Design Elements Chapter in *Urban Street Design Manual*, Abu Dhabi (UAE), 2010 – chapter author, **AWARD WINNER**
- Safe Routes to Transit Manual, Sustainable Urban Transport Project, 2005 – principal author
- Traffic Calming Chapter in *Roadway Design Manual*, New Jersey Department of Transportation, 2003 – co-author
- *Flexible Design of New Jersey Main Streets*, New Jersey Department of Transportation, 2002 – co-author

PLANNED, STUDIED, ANALYZED

- Bus Rapid Transit non-motorized access planning, Asian Development Bank, Yichang (China), 2012 – project team
- Bus Rapid Transit station area planning, Asian Development Bank, Ulanbaatar (Mongolia), 2011 – project team
- Improvement of Pedestrian Safety and Movement in Al Ain (UAE), 2011 – technical project manager
- Manchester Road Corridor Master Plan, St Louis MO, 2011 – project team
- World Bank Low-Carbon Urban Transport Initiative, Wuhan (China), 2011 – project team
- Non-motorized facilities along bus rapid transit corridor, Lanzhou (China), 2010 – technical advisor
- New Haven Bicycle and Pedestrian Gap Analysis, New Haven CT, 2009– principal in charge
- Al Rayyan Road Corridor Alternative Analysis, Doha (Qatar), 2008 – project team
- Baltimore Avenue Transportation Study, College Park MD, 2007 – project team
- Sustainability in Asian Cities Report (Changzhou and Harbin, China), Asian Development Bank, 2007 – project team
- Benjamin Franklin Parkway Circulation, Transit and Parking Study, Philadelphia PA, 2006 – project manager
- Non-motorized facilities along bus rapid transit corridor, Dar es Salaam (Tanzania), 2005 – technical advisor
- Eje 8 BRT Review, México City (México), 2004 – technical advisor

PROFESSIONAL MEMBERSHIPS AND AFFILIATIONS

Registered Architect, New York

USDOT Safe Routes to School Task Force, 2008

EDUCATION

Master of Architecture, Columbia University, New York City, NY, 1992
Washington University, Urban Design Studio, Barcelona, Spain, 1987

Thomas M. Crochet, PE, PTOE

Title:

President/CEO/Chairman
Senior Transportation Engineer

Years of Experience: 32

Education:

M.S., Civil Engineering, Georgia
Institute of Technology, 1994

B.S., Civil Engineering, University
of Southwestern Louisiana, 1982.

Professional Registration:

Professional Engineer in
Georgia No. 16982, Alabama,
South Carolina, Kentucky, Louisi-
ana and Florida
Professional Traffic Operations
Engineer No. 2567

Office Location:

Brookhaven, Georgia

Georgia DOT**Areas of Expertise:**

1.09 Location Studies
1.10 Traffic Studies
3.01 Rural Highway Design
3.01 Urban Highway Design
3.01 Complex Urban Highway
Design
3.04 Rural Freeway Design
3.05 Urban Freeway Design
3.06 Traffic Operations Studies
3.07 Traffic Operations Design
3.12 Roadway Hydraulics
Studies
3.13 Facilities for Bicycles &
Pedestrians

Software Expertise:

MicroStation, 19 yrs.
HCS, CORSIM
ArcGIS
HEC-RAS, HEC-2
WSPRO, HY-8
AutoCAD

Professional Experience

As a Principal and founding partner of McGee Partners, Inc., Mr. Crochet is responsible for the firm's planning, development and design of all projects and studies. He has developed a high level of expertise as an engineer and project manager on state and local highway design projects, location & feasibility studies, hydraulics studies, traffic studies, environmental documents, and residential, commercial and industrial site development projects. Mr. Crochet's experience includes numerous highway and street design projects, transit studies, site development projects, and drainage improvement projects. His responsibilities include the supervision and management of the firm's staff and resources, monitoring project schedules, management of transportation projects, development of project concepts, development of traffic volume projections preparation of traffic operations studies and supervision of the firm's quality assurance program.

Mr. Crochet's has extensive experience in the development of concepts and design of urban roadway improvements. Specific project experience includes:

- Deputy project manager, as a subconsultant to jB+a, for I-75 Western Parallel Connector Scoping Study, Henry County, Georgia. The study included the development of conceptual layout for a 3.3 mile new location roadway along the west side of I-75 from Jonesboro Road to Hudson Bridge Road. The study deliverables included concept development, traffic studies and environmental screening.
- Project manager for GDOT Statewide On-Call, Full Design Services, Georgia. Mr. Crochet is managing a variety of task orders under a \$5,000,000, seven year task order contract begun in 2011. Completed and ongoing task orders include environmental studies, roundabout feasibility studies, roundabout peer reviews, traffic studies, topographical and property surveys, and development of project concept layouts and reports.
- Project Manager for the development of several Concept Reports and Concept Layouts for GDOT, Federal-aid projects, Including:
 - SR 25CO/Bay Street Widening, Chatham County
 - Glenwood Road Sidewalks, DeKalb County
 - Kensington Road Pedestrian Improvements, DeKalb County
 - Rockdale River Trail, Rockdale County
 - King George Boulevard Interchange with SR 204, Chatham County
 - Panola Mountain Greenway, Henry County
 - SR 204 Widening, Veterans Parkway to Rio Road
 - I-20/I-285 Strategic Implementation Plan
 - US 80/Jimmy DeLoach Parkway Interchange, Chatham County
 - Windward Parkway/SR 400 Interchange, Fulton County

Title:

Transportation Engineer

Years of Experience: 15

Education:

B.S., Civil Engineering,
Cooperative Plan with Highest
Honors, Georgia Institute of
Technology, 1999

Professional Registration:

Professional Engineer in Georgia
No. 030413

Professional Certification:

GSWCC Level II Certified Design
Professional No. 7817

Office Location:

Atlanta, Georgia

Georgia DOT

Areas of Expertise:

3.01-.05 Highway Design
3.12 Roadway Hydraulics Studies
3.13 Bicycle/Pedestrian Facility
Design
9.01 Erosion, Sedimentation, &
Pollution Control Design

Software Expertise:

MicroStation, 14 yrs.
CAICE, 14 yrs.
HY-8, Culvert Master
AutoCAD

Professional Experience

As a Transportation Engineer with McGee Partners, Ms. Jenkins is responsible for technical design and plan preparation experience on transportation projects. Her experience includes design of interstate and state and local highway design projects. Ms. Jenkins' responsibilities include conceptual layout and design, database preparation, and development of preliminary and final construction plans including geometric design, drainage analysis and design, bicycle and pedestrian facilities, signing and marking, sedimentation & pollution control and monitoring plans, quantities and cost estimates.

- Project Engineer for John Portman Boulevard Cycle Track and Streetscape. The existing four-lane street in downtown Atlanta between Centennial Park Drive and Piedmont Avenue will be converted into a three-lane street with a two-way cycle track. McGee Partners is subconsultant to AECOM for this project being developed by the PATH Foundation. The project deliverables include concept development, preliminary design and final construction plans. Atlanta, Georgia.
- Project Engineer for SR 25CO/Bay Street Widening. This project consists of widening 1.3 miles of an existing substandard 4-lane facility to a 4-lane section with raised median and urban shoulders. The project is complicated by a high volume of pedestrian traffic and potentially historic properties along the project corridor. The completed project will provide a safe and aesthetically pleasing gateway to Savannah from the west. The project deliverables include concept development and approval, traffic projections and analysis, preliminary and final construction plans, right of way plans, and NPDES permitting. Chatham County, Georgia.
- Project Engineer for Glenwood Road Sidewalk Improvements. This project consists of construction of sidewalks along a 4-mile section of Glenwood Road. The project deliverables include concept development and approval, preliminary design and NEPA environmental studies and documentation, right of way plans and final construction plans. DeKalb County, Georgia.
- Project Engineer for the development of several Concept Reports and Concept Layouts for GDOT, Federal-aid projects, Including:
 - Rockdale River Trail, Rockdale County
 - SR 25CO/Bay Street Widening, Chatham County
 - King George Boulevard Interchange with SR 204, Chatham County
 - Glenwood Road Sidewalks, DeKalb County
 - Panola Mountain Greenway, Henry County
 - SR 204 Widening, Veterans Parkway to Rio Road
 - I-20/I-285 Strategic Implementation Plan
 - US 80/Jimmy DeLoach Parkway Interchange, Chatham County
 - Eastern Connector, Muscogee County



Mark Lenters, PE Service Group Manager



Qualified. B.Eng (1986) Lakehead University.

Registered Professional Engineer: WI, GA, TX, ON

Connected. Member, Institute of Transportation Engineers (1993), Roundabouts Committee (2008); TRB Roundabouts Committee (2004)

Relevance to project. Mr. Lenters has a 28 year record of continuous intersection safety and design experience underpinned by highway engineering, traffic engineering, transportation planning, and project management. Since 1986, he has achieved nearly equal experience in the public and private sector, broadening his understanding of the needs of agencies. Leading small and large teams, he has also developed nationally renowned skills in roundabout design, facilitation, training and safety reviews.

Areas of Expertise

Roundabouts

Through his ongoing leadership of a roundabouts-only team of professional engineers, Mark's goal is to build a legacy of superbly operating roundabouts. With his wealth of knowledge and experience, he continues to provide value in roundabout planning and design to national, state, county and local agencies.

