



Interoffice Memo

DATE: October 25, 2021

FROM: Curtis Scott, Assistant Chief Procurement Officer for Transportation Services

TO: Treasury Young, Chief Procurement Officer

SUBJECT RFQ-484-051121 – Batch #1 - 2021 Engineering Design Services,
Contract 2 – PI #0013591, Catoosa County
Ranking Approval

The Office of Procurement's Transportation Services Procurement Section has reviewed and evaluated Statements of Qualifications, Technical Approach, and Past Performance for the above referenced project.

Attached for your review is one (1) set of the following:

- Advertisement and all Addendums
- Consultants' Submission Prescreening Checklist – Phase I
- GDOT Guide for Selection Committee Members (Phase I and II)
- Preliminary Ratings and Comments from Evaluators
- Selection Committee Ratings for Top Respondents – Phase I
- Selection Committee Comments for Top Respondents – Phase I
- Area Class Checklist
- Selection of Finalists Notification and Notice to Selected Finalists
- Consultants' Submission Prescreening Checklist – Phase II
- Selection Committee Overall Ratings for Phase I and Phase II
- Selection Committee Comments for Finalists – Phase II
- Past Performance Reference Checks and any available additional documentation
- Verification of Non-Debarment from SAM Website for Intended Awardee and Team
- Prequalification Certificate for Intended Awardee

The five (5) highest firms in order of ranking are as follows:

1. **KCI Technologies, Inc.**
2. **Mott MacDonald, LLC**
3. **Qk4, Incorporated**
4. **Stantec Consulting Services, Inc.**
4. **Moffatt & Nichol, Inc.**

The Selection Committee recommends the selection of the top ranked firm, **KCI Technologies, Inc.**

Concurrence with Award from Responsible Division Director: Certification Procurement Requirements Met:

Albert Shelby, Director of Program Delivery

Treasury Young, Chief Procurement Officer

CS:fb

Attachments



Request for Qualifications

To Provide

Batch #1 – 2021 Engineering Design Services

RFQ-484-051121

Qualifications Due: May 11, 2021

**Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
Atlanta, Georgia 30308**

REQUEST FOR QUALIFICATIONS

484-051121

Batch #1 - 2021 Engineering Design Services

Each Statement of Qualification (SOQ) submittal will require one (1) Contract Consideration Checklist sheet similar to the last page of this RFQ, indicating **ALL** of the contract(s) a firm have submitted SOQs for under RFQ-484-051121. This form is to ensure all SOQs submitted are accounted for and included in the correct Contract evaluation package.

Contract #	PI #	County	Project Description
1	0013064	Meriwether/Pike	SR 109 FROM SR 41/MERIWETHER TO SR 18/PIKE
2	0013591	Catoosa	SR 3 FROM SR 151 TO SR 146
3	0017729	Dawson	SR 53 @ THOMPSON CREEK
4	0017732	Habersham	SR 17/SR 115 @ SOQUEE RIVER
5	0017733	Habersham	SR 255 @ AMYS CREEK
6	0017734	Habersham/White	SR 384 @ CHATTAHOOCHEE RIVER
7	0017735	Hall	SR 283 @ FLAT CREEK
8	0017736	Hart	SR 77 @ SHOAL CREEK
9	0017737	Towns	SR 17/SR 75 @ SOAPSTONE CREEK
10	0017739	White	SR 17/SR 75 @ CHATTAHOOCHEE RIVER
11	0017770	Henry	SR 42 FROM CS 634/MLK JR BLVD TO CS 680/MARKETPLACE BLVD
12	0017845	Fulton	SR 141 @ CS 119/STATE BRIDGE ROAD

I. General Project Information

A. Overview

The Georgia Department of Transportation (GDOT) is soliciting Statement of Qualifications (SOQs) from qualified firm(s) to provide Engineering Design Consultant Services for the projects listed below (note that certain projects may be grouped with other projects and awarded as one (1) contract).

This Request for Qualifications (RFQ) seeks to identify potential providers for the Scope of Services for the project/contract listed in Exhibit I -1 thru Exhibit I-12. Firms that respond to this RFQ, and are determined by GDOT to be sufficiently qualified, may be deemed eligible, and invited to offer a technical approach and/or possibly present and/or interview for these services. All respondents to this RFQ are subject to instructions communicated in this document, and are cautioned to completely review the entire RFQ and follow instructions carefully. GDOT reserves the right to reject any or all Statements of Qualifications or Technical Approach, and to waive technicalities and informalities at the discretion of GDOT.

B. **IMPORTANT- A RESTRICTION OF COMMUNICATION IS IN EFFECT FOR THIS PROJECT.**

From the advertisement date of this solicitation until successful respondents are selected and the award is made official and announced, firms are not allowed to communicate about this solicitation or scope with any staff of GDOT including the Commissioner and GDOT Board Members, except for the submission of questions as instructed in the RFQ, or with the contact designated in **RFQ Section VIII.C.**, or as provided by any existing work agreement(s). For violation of this provision, GDOT reserves the right to reject the submittal of the offending respondent.

C. **The Georgia Department of Transportation Board has adopted a 16% overall annual goal for DBE participation on all federally funded projects. This goal is not to be considered as a fixed quota, set aside or preference. The DBE goal can be met by prime contracting, sub-contracting, joint-venture or mentor/protégé relationship.**

Georgia Department of Transportation will monitor and assess each consultant services submittals for their DBE participation and/or good faith effort in promoting equity and opportunity in accordance with the state of Georgia, Department of Transportation Disadvantage Business Program Plan.

For more information on the GDOT DBE Program please contact:

Georgia Department of Transportation
Equal Opportunity Division
One Georgia Center, 7th Floor
600 West Peachtree Street, NW
Atlanta, Georgia 30308
Phone: (404) 631-1972

D. Scope of Services

Under the terms of the resulting Agreements, the selected consultants will provide full engineering design services, for each GDOT Project(s) identified. The anticipated scope of work for each project/contract is included in **Exhibit I-1 thru Exhibit I-12**.

In addition, GDOT desires that the Consultant have the ability to provide, either with its own forces or through a sub-consultant team member, comprehensive services necessary to fulfill all preliminary engineering services which may arise during the project cycle.

E. Contract Term and Type

GDOT anticipates one (1) Multi-Phase, Project Specific contract to be awarded to one (1) firm, for each project/contract identified. GDOT anticipates that the Contract Payment may be Lump Sum, Cost Plus Fixed Fee, Cost per Unit of Work or Specific Rate of Compensation. As a Project Specific contract, it is the Department's intention that the Agreements will remain in effect until successful completion of the preliminary engineering phase of the projects, and may choose to utilize the selected consultant for use on construction revisions as necessary.

F. Contract Amount

Each Multi-Phase, Project Specific contract amount will be determined via negotiations with the Department. If the Department is unable to reach a satisfactory agreement and at reasonable rates to be paid for the services to be provided, the Department reserves the right to terminate negotiations with the highest scoring finalist and begin negotiations with the next highest scoring finalist.

II. Selection Method

A. Method of Communication

All general communication of relevant information regarding this solicitation will be made via the Georgia Procurement Registry (GPR) under RFQ-484-051121. All firms are responsible for checking the GPR on a regular basis for updates, clarifications, and announcements. GDOT reserves the right to communicate via electronic-mail with the primary contact listed in the Statements of Qualifications. Other specific communications will be made as indicated in the remainder of this RFQ.

B. Phase I - Selection of Finalists

Based on the Statements of Qualifications submitted in response to the projects/contracts listed in this RFQ, the Selection Committee will review the **Experience and Qualifications** and **Resources and Workload Capacity** listed in **Section IV. Selection Criteria for Phase I**. The Selection Committee will discuss the top submittals and the final rankings of the top submittals will be determined. From the final rankings of the top submittals, the Selection Committee will identify three (3) to five (5) firms which will be shortlisted.

All firms must meet the minimum requirements as listed in **Section IV.A.** below.

C. Finalist Notification for Phase II

Firms selected and shortlisted as finalists will receive notification and final instructions from GDOT regarding the **Phase II – Technical Approach** response.

D. Phase II - Finalists Response on Technical Approach and Past Performance

GDOT will request a **Technical Approach** of the three (3) to five (5) finalist firms for the project/contract. GDOT reserves the right to request a presentation/interview on any project/contract as determined in its best interests; however, this additional requirement shall typically be reserved for the most complex projects. Each finalist firm shall be notified in writing and informed of the Technical Approach due date. Any additional detailed Technical Approach instructions and requirements, beyond that provided in **Section V. Selection Criteria for Phase II**, for the finalists will be provided in the Finalist Notification. All members of the Selection Committee will review the Technical Approach (and will attend the presentation/interview if so chosen). **Firms shall not address any questions, prior to the award announcement, to anyone other than the designated contact.**

E. Final Selection

Final selection will be determined by carrying the scores from **Phase I** forward for each Finalist and by evaluating the **Technical Approach** and **Past Performance** criteria for **Phase II**. The Selection Committee will discuss the Finalist's Phase II Responses and the final rankings will be determined.

Negotiations will then be initiated with the top-ranked firm(s) to finalize the terms and conditions of the contract(s), including the fees to be paid. In the event a satisfactory agreement cannot be reached with the highest-ranking firm(s), GDOT will formally terminate the negotiations and possibly enter into negotiations with the second highest-ranking firm, and so on in turn until a mutual agreement is established and GDOT awards a contract. The final form of the contract shall be developed by GDOT.

III. Schedule of Events

The following Schedule of Events represents GDOT's best estimate of the Schedule that will be followed. All times indicated are prevailing times in Atlanta, Georgia. GDOT reserves the right to adjust the Schedule as GDOT deems necessary.

PHASE I	DATE	TIME
a. GDOT issues public advertisement of RFQ-484-051121	04/09/2021	-----
b. Deadline for submission of written questions and requests for clarification	04/26/2021	2:00 PM
c. Deadline for submission of Statements of Qualifications	05/11/2021	2:00 PM
d. GDOT completes evaluation and issues notification and other information to finalist firms	TBD	
PHASE II		
e. Deadline for submission of written questions from finalists	TBD	2:00 PM
f. Phase II Response of Finalist firms due	TBD	TBA

IV. Selection Criteria for Phase I - Criteria for Evaluation of Statements of Qualifications

A. Area Class Requirements and Certification

Presented teams must be prequalified in the indicated Area Class(es) in order to be evaluated. Required proof of prequalification shall be submitted as indicated in **Section VI.C.4.** below. All Submittals will be pre-screened to verify that the Prime consultant has the required Area Class(es) and that the overall team has the required Area Class(es). Any submittal in which the Prime consultant or the overall team area class requirements are not met will be disqualified from further consideration.

Each submittal will require a certification to allow the Department to analyze risks in determining if any Firm should be ineligible for award. The certification shall cover a wide variety of information. Any firm which responds in any potentially concerning manner must provide additional information as directed herein for consideration by GDOT to determine if Firm is eligible for award.

B. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%

The Selection Committee will evaluate all firms on their Experience and Qualifications, which shall account for a total of twenty (20%) percent of the total evaluation. **The following criteria for scoring Phase I of the evaluation will be utilized to determine which firms are shortlisted:**

1. Project Manager education, registration, relevant engineering experience, relevant project management experience, experience in utilizing GDOT specific processes, manuals, or guidance.
2. Key Team Leaders' education, registration, relevant technical experience, and relevant experience in utilizing GDOT specific processes, manuals, or guidance.
3. Prime Consultant's experience in delivering projects of similar complexity, size, scope, and function.

C. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%

The Selection Committee will evaluate all firms on their Resources availability and Workload Capacity which shall account for a total of thirty (30%) percent of the total evaluation. **The following criteria for scoring the Resources and Workload Capacity will be utilized to determine which firms are shortlisted:**

1. Project Manager Workload
2. Workload capacity of Key Team Leader(s)
3. Resources dedicated to delivering project
4. Ability to Meet Project Schedule

V. Selection Criteria for Phase II - Criteria for Evaluation of Technical Approach and Past Performance

A. Technical Approach – 40%

The Selection Committee will evaluate the shortlisted firms (Finalists) on their Technical Approach, which shall account for a total of forty (40%) percent. The Selection Committee shall utilize the following additional criteria for scoring Phase II of the evaluation to determine the highest ranked/most qualified (**NOTE: Scores from Phase I will be carried forward and combined with the scores from the Phase II to determine the final ranking of Finalists**):

1. Provide any unique technical approaches your firm offers relative to addressing anticipated design concepts, use of any alternative methods for delivery (if applicable), and/or management of the project.
2. Identify any unique challenges of the project and how your firm intends to mitigate these challenges, including quality control, quality assurance procedures.
3. Provide any specific qualifications, skills, knowledge of the project and project area which may uniquely benefit the firm and project, and your ability and willingness to meet time requirements.

B. Past Performance – 10%

The Selection Committee may consider information provided via references provided for relevant projects, knowledge any selection committee member has of performance on relevant projects, and performance evaluations or knowledge presented on GDOT projects. The Selection Committee will consider all factors in their totality and score from 0 to 10 when arriving at a final score for the Past Performance.

VI. Instructions for Content and Preparation of Statements of Qualifications – Phase I Response

The Statements of Qualifications submittal must be submitted in accordance with the instructions provided in Section VIII, and must be **organized, categorized using the same headings (in red), and numbered and lettered** exactly as outlined below, and must be responsive to all requested information. For the sections in which page number limits are stated, each section with a stated limit must begin on a new page and end on the last page allowed for the section. **It is not allowed to begin new sections on a page allowed for a previous section, if applicable. This will enable the Department to ensure compliance with the page limitations.**

Cover page – Each project/contract submittal must have a separate cover page for each copy of each submittal for each project/contract and each must list the RFQ#, RFQ Title, proposing firm's full legal name and the specific project contract being submitted on to include the Project Numbers, PI Numbers, County(ies), and Description.

A. **Contract Consideration Checklist**

Each Statement of Qualification (SOQ) submittal should include one (1) Contract Consideration Checklist sheet similar to the one shown on the last page of the RFQ, indicating all of the contract(s) a firm have submitted SOQs for under RFQ-484-051121. This one (1) checklist will ensure that **ALL** SOQs submitted are accounted for and included in the correct evaluation package(s). In the event that there are inconsistencies between the contract number(s) and the PI number(s) indicated on a firm's SOQ cover page, the PI number(s) indicated will prevail to determine which contract a firm will be considered for. QA/QC is a must to ensure the correct contract submittal.

B. **Administrative Requirements**

It is required to submit the information below for each copy of each submittal. This is general information and will not be scored but may be used to determine eligibility for selection. Under Administrative Requirements section, only submit the information requested; additional information will be subject to disqualification of your firm.

1. **Basic company information:**

- a. **Company name.**
- b. **Company Headquarter Address.**
- c. **Contact Information** - Name and all contact information (telephone number(s) and e-mail address) of primary proposing contact (this will be the individual with whom the Department will direct all communications).
- d. **Company website** (if available).
- e. **Georgia Addresses** - Identify and provide addresses for the offices located in the State of Georgia.
- f. **Staff** - List the number and disciplines of staff members employed in each office in the State of Georgia.
- g. **Ownership** - Provide form of ownership, including state of residency or incorporation, and number of years in business. Is the Offeror a sole proprietorship, partnership, corporation, limited liability Corporation, or other structure?

2. **Certification Form** - Complete the Certification Form (*Exhibit "II" enclosed with RFQ*), and provide a notarized original within the firm's Statement of Qualifications. This is to be submitted for the Prime **ONLY**.

3. **Georgia Security and Immigration Compliance Act Affidavit** – Complete the form (*Exhibit "III" enclosed with RFQ*), and provide a notarized original within the firm's Statement of Qualifications. This is to be submitted for the Prime **ONLY**.

4. **Addenda** - Signed cover page of any Addenda issued for the Prime **ONLY**.

C. **Experience and Qualifications**

1. **Project Manager** - Provide information pertaining to the project manager, including but not limited to:

- a. **Education.**
- b. **Registration** (if necessary and applicable.)
- c. **Relevant engineering experience.**
- d. **Relevant project management experience** for projects of similar complexity, size, scope, and function.

- e. **Relevant experience utilizing GDOT specific processes, manuals, or guidance** (Plan Development Process, Design Policy, Environmental Procedures Manual, etc.).

This information is limited to two (2) pages maximum.

2. **Key Team Leaders** - Provide experience of Key Team Leaders (defined as those individuals who oversee project areas determined as particularly important to each specific project, refer to the Project Description in **Exhibit I-1 thru Exhibit I-12, specifically Section 7** for the list of Key Team Leaders for each Project). For each Key Team Leader identified provide:
 - a. **Education.**
 - b. **Registration** (if necessary and applicable.)
 - c. **Relevant experience** in the applicable resource area of the most relevant projects.
 - d. **Relevant experience utilizing GDOT specific processes, manuals, or guidance** (PDP, Design Policy, Environmental Procedures Manual, etc.) which are specific to the key team leader's area.

This information is limited to one (1) page maximum for each Key Team Leader identified in Section 7 of each Exhibit I-1 thru Exhibit I-12. Respondents submitting more than one (1) page for each Key Team Leader identified will be subject to disqualification. Respondents who provide more Key Team Leaders than what is outlined in the requirement will be subject to disqualification as this would provide an advantage over firms who complied with the requirement and had the required number of Key Team Leaders. Respondents who do not provide the required Key Team Leaders will be subject to disqualification as this does not meet the requirements of the project and therefore would deem the respondent and its team unqualified for the award.

3. **Prime Experience** - Provide information on the prime's experience and ability in delivering effective services for projects of similar complexity, size, scope, and function, which demonstrate the firm's capabilities to provide services for GDOT. For each project, the following information should be provided:
 - a. **Client name, project location and dates** during which services were performed.
 - b. **Description of overall project and services performed** by your firm.
 - c. **Duration of project services provided** by your firm, and overall project budget.
 - d. **Experience utilizing GDOT specific processes, manuals, or guidance** (PDP, Design Policy, Environmental Procedures Manual, etc.)
 - e. **Client(s) current contact information** including contact names, telephone numbers and **e-mail address**.
 - f. **Involvement of Key Team Leaders** on the projects.

This information is limited to two (2) pages maximum.