Analysis, Planning, and Reviews

Peer reviews, design audits, in-service evaluations, studies comparing roundabouts with traffic signals, and feasibility studies. Research of roundabout safety, capacity, vulnerable users, human factors and traffic control devices.

Direct Design

Overseeing staff preparing full plan sets and managing the entire project or contributing components to prime consultants; undertaking layout and design of pavement marking, signing, grading, lighting and construction staging.

Design Oversight and Quality Assurance

Peer review to assure agencies of the correct site selection and design quality with the highest degree of skill and professionalism. Mark focuses on evidence to prove the importance of any changes, explaining possible outcomes if changes are not made.

Education and Public Outreach

Building trust, listening, affirming, dispelling perceptions and educating for acceptance. GHD has the most extensive library of public education resources and the most diverse tools and aids for systematic development of informed consent.

Training and Workshops

Mark has taught or presented to thousands of individuals at private and governmental agencies across several countries. He consistently receives highly positive feedback for his outstanding presentation skills.

Corridor Studies

Mark continues to be involved in major corridor studies providing facilitation of stakeholder input and oversight of technical expertise on blending land use, travel demand, traffic operations and streetscape, in consultation with public and external agencies. Mark pioneered reverse engineering corridors to become complete streets.

Safety Audits

Since 1993 Mark has been actively engaged in traffic engineering assignments including safety audits and collision mitigation programs. From a human factors perspective, he provides solutions to capacity deficiencies, traffic control, pavement markings, traffic signing and speed management with a strong emphasis on driver expectancies.

MARK GRINDSTAFF

POSITION: Senior Historian/Historic Preservation Planner

EDUCATION: M.A., History w/emphasis in Cultural Resource Management (2000); Middle Tennessee State University

B.A., History; Philosophy (1996)
Berry College

CONTINUING EDUCATION: Seminar: Section 4(f)
Federal Highway Administration/National Highway Institute

Section 106: Principles and Practice
SRI Foundation

Plan Development Process Training
Georgia Department of Transportation

EXPERIENCE:

Mr. Grindstaff serves as a Senior Historian/Historic Preservation Planner for Edwards-Pitman Environmental, Inc (EPEI). His area of expertise is in the area of cultural resource management as it relates to Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. DOT Act. His experience includes evaluating historic resources for National Register eligibility, assessing project impacts to eligible historic resources, preparing National Register nominations, preservation plans, and written context studies, and developing and implementing mitigation measures for adversely affected resources. Mr. Grindstaff has also prepared environmental feasibility studies and written numerous Categorical Exclusions (CE), Environmental Assessments (EA), and Section 4(f) evaluations as required by the National Environmental Policy Act (NEPA).

Prior to joining EPEI, Mr. Grindstaff served in a similar capacity with another firm and was also employed for five years with the Georgia Department of Transportation (GDOT) in Atlanta, Georgia, as a Transportation Planner/Historian. During that time, he served as project historian on more than 350 transportation projects and environmental project manager on more than 40 projects for GDOT. Mr. Grindstaff has also conducted architectural surveys and prepared cultural resource reports in North Carolina, South Carolina, Tennessee, Florida, and Maryland for a variety of agencies including the North Carolina DOT, South Carolina DOT, Norfolk Southern Railroad, the Miami-Dade Expressway Authority, the Maryland Historical Trust, the U.S. Army Corps of Engineers, the telecommunications industry, and various county governments. Some projects Mr. Grindstaff has been involved with are listed below:

- **GDOT NEPA/GEPA Task Order Services Contract, GDOT, Statewide**– Served as environmental project manager for over thirty transportation projects requiring History, Archaeology, and NEPA tasks for environmental clearance. Prepared History and NEPA environmental documentation as needed and managed multiple sub-consultants on the team.
- **Construction of Statesboro Bypass, GDOT, Bulloch County, Georgia**—Conducted field survey for historic resources along multiple alignment alternatives for a new location bypass north of downtown Statesboro; prepared survey report identifying and evaluating historic resources for National Register eligibility; coordinated and managed archaeology efforts and reviewed reports prepared by sub-consultant; coordinated with design engineers on appropriate avoidance and minimization measures to adversely affected historic resources as required under Section 4(f).

JOSH EARHART

POSITION: NEPA Specialist

EDUCATION: B.S. Zoology (1986)
Montana State University

CONTINUING EDUCATION: Fundamentals of NEPA and Environmental Documentation
Federal Highway Administration

Federal Highway Administration Traffic Noise Model© 2.5
Bowlby and Associates

Modeling of Mobile Source Air Quality Impacts
University of South Florida

Plan Development Process Training
Georgia Department of Transportation

PROFESSIONAL AFFILIATIONS: National Association of Environmental Professionals – Georgia Chapter

American Society of Highway Engineers – Georgia Chapter

EXPERIENCE:

Mr. Earhart serves as a NEPA Specialist for the firm. He has over eight years experience as a NEPA Specialist on transportation-related projects including roadway improvements, bridge replacement and improvements, safety projects, sidewalk, multi-use trail, and Livable Centers Initiative (LCI) funded projects. Mr. Earhart has worked with the Federal Highway Administration (FHWA) and the Georgia Department of Transportation (GDOT), National Park Service (NPS), and numerous Georgia County DOT and local municipalities for preparation of documents in accordance with the National Environmental Policy Act (NEPA) of 1969, the Georgia Environmental Policy Act (GEPA) of 1991, Section 106 of the National Historic Preservation Act (NHPA) of 1966 and Section 4(f) of the U.S. Department of Transportation Act of 1966. Prior to joining the firm, Mr. Earhart worked as an environmental consultant for over 13 years with a diverse nationwide client base that included state and federal governments, real estate developers, and commercial clients on asbestos management issues, industrial hygiene, and Phase I and II Environmental Site Assessments in compliance with American Society for Testing and Materials (ASTM) standards and practices.

JOSH EARHART

Mr. Earhart has served as NEPA Specialist for Environmental Screenings on various projects, including:

- **Environmental Screening, Martin Luther King Jr. Boulevard, Atlanta, Georgia:** Conducted windshield screening for environmental concerns that may affect project design for proposed sidewalks and pedestrian improvements along a 3.3 mile corridor. Environmental concerns including ecology and cultural resources, land use, UST and hazardous waste sites, and sensitive land uses. Finally, a Screening Assessment Report was prepared detailing findings and potential permits required.
- **Environmental Screening, Proposed Hayden Quarry Extension, Rockdale County, Georgia:** Conducted windshield screening for environmental concerns that may affect project design for proposed new alignment roadway. Environmental concerns including ecology and cultural resources, land use, UST and hazardous waste sites, and sensitive land uses. Finally, a Screening Assessment Report was prepared detailing findings and potential permits required.
- **Old Harris Road Bridge Replacement, Dallas, Georgia:** Conducted windshield screening for environmental concerns that may affect project design for proposed new road bridge over the Silver Comet Multi-Use Trail. Environmental concerns including ecology and cultural resources, land use, UST and hazardous waste sites, and sensitive land uses. Finally, a Screening Assessment Report was prepared detailing findings and potential permits required.
- **Sudderth Road Improvements, Buford, Gwinnett County, Georgia:** Conducted windshield screening for environmental concerns that may affect project design for proposed road improvements to approximately 0.5 miles of Sudderth Road. Environmental concerns including ecology and cultural resources, land use, UST and hazardous waste sites, and sensitive land uses. Finally, a Screening Assessment Report was prepared detailing findings and potential permits required.

APPENDIX B

Required Forms

BIDDER RESPONSE FORM

Firm Name: Nelson\Nygaard Consulting Associates, Inc.

Contact Person: Paul Jewel

Firm Address: 50 Hurt Plaza, Suite 1550, Atlanta, GA 30303

Phone: 678-278-1733

Fax: 415-284-1554

Email: pjewel@nelsonnygaard.com



Signature – Firm Representative

4/28/14

Date

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT

1. Compliance with the requirements of O.C.G.A. § 13-10-91 and Rule 300-10-1-.02 of the Georgia Department of Labor (said Rules being hereinafter referred to as "Rule 300-10-1-.02") are conditions of this contract.
2. In the event Contractor employs or contracts with any subcontractor in connection with this contract, Contractor will secure from the subcontractor such subcontractor's indication of the employee-number category (as set forth above) applicable to the subcontractor; and
3. Contractor's compliance with the requirements of O.C.G.A. § 13-10-91 and Rule 300-10-1-.02 shall be attested by the execution of the contractor affidavit as shown in Rule 300-10-1-.07, or a substantially similar contractor affidavit, which document is attached hereto and shall be a part of this Contract.
4. In the event Contractor employs or contracts with any subcontractor in connection with this contract, Contractor will secure from such subcontractor attestation of the subcontractor's compliance with O.C.G.A. § 13-10-91 and Rule 300-10-1-.08 or a substantially similar subcontractor affidavit, and maintain records of such attestation for inspection by the City at any time. Such subcontractor affidavit shall become a part of the agreement between Contractor and the subcontractor.

Acceptance

By signing you agree to the terms and conditions as presented for the locations listed above.



Signature of Authorized Officer or Agent

04/25/14

Date

Paul Jewel, President and COO

Printed Name and Title of Authorized Officer or Agent.