4. **Area Class Summary Form and Notice of Professional Consultant Qualifications** - Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their sub-consultants, who are considered team members. Prime Consultants and their sub-consultant team members must meet the Area Class requirements listed in Exhibit I-1 thru Exhibit I-12 for each project on which they apply. In regards to the required Area Classes, for each project/contract on which they apply, respondents should submit a summary form (example provided in Exhibit IV) which details the required area classes for the Prime Consultant and all sub-consultants or joint-venture of consultants on the team listed in the Statement of Qualifications. The area classes and firm's meeting the area classes listed on the summary form must meet all required area classes or the team will be disqualified. If a team member's prequalification will expire prior to the due date of the SOQs, documentation must be provided which shows that the firm has submitted its application for prequalification prior to the SOQ due date. The team must maintain its prequalification certification in order to be considered eligible for award if selected. **Additionally, respondents should submit the Notice of Professional Consultant Qualifications (for the Prime Consultant and all sub-consultants for each project) issued by GDOT and attach after the Area Class summary form.**

This information is limited to the one page for the Area Class table (unless the project needs require an extensive list of area classes) and the required Notice of Professional Consultant Qualifications.

D. Resources/Workload Capacity

1. **Overall Resources** - Provide information regarding the overall resources dedicated to delivering the specific project, including:
 - a. **Organizational chart** which identifies the project manager, prime, Key Team Leaders, support personnel, and reporting structure. This chart may be submitted on a 11" x 17" page. **(Excluded from the page count)**
 - b. **Primary Office** - Identify and discuss the primary office which will be responsible for handling the specific project and the number and types of staff within the office and how this office could benefit the project and promote efficiency. **This information to be included on the one (1) page with the Narrative on Additional Resource Areas and Ability.**
 - c. **Narrative on Additional Resource Areas and Ability** – Respondents are to provide information regarding additional resource areas identified as important to the project, to discuss how the key areas will integrate and work together on the project, to discuss any information which is pertinent to these areas, to provide a narrative regarding how the organization of the team, including the PM and Key Team Leaders can deliver the project on schedule given their workload capacity. (GDOT recognizes that some individuals may be able to meet the schedule while carrying heavier project loads.) Respondents may discuss the advantages of your team and the abilities of the team members which will enable the project to meet the proposed schedule as identified in **Exhibit I-1 thru Exhibit I-12** (where applicable). If there is no proposed schedule, discuss the advantages of the team and the abilities of the team members which will enable the project to move as expeditiously as possible. **Respondents submitting more than the one (1) page allowed (combined for D1.b. and D1.c.) will be subject to disqualification.**

2. **Project Manager Commitment Table** - Provide a list of ALL projects (GDOT, other governments and private contracts – Information may be validated and any firm determined not to be listing all projects may be subject to disqualification) on which the proposed project manager is currently committed, to enable the Department to ascertain the project manager’s availability. Utilize a table similar to the following format with a minimum of all criteria indicated to provide the requested information:

Project Manager	PI/Project # for GDOT Projects/Name of Customer for Non-GDOT Projects	Role of PM on Project	Project Description	Current Phase of Project	Current Status of Project	Monthly Time Commitment in Hours

3. **Key Team Leader Project Commitment Table** - Provide a table similar to the below, with a minimum of all criteria indicated, which identifies ALL projects the Key Team Leaders (refer to the Project Description in **Exhibit I-1 thru Exhibit I-12**, specifically **Section 7** for the list of Key Team Leaders for each Project) are committed on to enable the Department to ascertain the available capacity.

Key Team Leader	PI/Project # for GDOT Projects/Name of Customer for Non-GDOT Projects	Role of Key Team Leader on Project	Project Description	Current Phase of Project	Current Status of Project	Monthly Time Commitment in Hours

This information is limited to the organization chart (excluded from page count), one (1) page combined of text (for both the Primary Office and Narrative on Resource Areas and Ability), and the tables.

VII. Instructions for Preparing Technical Approach and Past Performance Response – Phase II Response

The following information will only be requested of the shortlisted firms. The Selection Committee will evaluate the shortlisted firms using the information provided as requested below (NOTE: Scores from Phase I will be carried forward to Phase II):

The Phase II response must be submitted in accordance with the instructions provided in Section IX, and must be **organized, categorized using the same headings (in red), and numbered and lettered** exactly as outlined below, and must be responsive to all requested information. For the sections in which page number limits are stated, each section with a stated limit must begin on a new page and end on the last page allowed for the section. **It is not allowed to begin new sections on a page allowed for a previous section, if applicable. This will enable the Department to ensure compliance with the page limitations.**

Phase II Cover page – Each submittal must have a separate cover page for each copy of each Phase II submittal and each must indicate the response is for Phase II, list the RFQ#, RFQ Title, proposing firm's full legal name and the specific project contract being submitted on to include the Project Numbers, PI Numbers, County(ies), and Description.

A. Technical Approach

1. Provide any unique technical approaches your firm offers relative to addressing anticipated design concepts, use of any alternative methods for delivery (if applicable), and/or management of the project.
2. Identify any unique challenges of the project and how your firm intends to mitigate these challenges, including quality control, quality assurance procedures.
3. Provide any specific qualifications, skills, knowledge of the project and project area which may uniquely benefit the firm and project, and your ability and willingness to meet time requirements.

This information will be limited to a maximum of three (3) pages.

B. Past Performance

No additional information should be submitted to fulfill this requirement. Information from the relevant projects listed as well as information on file with the Department will be used to fulfill this requirement.

Past performance may be evaluated through the checking of project references for the proposed project manager as well as the firm. The Department will check these references at random. For this reason, attention should be paid to the references provided to ensure that the contact information provided is accurate and the individual references are reachable. Other past performance information which may be utilized includes GDOT consultant performance ratings as well as knowledge that any member of the Selection Committee has pertaining to the past performance of the firm on any project.

VIII. Instructions for Submittal for Phase I - Statements of Qualifications

- A. There is one (1) electronic version submittal required. The Submittal must follow the format and meet the content requirements identified in **Section VI**, entitled **Instructions for Content and Preparation of Statements of Qualifications – Phase I Response**. See **Attachment 1** for a summary of how the submittals should be prepared.
- B. Submittals must be typed on standard (8½" x 11") paper. The pages should be numbered, however, submittal pages will be counted by section to determine compliance with page limits. Responses are limited to the page counts indicated in each section using a minimum of size 11 font. Page counts will be determined by pages with print on them, not by the physical piece of paper. Each Statement of Qualifications shall be prepared simply and economically as indicated above. Colored displays, and promotional materials are not desired. Emphasis must be on completeness, relevance, and clarity of content.

NOTE: Additional pages other than what has been specified above in each section should not be included and will be grounds for disqualification. Submittals are limited to the information requested in Section VI. Instructions for Content and Preparation of Statements of Qualifications - Phase I Response only. Hyperlinks or embedded video are not allowed.

Statements of Qualifications submittals must be a PDF document for each project/contract. Each PDF document must follow the naming convention for electronic records as follows: the proposing firm's full legal name, RFQ#, RFQ Title and the specific project contract number being submitted on. To submit your Statement of Qualification click the following Links:

- Contract 1: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%201%20
 Contract 2: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%202%20
 Contract 3: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%203%20
 Contract 4: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%204%20
 Contract 5: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%205%20
 Contract 6: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%206%20
 Contract 7: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%207%20
 Contract 8: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%208%20
 Contract 9: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%209%20
 Contract 10: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%2010%20
 Contract 11: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%2011%20
 Contract 12: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%2012%20

If a firm is responding to multiple projects/contracts, each submittal must be e-mail separately using the naming convention for electronic records, and **submission link provided**. Upon successful receipt of the electronic submittal, the system will send a receipt confirmation e-mail to the sender. **If you do not receive an email receipt confirmation for your submittal within one (1) hour of your submittal, please contact Folyan Battle at fbattle@dot.ga.gov.**

Statements of Qualifications **must be received by GDOT** prior to the deadline indicated in the Schedule of Events (*Section III of RFQ*).

No submittals will be accepted after the time and date set for receipt.

All expenses for preparing and submitting responses are the sole cost of the party submitting the response. GDOT is not obligated to any party to reimburse such expenses. All submittals upon receipt become the property of GDOT. Labeling information provided in submittals “proprietary” or “confidential”, or any other designation of restricted use will not protect the information from public view. Subject to the provisions of the Open Records Act, the details of the proposal documents will remain confidential until final award.

GDOT reserves the right, in its sole discretion, to waive any technicalities associated with this submittal if deemed in the best interest of the State.

C. Questions and Requests for Clarification

Questions about any aspect of the RFQ, or the project, shall be submitted in writing via e-mail to: **Folyan Battle, e-mail: fbattle@dot.ga.gov**. The deadlines for submission of questions relating to the RFQ are the times and dates shown in the (**Schedule of Events- Section III**). From the issue date of this solicitation until a successful proposer is selected and the award is made official and announced, respondents are subject to the Restriction of Communication in **Section I.B**.

IX. Instructions for Submittal for Phase II – Technical Approach and Past Performance Response

THESE INSTRUCTIONS ARE INTENDED SOLELY FOR THOSE FIRMS IDENTIFIED AND NOTIFIED AS FINALISTS. Final Instructions will be provided to the Finalists in the notification.

Please note that each project/contract will follow an individual schedule which meets the availability of each Selection Committee. For this reason, the Notice to Selected Finalists and resulting Phase II responses may be on different schedules for each project/contract.