CONTRACTOR AFFIDAVIT AND AGREEMENT

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with the City of Avondale Estates, Georgia (the "City") has registered with and is participating in a federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontract who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

58-2592493
Federal Work Authorization User Identification Number

October 12, 2012
Date of Authorization

Nelson\Nygaard Consulting Associates, Inc.
Name of Contractor

Road Diet, Roundabout and Intersection Feasibility Study
Name of Project

City of Avondale Estates
Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.
Executed on April 28, ~~2013~~ 2014 in San Francisco (city), CA (state).

Paul Jewel
Signature of Authorized Officer or Agent

Paul Jewel, President and COO
Printed Name and Title of Authorized Officer or Agent

Subscribed and Sworn before me this the _____ day of _____, 2013,

see attached
Notary Public My Commission Expires _____

CALIFORNIA JURAT WITH AFFIANT STATEMENT
GOVERNMENT CODE § 8202

- See Attached Document (Notary to cross out lines 1-6 below)
 See Statement Below (Lines 1-6 to be completed only by document signer[s], *not* Notary)

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____

Signature of Document Signer No. 1 _____ Signature of Document Signer No. 2 (if any) _____

State of California
County of San Francisco

Subscribed and sworn to (or affirmed) before me
on this 28th day of April, 2014,
by _____
(1) Paul Jewel



(2) _____
Name(s) of Signer(s)
proved to me on the basis of satisfactory evidence
to be the person(s) who appeared before me.

Place Notary Seal Above

Signature Lauren E. Mullin
Signature of Notary Public

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: contractor affidavit and agreement
Document Date: no date Number of Pages: 1
Signer(s) Other Than Named Above: _____

PRIVATE EMPLOYER EXEMPTION AFFIDAVIT (If Applicable)

By executing this affidavit, the undersigned private employer verifies that it is exempt from compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation employs 499 or fewer employees and therefore, is not required to register with and/or utilize the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Contractor agrees that the employee-number category designated below is applicable to the contractor.

- 500 or more employees.
- 100 to 499 employees.
- 10 to 99 employees.
- Fewer than 10 employees.

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

Executed on April 28, ~~2013~~ 2014 in San Francisco (city), CA (state).

Nelson\Nygaard Consulting Associates, Inc.
Firm/Company/Private Employer Name


Signature of Authorized Officer or Agent

Paul Jewel, President and COO
Printed Name and Title of Authorized Officer or Agent

~~Subscribed and Sworn before me this the _____ day of _____, 2013,~~

~~_____
Notary Public~~

~~_____
My Commission Expires~~

see attached

CALIFORNIA JURAT WITH AFFIANT STATEMENT
GOVERNMENT CODE § 8202

- See Attached Document (Notary to cross out lines 1-6 below)
 See Statement Below (Lines 1-6 to be completed only by document signer[s], *not* Notary)

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____

Signature of Document Signer No. 1 _____ Signature of Document Signer No. 2 (if any) _____

State of California

County of San Francisco

Subscribed and sworn to (or affirmed) before me

on this 28th day of April, 2014,
by Paul Jewel
Date Month Year

(1) _____

(2) _____
Name(s) of Signer(s)

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.



Place Notary Seal Above

Signature Lauren E. Mullin
Signature of Notary Public

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: private employer exemption affidavit

Document Date: no date Number of Pages: 1

Signer(s) Other Than Named Above: _____

SYSTEMATIC ALIEN VERIFICATION OF ENTITLEMENT AFFIDAVIT

By executing this affidavit under oath, as an applicant for a(n) _____ Contract _____ [type of public benefit], as referenced in O.C.G.A. § 50-36-1, from City of Avondale estates, Georgia, the undersigned applicant verifies one of the following with respect to my application for a public benefit:

- A x I am a United States Citizen.
- B _____ I am a legal permanent resident of the United States.
- C _____ I am a qualified alien or non-immigrant under the Federal Immigration and Nationality Act, with an alien number issued by the Department of Homeland Security or other federal immigration agency.

My alien registration number issued by the Department of Homeland Security or other federal immigration agency is: _____.

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

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

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement or representation in an affidavit shall be guilty of a violation of Official Code of Georgia Annotated (O.C.G.A. 16-10-20), and face criminal penalties as allowed by such criminal statute.

Executed in San Francisco (city), CA (state)


Signature of Applicant

Paul Jewel, President and COO
Printed Name

~~Sworn to and subscribed before me this _____ day of _____, 2013.~~

~~Notary Public _____ My commission expires: _____~~

see attached

CALIFORNIA JURAT WITH AFFIANT STATEMENT
GOVERNMENT CODE § 8202

- See Attached Document (Notary to cross out lines 1-6 below)
 See Statement Below (Lines 1-6 to be completed only by document signer[s], *not* Notary)

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____

Signature of Document Signer No. 1

Signature of Document Signer No. 2 (if any)

State of California

County of San Francisco

Subscribed and sworn to (or affirmed) before me

on this 28th day of April, 2014,
by Pavi Jewel
Date Month Year

(1) _____

(2) _____
Name(s) of Signer(s)

proved to me on the basis of satisfactory evidence
to be the person(s) who appeared before me.