- A. There is one (1) electronic version submittal required. The Submittal must follow the format and meet the content requirements identified in **Section VII**, entitled **Instructions for Preparing Technical Approach and Past Performance Response - Phase II Response**. See **Attachment 1** for a summary of how the submittals should be prepared.
- B. Submittals must be typed on standard (8½” x 11”) paper. The pages should be numbered, however, submittal pages will be counted by section to determine compliance with page limits. Responses are limited to the page counts indicated in each section using a minimum of size 11 font. Page counts will be determined by pages with print on them, not by the physical piece of paper. Each Statement of Qualifications shall be prepared simply and economically as indicated above. Colored displays, and promotional materials are not desired. Emphasis must be on completeness, relevance, and clarity of content.

NOTE: Additional pages other than what has been specified above in each section **should not be included and will be grounds for disqualification.** Submittals are limited to the information requested in Section VII. Instructions for Preparing Technical Approach and Past Performance Response-Phase II Response only. Hyperlinks or embedded video are not allowed.

- C. **Technical Approach submittal must be a PDF document for each project/contract. Each PDF document must follow the naming convention for electronic records as follows: the proposing firm's full legal name, RFQ#, RFQ Title and the specific project contract being submitted on. To submit your Technical Approach click the following Links:**

Contract 1: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%201%20
 Contract 2: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%202%20
 Contract 3: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%203%20
 Contract 4: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%204%20
 Contract 5: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%205%20
 Contract 6: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%206%20
 Contract 7: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%207%20
 Contract 8: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%208%20
 Contract 9: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%209%20
 Contract 10: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%2010%20
 Contract 11: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%2011%20
 Contract 12: mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-051121%20Contract%2012%20

If a firm is responding to multiple projects/contracts, each submittal must be e-mail separately using the naming convention for electronic records, and **submission link provided.** Upon successful receipt of the electronic submittal, the system will send a receipt confirmation e-mail to the sender. **If you do not receive an email receipt confirmation for your submittal within one (1) hour of your submittal, please contact Folayan Battle at fbattle@dot.ga.gov.**

Technical Approach must be received by GDOT prior to the deadline indicated in Notice to Selected Finalists.

No submittals will be accepted after the time and date set for receipt.

All expenses for preparing and submitting responses are the sole cost of the party submitting the response. GDOT is not obligated to any party to reimburse such expenses. All submittals upon receipt become the property of GDOT. Labeling information provided in submittals "proprietary" or "confidential", or any other designation of restricted use will not protect the information from public view. Subject to the provisions of the Open Records Act, the details of the proposal documents will remain confidential until final award.

GDOT reserves the right, in its sole discretion, to waive any technicalities associated with this submittal if deemed in the best interest of the State.

No submittals will be accepted after the time and date set for receipt.

Responses submitted via facsimile or e-mail will be rejected. All expenses for preparing and submitting responses are the sole cost of the party submitting the response. GDOT is not obligated to any party to reimburse such expenses. All submittals upon receipt become the property of GDOT. Labeling information provided in submittals "proprietary" or "confidential", or any other designation of restricted use will not protect the information from public view. Subject to the provisions of the Open Records Act, the details of the proposal documents will remain confidential until final award.

GDOT reserves the right, in its sole discretion, to waive any technicalities associated with this submittal if deemed in the best interest of the State.

D. Questions and Requests for Clarification

Questions about any aspect of the Phase II Response for Finalists, shall be submitted in writing via e-mail to: **Folayan Battle, e-mail: fbattle@dot.ga.gov, or as directed in the Notice to Selected Finalists, if different.** The deadlines for submission of questions relating to the Phase II Response will be identified in the Notice to Selected Finalists. From the issue date of this solicitation until a successful proposer is selected and the award is made official and announced, respondents are subject to the Restriction of Communication in **Section I.B.**

X. GDOT Terms and Conditions

A. Statement of Agreement

With the submission of a SOQ, the respondent agrees that he/she has carefully examined the Request for Qualifications, and agrees that it is the respondent's responsibility to request clarification on any issues in any section of the Request for Qualifications with which the respondent disagrees or needs clarified. The respondent also understands that failure to mention these items during the question period or in the SOQ will be interpreted to mean that the respondent is in full agreement with the terms, conditions, specifications and requirements in the therein. With submission of a SOQ, the respondent hereby certifies: (a) that this SOQ is genuine and is not made in the interest or on behalf of any undisclosed person, firm, or corporation; (b) that respondent has not directly or indirectly included or solicited any other respondent to put in a false or insincere SOQ; (c) that respondent has not solicited or induced any person, firm, or corporation to refrain from sending a SOQ.

The respondent also understands that failure to provide required information may result in disqualification. Failure to provide administrative information may not result in disqualification. At the Department's discretion, the Department may notify the respondent that administrative information is not provided or there was an error in the information provided, **and** the Department will allow a respondent to provide an update to the administrative information. However, the exception to this is the provision of the required **GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT**, which by Georgia Law requires disqualification of the response. The above changes mentioned to administrative information would be considered allowable as these would be limited to changes which **do not** affect the information which the evaluators use to score the respondents. Failure of a respondent to provide the specific administrative information as required in the notice will result in disqualification. Any respondent who provides changes in addition to the information requested in the notice shall be subject to disqualification. Failure of a respondent's SOQ to provide any information pertaining to a respondent and its teams qualifications, of any type, will subject the SOQ to disqualification. The Department will not allow updates to qualifications to be provided to avoid disqualification as this would allow a respondent to modify its SOQ and alter the information which evaluators would score. The above changes related to qualifications would not be allowable as these would allow changes which **do** affect the information which the evaluators use to score the respondents SOQ.

B. Joint-Venture Proposals, Sub-Consultants, and Vendors

GDOT does not generally desire to enter into "joint-venture" agreements with multiple firms. In the event two or more firms desire to "joint-venture", it is strongly recommended that one incorporated firm propose and maintain status as the Program Management firm with the remaining firms participating as major firms. Any joint-venture, proposed and established as a separate business entity, should have its own set of books and supporting documentation sufficient for an audit trail. Transactions should be recorded consistent with the joint-venture agreement, and care must be taken to ensure that the joint-venture bears its equitable share of the costs. Therefore, "unpopulated joint-ventures" would not have an adequate accounting system suitable for cost reimbursement contracts.

However more traditional "populated joint-ventures" are welcomed. A populated joint-venture is where an alliance is brought to life by infusing it with working capital, employees, and control systems. The alliance implements all necessary business systems, including payroll processing, purchasing, property control, etc. The alliance will develop its own indirect rate structure and calculates its own indirect cost rates, based on the direct and indirect costs it incurs.

Sub-Consultants shall generally be considered any team member which is performing any service which typically requires prequalification, which is subject to the Audit and Accounting System Requirements, and whose services are billed as costs. Sub-Consultant Team Members must be written into the resulting Agreement and are subject to all terms and conditions in the Agreement. Vendors shall be considered any team member which is performing any service which typically does not require prequalification, which is not subject to the Audit and Accounting System Requirements, and whose services are billed as direct expenses. Vendors may not be written into the resulting Agreement and may not be subject to all terms and conditions in the Agreement.

C. Non-Discrimination and DBE Requirements

The Georgia Department of Transportation in accordance with Title VI of the Civil Rights Act of 1964 and 78 Stat. 252, 42 USC 2000d--42 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all proposers that it will affirmatively ensure that any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The Georgia Department of Transportation Board has adopted a 16% overall annual goal for DBE participation on all federally funded projects. This goal is not to be considered as a fixed quota, set aside or preference. The DBE goal can be met by prime contracting, sub-contracting, joint-venture or mentor/protégé relationship.

Georgia Department of Transportation will monitor and assess each consultant services submittals for their DBE participation and/or good faith effort in promoting equity and opportunity in accordance with the state of Georgia, Department of Transportation Disadvantage Business Program Plan.

For more information on the GDOT DBE Program please contact:

Georgia Department of Transportation
Equal Opportunity Division
One Georgia Center, 7th Floor
600 West Peachtree Street, NW
Atlanta, Georgia 30308
Phone: (404) 631-1972

D. Audit and Accounting System Requirements

GDOT reserves the right to reject any proposal with firms that do not meet the following requirements:

1. Firm(s) should have an accounting system in place to meet requirements of 48 CFR Part 31 and, in the case of non-profit organizations, OMB Circular A-122.
2. Any firm that currently has an aggregate contract amount exceeding \$250,000 should have submitted their yearly CPA overhead audit.
3. Firm(s) should have no significant outstanding deficient audit findings from previous contracts with GDOT that have not been resolved.
4. The prime is responsible for being reasonably assured that all sub-consultant(s) presented as a part of the proposed team are similarly in compliance with the above requirements.

E. Submittal Costs and Confidentiality

All expenses for preparing and submitting responses are the sole cost of the respondent submitting the response. The Department is not obligated to any respondent to reimburse such expenses. All submittals upon receipt become the property of the Department. Labeling information provided in submittals as "proprietary" or "confidential", or any other designation of restricted use will not protect the information from public view. Subject to the provisions of the Open Records Act, the details of the proposal documents will remain confidential until a final award.

F. Award Conditions

This request is not an offer to contract or a solicitation of bids. This request and any proposal submitted in response, regardless of whether the proposal is determined to be the best proposal, is not binding upon the Department and does not obligate the Department to procure or contract for any services. Neither the Department nor any respondent submitting a response will be bound unless and until a written contract mutually accepted by both parties is negotiated as to its terms and conditions and is signed by the Department and a respondent containing such terms and conditions as are negotiated between those parties. The Department reserves the right to waive non-compliance with any requirements of this Request for Qualifications and to reject any or all proposals submitted in responses. Upon review of responses, the Department will determine the respondent(s) proposal that in the sole

judgment of the Department is in the best interest of the Department (if any is so determined), with respect to the evaluation criteria stated herein. The Department then intends to conduct negotiations with such respondent(s) to determine if an acceptable contract may be reached.

G. Debriefings

In lieu of Pre-Award and Post-Award debriefings, it shall be the Department's policy to provide the "Selection Package" at the time of the Selection Announcement (also referred to as the Announcement of Entering into Negotiations). The "Selection Package" will include the scores and comments of phases for all firms who responded and will typically be provided as a PDF file and e-mailed. Previously, pre-award debriefings only provided the scores and comments of the firm. It shall be the policy of the Department that all debriefings will typically be conducted in writing.

H. Right to Cancel or Change RFQ

GDOT reserves the right to cancel any and all Request for Qualifications where it is determined to be in the best interest of the Department to do so. GDOT reserves the right to increase, reduce, add or delete any item in this solicitation as deemed necessary.

It is the responsibility of all firms interested in submitting Statement of Qualifications (SOQs) for this advertisement to routinely check the posting on the Georgia Procurement Registry for any revisions to this RFQ.

I. Substitutions, Alternates, Exceptions, and Extensions

No substitutions or alternates will be accepted for this solicitation. Any respondent submitting substitutions or alternates will be considered non-responsive and will not be considered for award.

J. GDOT Code of Conduct Pertaining to Conflict of Interest in the Award and Administration of Contracts

Pursuant to GDOT Policy 3A-17, any GDOT employee who leaves the employment of the Department and subsequently becomes employed with a consultant firm and whose duties while employed with the Department included the direct involvement with the negotiation, administration, or management of a contract in which the firm is either the primary consultant or a sub-consultant **SHALL NOT** be authorized to work on that contract as an employee of that firm for a period of one (1) year after their employment ends.

Additionally, on July 1st of each year, any consultant firm that is under contract with the Department as a prime or sub consultant shall provide to the Department's Chief Procurement Officer (CPO) a current list of all former Department employees employed by the firm and a document that certifies the responsibilities of those employees as it relates to the current contracts with the Department. This certification document shall attest to the fact that over the last year no former Department employee that is employed by their firm has worked on a contract between the Department and their firm where that employee, when employed by the Department, had direct involvement with the selection, award and/or administration of the consultant contract. Any consultant firm entering into a contract with the Department for the first time as a prime or sub consultant shall provide the initial required list of former Department employees and certification prior to the contract effective date. If the Department's CPO determines at any point during a contract that an actual conflict exists as it relates to the above paragraph, then the CPO shall have the authority to issue a stop work order on that contract.

EXHIBIT I-1

Project/Contract

1. Project Numbers: N/A
2. PI Number: 0013064
3. Counties: Meriwether/Pike
4. Description: SR 109 From SR 41/Meriwether To SR 18/Pike
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.01	Rural Roadway Design
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design - CONDITIONAL

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.09	Location Studies
1.10	Traffic Projections
3.06	Traffic Operations Studies
3.07	Traffic Operation Design
3.12	Hydraulic and Hydrological Studies (Roadway)
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
5.04(a)	Aerial Photography/ Conventional Aircraft
OR	
5.04(c)	Aerial Photography/ Unmanned Aircraft System (Design Grade)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESPCP) Preparation

6. Scope:

The Consultant shall provide development of the environmental document, including all required special studies (Air, Noise, History, Archaeology and Ecology), concept report, preliminary construction plans, signing and marking plans, final right-of-way plans (including revisions), erosion control plans, preliminary and final roadway plans, staging plans and final construction plans (including revisions through project final acceptance) and construction services. All required engineering studies are considered part of the Scope of Services.

All deliverables shall be in accordance with, but not limited to, the Plan Development Process (PDP), Electronic Data Guidelines (EDG), GDOT Design Policy Manual, GDOT Drainage Manual, GDOT Bridge and Structures Design Manual, Plan Presentation Guide, Georgia Environmental Policy Act (GEPA) and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Scoping:

- 1) Analyze project corridor for potential improvement types and locations that meet the defined capacity-improvement purpose and scope of the project. Such alternatives may include developing the corridor as part of a freight route that connects I-85 near Lagrange and I-475 in Macon; segregating the project into multiple projects including bypasses around impacted cities; or limiting the project to addition of passing lanes and/or turn lanes.
- 2) Conduct Traffic Studies.
- 3) Develop traffic projections based on both historic project-specific data and potential changes resulting from development of corridor to a targeted freight corridor.
- 4) Compile a matrix of potential improvements with associated costs for each, and a draft prioritization (Cost/Benefit Analysis). Right-of-way cost estimates must be completed by a GDOT prequalified right-of-way consultant.
- 5) Provide recommendations for specific improvements to be separated/bundled as potential stand-alone projects. The focus of this process will be to expedite the implementation of those projects that can benefit from accelerated design, permitting, and construction.
- 6) Initial Concept Team Meeting Preparation and Attendance – Prepare and discuss the matrix and recommendations to GDOT staff to derive an approved list of improvements to implement.
- 7) Prepare Concept Layouts and alignment alternatives for the selected improvements.
- 8) Concept Meeting Preparation and Attendance.
- 9) Concept Design Data Book.
- 10) Approved Concept Report.
- 11) Approved Public Involvement Plan – Plan must be approved by State Communications Office.
- 12) Compile and maintain contact list of pertinent stakeholders, including, but not limited to individuals; businesses; regulatory agencies; local, State and Federal government officials; emergency service providers, and utilities.
- 13) Coordinate the project's goals and scope with those of PI #s 0008674, 0013063, 0013065, 0013066, and 0013067, and other abutting projects, with the GDOT Planning Office and the Office of Program Delivery.
- 14) Prepare for and attend one (1) Public Information Open House (PIOH).
- 15) Prepare for and attend up to four (4) Stakeholder or Citizen Advisory Committee (CAC) meetings.

B. Data Collection:

- 1) Conduct AM & PM Peak Period turning movement counts on SR 109 and all approaches to SR 109.
- 2) Conduct 24-hour classification counts on SR 109 and all on-system approaches to SR 109.
- 3) Conduct early coordination with local governments, regulatory agencies, and targeted stakeholders (e.g., churches, emergency response providers and hospitals, business owners, civic groups) as directed and maintain records of communication.

C. Concept Report:

- 1) Traffic Studies.
- 2) Conceptual construction cost estimate(s) and conceptual right-of-way estimate(s) using GDOT prequalified right-of-way consultant.
- 3) Prepare concept layouts and alignment alternatives.
- 4) Initial Concept Meeting Preparation and Attendance.
- 5) Approved Concept Report.
- 6) Concept Design Data Book.
- 7) Concept Meeting Preparation and Attendance.

D. Environmental:

- 1) Perform Ecology Resources survey and prepare Ecology Survey Report.
- 2) Agency coordination, including multiple meetings to ensure consistency of expectations, design, and clearance limits under each project.
- 3) Perform Historic Resources Survey and Prepare Report.
- 4) Perform Archaeological Resources Survey and Prepare Report.
- 5) Mitigation Credits Screening.
- 6) Aquatic Survey and Report.
- 7) Prepare for and attend Public Involvement (Public Information Open House (PIOH)/Public Hearing Open House (PHOH)/Noise Wall Meetings) and associated coordination with GDOT. One (1) PIOH anticipated.
- 8) Terrestrial Protected Species Survey and Report.
- 9) TPro and P6 updates.
- 10) Prepare for and attend A3M Meeting.

E. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Signing and Marking Plans.
 - b. Preliminary Signal Plans.
 - c. Preliminary Staging & Erosion Control Plans.
- 2) Preliminary Bridge Layouts and hydraulic studies.
- 3) Cost Estimation with annual updates.
- 4) Quality Assurance/Quality Control (QA/QC) Reviews.
- 5) Location and Design Report.
- 6) Preliminary Field Plan Review (PFPR) participation, report, and responses (All plan sets and other information requested by Engineering Services).
- 7) Traffic Studies.
- 8) Preliminary Construction Plans.
- 9) Prepare Federal Emergency Management Agency (FEMA) Floodplain Studies, Draft and Final No-Rise Certifications.
- 10) Pavement Evaluation/UST & Monitoring wells/Soil Survey.
- 11) Pavement Type selection.
- 12) Constructability Review meeting.
- 13) Approved Pavement Design.

F. Survey:

- 1) Aerial Photogrammetry/Mapping using GDOT provided aerial photography and LIDAR data.
- 2) Survey Control.
- 3) Complete Survey Database.
- 4) Property Information and Owners (with updates).
- 5) Complete stream hydraulic surveys streams.
- 6) Extend survey limits (if necessary).
- 7) Survey package report.

G. Right-of-Way (ROW) Plans:

- 1) Attend ROW/Utility Team Meeting.
- 2) Prepare, Revise, and deliver final Right-of Way plans.
- 3) Coordinate field review of right-of-way plans and staking.
- 4) Right-of-Way revisions during acquisitions.
- 5) Coordination with the GDOT Right-of-Way Office during acquisitions.
- 6) Location & Design Approval.