Place Notary Seal Above

Signature Lauren E. Mullin
Signature of Notary Public

OPTIONAL

*Though this section is optional, completing this information can deter alteration of the document
or fraudulent reattachment of this form to an unintended document.*

Description of Attached Document

Title or Type of Document: verification affidavit

Document Date: no date Number of Pages: 1

Signer(s) Other Than Named Above: _____

BIDDER RESPONSE FORM

Firm Name: McGee Partners, Inc.

Contact Person: Thomas M. Crochet, PE, PTOE

Firm Address: 13 Corporate Blvd. NE
Atlanta, GA 30329

Phone: 770-933-6400

Fax: _____

Email: tcrochet@mcgeepartners.com

Thomas M. Crochet

Signature – Firm Representative

4/27/14

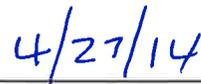
Date

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT

1. Compliance with the requirements of O.C.G.A. § 13-10-91 and Rule 300-10-1-.02 of the Georgia Department of Labor (said Rules being hereinafter referred to as "Rule 300-10-1-.02") are conditions of this contract.
2. In the event Contractor employs or contracts with any subcontractor in connection with this contract, Contractor will secure from the subcontractor such subcontractor's indication of the employee-number category (as set forth above) applicable to the subcontractor; and
3. Contractor's compliance with the requirements of O.C.G.A. § 13-10-91 and Rule 300-10-1-.02 shall be attested by the execution of the contractor affidavit as shown in Rule 300-10-1-.07, or a substantially similar contractor affidavit, which document is attached hereto and shall be a part of this Contract.
4. In the event Contractor employs or contracts with any subcontractor in connection with this contract, Contractor will secure from such subcontractor attestation of the subcontractor's compliance with O.C.G.A. § 13-10-91 and Rule 300-10-1-.08 or a substantially similar subcontractor affidavit, and maintain records of such attestation for inspection by the City at any time. Such subcontractor affidavit shall become a part of the agreement between Contractor and the subcontractor.

Acceptance

By signing you agree to the terms and conditions as presented for the locations listed above.



Signature of Authorized Officer or Agent

Date

Mcbee Partners, Inc.

Thomas M. Crochet, President

Printed Name and Title of Authorized Officer or Agent.

CONTRACTOR AFFIDAVIT AND AGREEMENT

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with the City of Avondale Estates, Georgia (the "City") has registered with and is participating in a federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractor who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

55840
Federal Work Authorization User Identification Number

September 27, 2007
Date of Authorization

McGee Partners, Inc.
Name of Contractor

Road Diet, Roundabout and Intersection Feasibility Study
Name of Project

City of Avondale Estates
Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.
Executed on April 28, 2014 in Brookhaven (city), GA (state).

[Signature]
Signature of Authorized Officer or Agent

Thomas M. Crochet, President
Printed Name and Title of Authorized Officer or Agent

Subscribed and Sworn before me this the 28th day of April, 2014

[Signature]
Notary Public

5/17/2016
My Commission Expires



SYSTEMATIC ALIEN VERIFICATION OF ENTITLEMENT AFFIDAVIT

By executing this affidavit under oath, as an applicant for a(n) _____ Contract _____ [type of public benefit], as referenced in O.C.G.A. § 50-36-1, from City of Avondale estates, Georgia, the undersigned applicant verifies one of the following with respect to my application for a public benefit:

- A X I am a United States Citizen.
- B _____ I am a legal permanent resident of the United States.
- C _____ I am a qualified alien or non-immigrant under the Federal Immigration and Nationality Act, with an alien number issued by the Department of Homeland Security or other federal immigration agency.

My alien registration number issued by the Department of Homeland Security or other federal immigration agency is: _____.

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

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

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement or representation in an affidavit shall be guilty of a violation of Official Code of Georgia Annotated (O.C.G.A. 16-10-20), and face criminal penalties as allowed by such criminal statute.

Executed in Brookhaven (city), GA (state)

[Signature]
Signature of Applicant

Thomas M. Crochet
Printed Name

Sworn to and subscribed before me this 28th day of April, 2014, 2013.

[Signature]
Notary Public

My commission expires: 5/17/2016



BIDDER RESPONSE FORM

Firm Name: GHD Inc.