H. Final Design:

- 1) Final Field Plan Review (FFPR) participation, report and responses (All plans sets and other information requested by Engineering Services).
- 2) Erosion Control Plans.

- 3) Quality Assurance/Quality Control Reviews.
- 4) Corrected FFPR Plans.
- 5) Cost Estimation System (CES) Final cost estimate.
- 6) Final Plans, Specifications and Estimates (PS&E) Package.
- 7) Amendments & Revisions.
- 8) Final Design Data Book.
- 9) Complete Final Roadway Plans:
 - a. Final Signing and Marking Plans.
 - b. Final Signal Plans.
 - c. Final Staging & Erosion Plans.
 - d. Final Bridge Plans.
- 10) Utility Plans:

Utility Relocation Plans.
- 11) Update all Environmental Special Studies Reports:
 - a. History.
 - b. Ecology.
 - c. Archaeology.
 - d. Air.
 - e. Noise.
 - f. Freshwater Aquatic and other protected species surveys, as needed.
- 12) Pavement Evaluation.
- 13) Special Provisions.
- I. Construction:
 - 1) Use on Construction Revisions.
 - 2) Site Condition Revisions.
 - 3) Shop Drawings.
- J. Quality Assurance/Quality Control Reviews for all deliverables.
- K. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (Additional meetings may be required to resolve major project issues).
- L. Prepare, reproduce, and distribute Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR) Package, address/respond to comments, and make plan changes. The Consultant shall provide written responses to all Field Plan Review Reports to the Department's project manager no later than 48 hours prior to the distribution deadline.
- M. Prepare, reproduce, and distribute preliminary and final plans and all supporting disciplines (signing and marking, erosion control, R/W, Utilities) as well as all special provisions, all design files, and supporting documentation.
7. Related Key Team Leaders:
 - A. Roadway Design Lead
 - B. Bridge Design Lead
 - C. Environmental Lead
8. An expected schedule includes the following milestone dates:
 - A. Notice to Proceed - Q3 FY 2022
 - B. Scoping Report - Q4 FY 2024
 - C. Right-of-Way Authorization – Q2 FY 2030
 - D. Construction Authorization – Q2 FY 2032

EXHIBIT I-2

Project/Contract

1. Project Numbers: N/A
2. PI Numbers: 0013591
3. County: Catoosa
4. Description: SR 3 From SR 151 To SR 146

5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

A. The **Prime Consultant** **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.01	Rural Roadway Design
3.02	Urban Roadway Design
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design - CONDITIONAL

B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies
1.10	Traffic Projections
3.06	Traffic Operations Studies
3.07	Traffic Operation Design
3.12	Hydraulic and Hydrological Studies (Roadway)
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
5.04(a)	Aerial Photography/ Conventional Aircraft
OR	
5.04(c)	Aerial Photography/ Unmanned Aircraft System (Design Grade)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESPCP) Preparation

6. Scope:

The Consultant shall provide development of the environmental document, including all required special studies (History, Air, Noise, History, Archaeology, Ecology, Freshwater Aquatic Surveys, and NEPA), concept report, preliminary construction plans, roadway and bridge hydraulic and hydrological studies, preliminary bridge plans, signing and marking plans, utility plans, final right-of-way plans (including revisions), erosion control plans, preliminary and final roadway plans, staging plans and final construction plans (including revisions through project final acceptance) and construction services, including review and approval of structural shop drawings. All required engineering studies are considered part of the scope of services.

All deliverables shall be in accordance with, but not limited to, the Plan Development Process (PDP), Electronic Data Guidelines (EDG), GDOT Design Policy Manual, GDOT Drainage Manual, GDOT Bridge and Structures Design Manual, Plan Presentation Guide, Georgia Environmental Policy Act (GEPA) and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Scoping:

- 1) Analyze project corridor for potential improvement types and locations that meet the defined capacity-improvement purpose and scope of the project.
- 2) Develop traffic projections based on both historic project-specific data and potential changes resulting from development of the area.
- 3) Compile a matrix of potential improvements with associated construction, utility and right-of-way costs for each, and a draft prioritization (Cost/Benefit Analysis). Right of way cost estimates must be completed by a GDOT prequalified right-of-way consultant.
- 4) Initial Concept Team Meeting Preparation and Attendance
- 5) Prepare Concept Layouts and alignment alternatives for the selected improvements.
- 6) Concept Design Data Book.
- 7) Approved Project Execution Plan.
- 8) Approved Public Involvement Plan – Plan must be approved by State Communications Office.
- 9) Compile and maintain contact list of pertinent stakeholders, including, but not limited to, individuals; businesses; regulatory agencies; local, State and Federal government officials; emergency service providers, and utilities.
- 10) Prepare for and attend up to four (4) stakeholder or Citizen Advisory Committee (CAC) meetings.
- 11) Prepare Draft Concept Report.

B. Data Collection:

- 1) Conduct AM & PM Peak Period turning movement counts.
- 2) Conduct 24-hour classification counts on SR 3 and all on-system approaches to SR 3.
- 3) Property Information and Owners from available sources.
- 4) Conduct early coordination with local governments, regulatory agencies, and targeted stakeholders (e.g., churches, emergency response providers and hospitals, business owners, civic groups) as directed and maintain records of communication.

C. Concept Report:

- 1) Traffic Studies.
- 2) Conceptual construction cost estimate(s) and conceptual right of way estimate(s) using GDOT prequalified right-of-way consultant.
- 3) Prepare concept layouts and alignment alternatives.
- 4) Initial Concept Meeting Preparation and Attendance.
- 5) Approved Concept Report.
- 6) Concept Design Data Book.
- 7) Concept Meeting Preparation and Attendance.
- 8) Prepare for and attend Public Involvement (Public Information Open House (PIOH)/Public Hearing Open House (PHOH)/Noise Wall Meetings) and associated coordination with GDOT. Two (2) PIOHs anticipated. Each PIOH/PHOH to be held at two different locations.

D. Environmental:

- 1) Perform Ecology Resources survey and prepare Ecology Survey Report.
- 2) Agency coordination, including multiple meetings to ensure consistency of expectations, design, and clearance limits under each project.
- 3) Perform Historic Resources Survey and Prepare Report.
- 4) Perform Air Studies and Prepare Report.
- 5) Perform Noise Studies and Prepare Report.
- 6) Perform Archaeological Resources Survey and Prepare Report.
- 7) Mitigation Credits Screening.
- 8) Aquatic Survey and report.
- 9) UST & Monitoring wells.
- 10) Prepare for and attend Public Involvement (Public Information Open House (PIOH)/Public Hearing Open House (PHOH)/Noise Wall Meetings) and associated coordination with GDOT. Two (2) PIOHs anticipated. Each PIOH/PHOH to be held at two (2) different locations.
- 11) Terrestrial Protected Species Survey and Report.
- 12) TPro and P6 updates.
- 13) Prepare for and attend A3M Meeting.

E. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Signal Plans.
 - b. Preliminary Staging & Erosion Control Plans.
- 2) Prepare for and attend A3M Meeting.
- 3) Preliminary Bridge Layouts and hydraulic studies.
- 4) Geotechnical/Soil Surveys.
- 5) Prepare for and attend Constructability Review Meeting.
- 6) AASHTOWare Cost Estimation with annual updates.
- 7) Quality Assurance/Quality Control (QA/QC) Reviews.
- 8) Location and Design Report.
- 9) Preliminary Field Plan Review (PFPR) participation, report, and responses (All plan sets, and other information requested by Engineering Services).
- 10) Traffic Studies.
- 11) Preliminary Construction Plans.
- 12) Prepare Federal Emergency Management Agency (FEMA) Floodplain Studies, Draft and Final No-Rise Certifications.
- 13) Pavement Evaluation.
- 14) Pavement Type selection.
- 15) Approved Pavement Design.

F. Survey:

- 1) Aerial Photogrammetry/Mapping using aerial photography and LIDAR data provide by GDOT's State Location Bureau (SLB).
- 2) Complete Survey Control.
- 3) Complete Survey Database.
- 4) Right-of-Way Staking.
- 5) Bridge Layout Staking.
- 6) Property Information and Owners (with updates).
- 7) Complete stream hydraulic surveys - streams.
- 8) Extend survey limits (if necessary).
- 9) Survey package report.

G. Right-of-Way Plans:

- 1) Attend ROW/Utility Team Meeting.
- 2) Prepare, Revise, and deliver final Right-of-Way plans.
- 3) Coordinate field review of right-of-way plans and staking.
- 4) Right-of-Way revisions during acquisitions.
- 5) Coordination with the GDOT Right-of-Way Office during acquisitions.
- 6) Location & Design Approval.

H. Final Design:

- 1) FFPR participation, report, and responses (All plan sets, and other information requested by Engineering Services).
- 2) Soil Survey Report.
- 3) Bridge Foundation Investigation Report
- 4) Wall Foundation Investigation Report, if needed.
- 5) Culvert Foundation Investigation Report, if needed.
- 6) Erosion Control Plans.
- 7) Quality Assurance/Quality Control Reviews.
- 8) Corrected FFPR Plans.
- 9) AASHTOWare Final cost estimate.
- 10) Final Plans, Specifications, and Estimates (PS&E) Package.
- 11) Amendments & Revisions.
- 12) Final Design Data Book.
- 13) Complete Final Roadway Plans:
 - a. Final Signing and Marking Plans.
 - b. Final Signal Plans.
 - c. Final Staging & Erosion Plans.
 - d. Final Bridge Plans.
 - e. Utility Plans.
 - f. Utility Relocation Plans.
- 14) Update all Environmental Special Studies Reports:
 - a. History.
 - b. Ecology.
 - c. Archaeology.
 - d. Air.
 - e. Noise.
 - f. Freshwater Aquatic and other protected species surveys as needed.

15) Approved Pavement Evaluation.

16) Special Provisions.

I. Construction:

- 1) Use on Construction Revisions.
- 2) Site Condition Revisions.
- 3) Shop Drawings.

J. Quality Assurance/Quality Control Reviews for all deliverables.

- K. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (Additional meetings may be required to resolve major project issues).
 - L. Prepare, reproduce, and distribute Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR) Package, address/respond to comments, and make plan changes. The Consultant shall provide written responses to all Field Plan Review Reports to the Department's project manager no later than 48 hours prior to the distribution deadline.
 - M. Prepare, reproduce, and distribute preliminary and final plans and all supporting disciplines (signing and marking, erosion control, R/W, Utilities,) as well as all special provisions, all design files, and supporting documentation.
7. Related Key Team Leaders:
- A. Roadway Design Lead
 - B. Bridge Design Lead
 - C. NEPA Lead
8. An expected schedule includes the following milestone dates:
- A. Notice to Proceed - Q3 FY 2022
 - B. Scoping Report - Q4 FY 2024
 - C. Right of Way Authorization - Q2 FY 2028
 - D. Construction Authorization - Q2 FY 2030

EXHIBIT I-3

Project/Contract

1. Project Number: N/A
2. PI Number: 0017729
3. County: Dawson
4. Description: SR 53 @ Thompson Creek
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.01	Rural Roadway Design

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.10	Traffic Projections
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design - CONDITIONAL
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESPCP) Preparation

6. Scope:

The Consultant shall provide concept development, field surveys and database enhancements, development of the environmental document including all required special studies, preliminary construction plans, roadway and bridge hydraulic and hydrological studies, preliminary bridge plans, signing and marking plans, final right-of-way plans (including revisions), erosion control plans, staging plans, final bridge plans and final construction plans (including revisions through project final acceptance). All required engineering studies are considered part of the Scope of Services. All deliverables shall be in accordance with the Plan Development Process, Electronic Data Guidelines, Plan Presentation Guide, NEPA and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Complete Field Surveys:

- 1) Provide Survey Control Package.
- 2) Provide OpenRoads Survey Database.
- 3) Staking for Bridge Site Inspection.
- 4) Staking for Right-of-Way (ROW) Acquisition.

B. Concept Report:

- 1) Traffic Studies.
- 2) Cost Estimates.
- 3) Initial Concept Team Meeting Preparation and Attendance.
- 4) Practical Alternatives Review (PAR) Activities, if needed.
- 5) Concept Team Meeting Preparation and Attendance.
- 6) Approved Concept Report.
- 7) Concept Design Data Book.
- 8) Public Involvement Plan (for GDOT's Approval).
- 9) Cost Estimate with Annual Updates, including Right-of-Way.

C. Environmental Document:

- 1) Necessary Environmental Special Studies, Survey Reports and Assessments of Effects (e.g., Air, Noise, History, Ecology, and Archaeology).
- 2) NEPA Documents:
 - a. Categorical Exclusion.
 - b. EA/FONSI.
 - c. NEPA and/or Special Studies Re-evaluation.
 - d. Section 4(f) Coordination.
- 3) Preparation of a Section 404 Permit Application.
- 4) Preparation of a Buffer Variance Application.
- 5) Conduct Section 408 Coordination, as needed.
- 6) Conduct Public Involvement.
- 7) Prepare for and Attend the Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR).
- 8) Prepare Mitigation Credit Application, if needed.

D. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Bridge Plans.
 - b. Preliminary Signing and Marking Plans.
 - c. Preliminary Erosion, Sedimentation and Pollution Control Plan (ESPCP).
 - d. Preliminary Utility Plans.
 - e. Preliminary Staging Plans.
 - f. Preliminary Drainage Design, including Municipal Separate Storm Sewer System (MS4),, if applicable.
- 2) Bridge Hydraulic Study.
- 3) Bridge Foundation Investigation (BFI) Report.
- 4) Pavement Evaluation/UST/Soil Survey.
- 5) Avoidance & Minimization Measures Meeting (A3M) Participation.
- 6) Constructability Meeting Participation.
- 7) Cost Estimate with Annual Updates.
- 8) Location and Design Report.
- 9) PFPR Participation, Report, and Responses (All plan sets and other information requested by Engineering Services).

E. Right-of-Way (ROW) Plans:

- 1) Prepare ROW Plans and Coordinate ROW Staking.
- 2) ROW Revisions during Acquisition, as needed.

F. Utilities:

- 1) 1st and 2nd Utility Submittals, including Railroad (RR).
- 2) Utility Plans and Utility Relocation Plans, as required.

G. Final Design:

1) Complete Final Roadway Plans:

- a. Final Bridge Plans (LRFD).
- b. Final Signing and Marking Plans.
- c. Final ESPCP.
- d. Final Utility Plans.
- e. Final Staging Plans.
- f. Final Drainage Design including Municipal Separate Storm Sewer System (MS4), if applicable.
- g. Constructability Review Meeting Participation.

- 2) FFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).
- 3) Corrected FFPR Plans.
- 4) Annual Cost Estimate Updates and Final Cost Estimate.
- 5) Final PS&E Package.
- 6) Amendments and Revisions.

H. Construction:

- 1) Use on Construction Revisions.
- 2) Review Shop Drawings.

I. Quality Control/Quality Assurance Reviews for All Deliverables.

J. Attendance in, and Meeting Minutes of, Monthly Meetings to Discuss Progress and/or Issues (Additional meetings may be required to resolve major project issues).

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. Bridge Design Lead
- C. NEPA Lead

8. The Following Milestone Dates are Proposed:

- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 23
- B. Limited Concept report submittal – Q2 FY 24
- C. PFPR – Q3 FY 25
- D. FFPR – Q3 FY 26
- E. Let Contract – Q1 FY 27

EXHIBIT I-4

Project/Contract

1. Project Number: N/A
2. PI Number: 0017732
3. County: Habersham
4. Description: SR 17/SR 115 @ Soquee River
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.01	Rural Roadway Design

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.10	Traffic Projections
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design - CONDITIONAL
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESPCP) Preparation

6. Scope:

The Consultant shall provide concept development, field surveys and database enhancements, development of the environmental document including all required special studies, preliminary construction plans, roadway and bridge hydraulic and hydrological studies, preliminary bridge plans, signing and marking plans, final right-of-way plans (including revisions), erosion control plans, staging plans, lighting plans, final bridge plans and final construction plans (including revisions through project final acceptance). All required engineering studies are considered part of the Scope of Services. All deliverables shall be in accordance with the Plan Development Process, Electronic Data Guidelines, Plan Presentation Guide, Bridge and Structures Design Manual, NEPA and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Complete Field Surveys:

- 1) Provide Survey Control Package.
- 2) Provide OpenRoads Survey Database.
- 3) Staking for Bridge Site Inspection.
- 4) Staking for Right-of-Way (ROW) Acquisition.

B. Concept Report:

- 1) Traffic Studies.
- 2) Cost Estimates.
- 3) Initial Concept Team Meeting Preparation and Attendance.
- 4) Practical Alternatives Review (PAR) Activities, if needed.
- 5) Concept Team Meeting Preparation and Attendance.
- 6) Approved Concept Report.
- 7) Concept Design Data Book.
- 8) Public Involvement Plan (for GDOT's Approval).
- 9) Cost Estimate with Annual Updates, including Right-of-Way.

C. Environmental Document:

- 1) Necessary Environmental Special Studies, Survey Reports and Assessments of Effects (e.g., Air, Noise, History, Ecology, and Archaeology).
- 2) NEPA Documents:
 - a. Categorical Exclusion.
 - b. EA/FONSI.
 - c. NEPA and/or Special Studies Re-evaluation.
 - d. Section 4(f) Coordination.
- 3) Preparation of a Section 404 Permit Application.
- 4) Preparation of a Buffer Variance Application.
- 5) Conduct Section 408 Coordination, as needed.
- 6) Conduct Public Involvement.
- 7) Prepare for and Attend the Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR).
- 8) Prepare Mitigation Credit Application, if needed.

D. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Bridge Plans.
 - b. Preliminary Signing and Marking Plans.
 - c. Preliminary Erosion, Sedimentation and Pollution Control Plan (ESPCP).
 - d. Preliminary Utility Plans.
 - e. Preliminary Staging Plans.
 - f. Preliminary Drainage Design, including Municipal Separate Storm Sewer System (MS4), if applicable.
 - g. Preliminary Lighting Plans.
- 2) Bridge Hydraulic Study and Approved Preliminary Layout.
- 3) Bridge Foundation Investigation (BFI) Report.
- 4) Pavement Evaluation/UST/Soil Survey.
- 5) Avoidance & Minimization Measures Meeting (A3M) Participation.
- 6) Constructability Meeting Participation.
- 7) Cost Estimate with Annual Updates.
- 8) Location and Design Report.
- 9) PFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).