Contact Person: Mark Lenters

Firm Address: 5325 Wall St. Suite 2305
Madison, WI, 53718

Phone: 608 - 249-4545

Fax: _____

Email: mark.lenters@ghd.com


Signature – Firm Representative

04/25/14
Date

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT

1. Compliance with the requirements of O.C.G.A. § 13-10-91 and Rule 300-10-1-.02 of the Georgia Department of Labor (said Rules being hereinafter referred to as "Rule 300-10-1-.02") are conditions of this contract.
2. In the event Contractor employs or contracts with any subcontractor in connection with this contract, Contractor will secure from the subcontractor such subcontractor's indication of the employee-number category (as set forth above) applicable to the subcontractor; and
3. Contractor's compliance with the requirements of O.C.G.A. § 13-10-91 and Rule 300-10-1-.02 shall be attested by the execution of the contractor affidavit as shown in Rule 300-10-1-.07, or a substantially similar contractor affidavit, which document is attached hereto and shall be a part of this Contract.
4. In the event Contractor employs or contracts with any subcontractor in connection with this contract, Contractor will secure from such subcontractor attestation of the subcontractor's compliance with O.C.G.A. § 13-10-91 and Rule 300-10-1-.08 or a substantially similar subcontractor affidavit, and maintain records of such attestation for inspection by the City at any time. Such subcontractor affidavit shall become a part of the agreement between Contractor and the subcontractor.

Acceptance

By signing you agree to the terms and conditions as presented for the locations listed above.



Signature of Authorized Officer or Agent

04/25/14

Date

Mark Lenters, Service Group Manager

Printed Name and Title of Authorized Officer or Agent.

SYSTEMATIC ALIEN VERIFICATION OF ENTITLEMENT AFFIDAVIT

By executing this affidavit under oath, as an applicant for a(n) _____ Contract _____ [type of public benefit], as referenced in O.C.G.A. § 50-36-1, from City of Avondale estates, Georgia, the undersigned applicant verifies one of the following with respect to my application for a public benefit:

- A _____ I am a United States Citizen.
- B I am a legal permanent resident of the United States.
- C _____ I am a qualified alien or non-immigrant under the Federal Immigration and Nationality Act, with an alien number issued by the Department of Homeland Security or other federal immigration agency.

My alien registration number issued by the Department of Homeland Security or other federal immigration agency is: _____.

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

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

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement or representation in an affidavit shall be guilty of a violation of Official Code of Georgia Annotated (O.C.G.A. 16-10-20), and face criminal penalties as allowed by such criminal statute.

Executed in Madison (city), WI (state)

[Signature]
Signature of Applicant

Mark Lenters
Printed Name

Sworn to and subscribed before me this 28 day of April, 2017.

Kirsten (Nighon) Dieckhoff
Notary Public


My commission expires: 3/15/17

PRIVATE EMPLOYER EXEMPTION AFFIDAVIT (If Applicable)

By executing this affidavit, the undersigned private employer verifies that it is exempt from compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation employs 499 or fewer employees and therefore, is not required to register with and/or utilize the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Contractor agrees that the employee-number category designated below is applicable to the contractor.

500 or more employees.

100 to 499 employees.

10 to 99 employees.

Fewer than 10 employees.

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

Executed on April 23, 2013 in Madison (city), WI (state).

GHD Inc.
Firm/Company/Private Employer Name

[Signature]
Signature of Authorized Officer or Agent

Mark Lenters, Service Group Manager
Printed Name and Title of Authorized Officer or Agent

Subscribed and sworn before me this the 26 day of April, 2013, 14

Kirsten Nigbor
Notary Public


3/15/2017
My Commission Expires

CONTRACTOR AFFIDAVIT AND AGREEMENT

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with the City of Avondale Estates, Georgia (the "City") has registered with and is participating in a federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractor who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

98-0425935
Federal Work Authorization User Identification Number

July 1, 2013
Date of Authorization

GHD Inc.
Name of Contractor

Avondale Road
Name of Project

City of Avondale Estates
Name of Public Employer

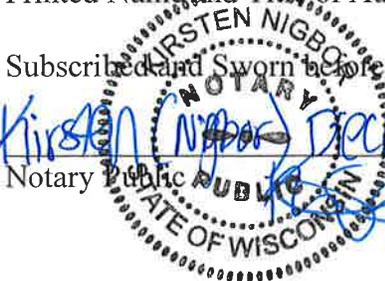
I hereby declare under penalty of perjury that the foregoing is true and correct.
Executed on April 28, 2013 in Madison (city), WI (state).

[Signature]
Signature of Authorized Officer or Agent

Mark Lenters, Service Group Manager
Printed Name and Title of Authorized Officer or Agent

Subscribed and Sworn before me this the 28 day of April, 2013.

Kirsten Nigbor Decroff 3/15/2017
Notary Public My Commission Expires



BIDDER RESPONSE FORM

Firm Name: Edwards-Pitman Environmental, Inc.

Contact Person: Andy Pitman

Firm Address: 1250 Winchester Parkway, Suite 200

Smyrna, GA 30080

Phone: 770-333-9484

Fax: 770-333-8277

Email: apitman@edwards-pitman.com



Signature – Firm Representative

April 24, 2014

Date

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT

1. Compliance with the requirements of O.C.G.A. § 13-10-91 and Rule 300-10-1-.02 of the Georgia Department of Labor (said Rules being hereinafter referred to as "Rule 300-10-1-.02") are conditions of this contract.
2. In the event Contractor employs or contracts with any subcontractor in connection with this contract, Contractor will secure from the subcontractor such subcontractor's indication of the employee-number category (as set forth above) applicable to the subcontractor; and
3. Contractor's compliance with the requirements of O.C.G.A. § 13-10-91 and Rule 300-10-1-.02 shall be attested by the execution of the contractor affidavit as shown in Rule 300-10-1-.07, or a substantially similar contractor affidavit, which document is attached hereto and shall be a part of this Contract.
4. In the event Contractor employs or contracts with any subcontractor in connection with this contract, Contractor will secure from such subcontractor attestation of the subcontractor's compliance with O.C.G.A. § 13-10-91 and Rule 300-10-1-.08 or a substantially similar subcontractor affidavit, and maintain records of such attestation for inspection by the City at any time. Such subcontractor affidavit shall become a part of the agreement between Contractor and the subcontractor.

Acceptance

By signing you agree to the terms and conditions as presented for the locations listed above.



Signature of Authorized Officer or Agent

April 24, 2014

Date

Andrew W. Pitman/Executive Vice President
Printed Name and Title of Authorized Officer or Agent.

CONTRACTOR AFFIDAVIT AND AGREEMENT

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with the City of Avondale Estates, Georgia (the "City") has registered with and is participating in a federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontract who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

210078
Federal Work Authorization User Identification Number

April 30, 2009
Date of Authorization

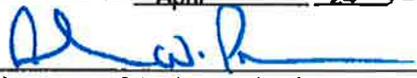
Edwards-Pitman Environmental, Inc.
Name of Contractor

Road Diet, Roundabout and Intersection Feasibility Studies
Name of Project

N/A
Name of Public Employer

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

Executed on April, 24, 2013 in Smyrna (city), GA (state).


Signature of Authorized Officer or Agent

Andrew W. Pitman/Executive Vice President
Printed Name and Title of Authorized Officer or Agent

Subscribed and Sworn before me this the 24 day of April, 2013.


Notary Public

EXPIRATION DATE

APRIL 20, 2017
My Commission Expires



PRIVATE EMPLOYER EXEMPTION AFFIDAVIT (If Applicable)

By executing this affidavit, the undersigned private employer verifies that it is exempt from compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation employs 499 or fewer employees and therefore, is not required to register with and/or utilize the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Contractor agrees that the employee-number category designated below is applicable to the contractor.

- 500 or more employees.
- 100 to 499 employees.
- 10 to 99 employees.
- Fewer than 10 employees.

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

Executed on April 24, 2013 in Smyrna (city), GA (state).

Edwards-Pitman Environmental, Inc.
Firm/Company/Private Employer Name

[Signature]
Signature of Authorized Officer or Agent

Andrew W. Pitman/Executive Vice President
Printed Name and Title of Authorized Officer or Agent

Subscribed and Sworn before me this the 24 day of April, 2013, 499

[Signature]
Notary Public

EXPIRATION DATE
APRIL 20, 2017

My Commission Expires



SYSTEMATIC ALIEN VERIFICATION OF ENTITLEMENT AFFIDAVIT

By executing this affidavit under oath, as an applicant for a(n) Contract [type of public benefit], as referenced in O.C.G.A. § 50-36-1, from City of Avondale estates, Georgia, the undersigned applicant verifies one of the following with respect to my application for a public benefit:

- A X I am a United States Citizen.
- B _____ I am a legal permanent resident of the United States.
- C _____ I am a qualified alien or non-immigrant under the Federal Immigration and Nationality Act, with an alien number issued by the Department of Homeland Security or other federal immigration agency.

My alien registration number issued by the Department of Homeland Security or other federal immigration agency is: _____.

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

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

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement or representation in an affidavit shall be guilty of a violation of Official Code of Georgia Annotated (O.C.G.A. 16-10-20), and face criminal penalties as allowed by such criminal statute.

Executed in Smyrna (city), GA (state)

[Signature]
Signature of Applicant

Andrew W. Pitman
Printed Name

Sworn to and subscribed before me this 24 day of April, 2017

[Signature]
Notary Public

EXPIRATION DATE
APRIL 20, 2017

My commission expires: _____