E. Right-of-Way (ROW) Plans:

- 1) Prepare ROW Plans and Coordinate ROW Staking.
- 2) ROW Revisions During Acquisition, as needed.

F. Utilities:

- 1) 1st and 2nd Utility Submittals, including Railroad (RR).
- 2) Utility Plans and Utility Relocation Plans as Required.

G. Final Design:

- 1) Complete Final Roadway Plans, including, but not limited to:
 - a. Final Bridge Plans (LRFD).
 - b. Final Signing and Marking Plans.
 - c. Final ESPCP.
 - d. Final Utility Plans.
 - e. Final Staging Plans.
 - f. Final Drainage Design including MS4, if applicable.
 - g. Constructability Review Meeting Participation.
 - h. Final Lighting Plans.
- 2) FFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).
- 3) Corrected FFPR Plans.
- 4) Annual Cost Estimate Updates and Final Cost Estimate.
- 5) Final PS&E Package.
- 6) Amendments and Revisions.

H. Construction:

- 1) Use on Construction Revisions.
- 2) Review Shop Drawings.

I. Quality Control/Quality Assurance Reviews for All Deliverables.

J. Attendance in, and Meeting Minutes of, Monthly Meetings to Discuss Progress and/or Issues (Additional meetings may be required to resolve major project issues).

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. Bridge Design Lead
- C. NEPA Lead

8. The Following Milestone Dates are Proposed:

- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 23
- B. Limited Concept report submittal – Q2 FY 24
- C. PFPR – Q3 FY 25
- D. FFPR – Q3 FY 26
- E. Let Contract – Q1 FY 27

EXHIBIT I-5

Project/Contract

1. Project Number: N/A
2. PI Number: 0017733
3. County: Habersham
4. Description: SR 255 @ Amys Creek
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.01	Rural Roadway Design

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.10	Traffic Projections
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design - CONDITIONAL
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESPCP) Preparation

6. Scope:

The Consultant shall provide concept development, field surveys and database enhancements, development of the environmental document including all required special studies, preliminary construction plans, roadway and bridge hydraulic and hydrological studies, preliminary bridge plans, signing and marking plans, final right-of-way plans (including revisions), erosion control plans, staging plans, final bridge plans and final construction plans (including revisions through project final acceptance). All required engineering studies are considered part of the scope of services. All deliverables shall be in accordance with the Plan Development Process, Electronic Data Guidelines, Plan Presentation Guide, Bridge and Structures Design Manual, NEPA and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Complete Field Surveys:

- 1) Provide Survey Control Package.
- 2) Provide OpenRoads Survey Database.
- 3) Staking for Bridge Site Inspection.
- 4) Staking for ROW Acquisition.

B. Concept Report:

- 1) Traffic Studies.
- 2) Cost Estimates.
- 3) Initial Concept Team Meeting Preparation and Attendance.
- 4))Practical Alternatives Review (PAR Activities, if needed.
- 5) Concept Team Meeting Preparation and Attendance.
- 6) Approved Concept Report.
- 7) Concept Design Data Book.
- 8) Public Involvement Plan (for GDOT's Approval).
- 9) Cost Estimate with Annual Updates, including Right-of-Way.

C. Environmental Document:

- 1) Necessary Environmental Special Studies, Survey Reports and Assessments of Effects (e.g., Air, Noise, History, Ecology, and Archaeology).
- 2) NEPA Documents:
 - a. Categorical Exclusion.
 - b. EA/FONSI.
 - c. NEPA and/or Special Studies Re-evaluation.
 - d. Section 4(f) Coordination.
- 3) Preparation of a Section 404 Permit Application.
- 4) Preparation of a Buffer Variance Application.
- 5) Conduct Section 408 Coordination, as needed.
- 6) Conduct Public Involvement.
- 7) Prepare for and Attend the Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR).
- 8) Prepare Mitigation Credit Application, if needed.

D. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Bridge Plans.
 - b. Preliminary Signing and Marking Plans.
 - c. Preliminary Erosion, Sedimentation and Pollution Control Plan (ESPCP).
 - d. Preliminary Utility Plans.
 - e. Preliminary Staging Plans.
 - f. Preliminary Drainage Design, including Municipal Separate Storm Sewer System (MS4), if applicable.
- 2) Bridge Hydraulic Study and Approved Preliminary Layout.
- 3) Bridge Foundation Investigation (BFI) Report.
- 4) Pavement Evaluation/UST/Soil Survey.
- 5) Avoidance & Minimization Measures Meeting (A3M) Participation.
- 6) Constructability Review Meeting Participation.
- 7) Cost Estimate with Annual Updates.
- 8) Location and Design Report.
- 9) PFPR Participation, Report, and Responses (All plan sets and other information requested by Engineering Services).

E. Right-of-Way (ROW) Plans:

- 1) Prepare ROW Plans and Coordinate ROW Staking.
- 2) ROW Revisions During Acquisition, as needed.

F. Utilities:

- 1) 1st and 2nd Utility Submittals.
- 2) Utility Plans and Utility Relocation Plans, as required.

G. Final Design:

- 1) Complete Final Roadway Plans:
 - a. Final Bridge Plans (LRFD).
 - b. Final Signing and Marking Plans.
 - c. Final ESPCP.
 - d. Final Utility Plans.
 - e. Final Staging Plans.
 - f. Final Drainage Design including MS4, if applicable.
 - g. Constructability Review Meeting Participation.
- 2) FFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).
- 3) Corrected FFPR Plans.
- 4) Annual Cost Estimate Updates and Final Cost Estimate.
- 5) Final PS&E Package.
- 6) Amendments and Revisions.

H. Construction:

- 1) Use on Construction Revisions.
- 2) Review Shop Drawings.

I. Quality Control/Quality Assurance Reviews for All Deliverables.

J. Attendance in, and Meeting Minutes of, Monthly Meetings to Discuss Progress and/or Issues (Additional meetings may be required to resolve major project issues).

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. Bridge Design Lead
- C. NEPA Lead

8. The Following Milestone Dates are Proposed:

- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 23
- B. Limited Concept report submittal – Q2 FY 24
- C. PFPR – Q3 FY 25
- D. FFPR – Q3 FY 26
- E. Let Contract – Q1 FY 27

EXHIBIT I-6

Project/Contract

1. Project Number: N/A
2. PI Number: 0017734
3. Counties: Habersham/White
4. Description: SR 384 @ Chattahoochee River
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant** **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.01	Rural Roadway Design

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.10	Traffic Projections
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design - CONDITIONAL
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESPCP) Preparation

6. Scope:

The Consultant shall provide concept development, field surveys and database enhancements, development of the environmental document including all required special studies, preliminary construction plans, roadway and bridge hydraulic and hydrological studies, preliminary bridge plans, signing and marking plans, final right-of-way plans (including revisions), erosion control plans, staging plans, final bridge plans and final construction plans (including revisions through project final acceptance). All required engineering studies are considered part of the scope of services. All deliverables shall be in accordance with the Plan Development Process, Electronic Data Guidelines, Plan Presentation Guide, Bridge and Structures Design Manual, NEPA and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Complete Field Surveys:

- 1) Provide Survey Control Package.
- 2) Provide OpenRoads Survey Database.
- 3) Staking for Bridge Site Inspection.
- 4) Staking for ROW Acquisition.

B. Concept Report:

- 1) Traffic Studies.
- 2) Cost Estimates.
- 3) Initial Concept Team Meeting Preparation and Attendance.
- 4) Practical Alternatives Review (PAR) Activities, if needed.
- 5) Concept Team Meeting Preparation and Attendance.
- 6) Approved Concept Report.
- 7) Concept Design Data Book.
- 8) Public Involvement Plan (for GDOT's Approval).
- 9) Cost Estimate with Annual Updates, including Right-of-Way.

C. Environmental Document:

- 1) Necessary Environmental Special Studies, Survey Reports and Assessments of Effects (e.g., Air, Noise, History, Ecology, and Archaeology).
- 2) NEPA Documents:
 - a. Categorical Exclusion.
 - b. EA/FONSI.
 - c. NEPA and/or Special Studies Re-evaluation.
 - d. Section 4(f) Coordination.
- 3) Preparation of a Section 404 Permit Application.
- 4) Preparation of a Buffer Variance Application.
- 5) Conduct Section 408 Coordination, as needed.
- 6) Conduct Public Involvement.
- 7) Prepare for and Attend the Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR).
- 8) Prepare Mitigation Credit Application, if needed.

D. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Bridge Plans.
 - b. Preliminary Signing and Marking Plans.
 - c. Preliminary Erosion, Sedimentation and Pollution Control Plan (ESPCP).
 - d. Preliminary Utility Plans.
 - e. Preliminary Staging Plans.
 - f. Preliminary Drainage Design including Municipal Separate Storm Sewer System (MS4), if applicable.
- 2) Bridge Hydraulic Study and Approved Preliminary Layout.
- 3) Bridge Foundation Investigation (BFI) Report.
- 4) Pavement Evaluation/UST/Soil Survey.
- 5) Avoidance & Minimization Measures Meeting (A3M) Participation.
- 6) Constructability Review Meeting Participation.
- 7) Cost Estimate with Annual Updates.
- 8) Location and Design Report.
- 9) PFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).

E. Right-of-Way (ROW) Plans:

- 1) Prepare ROW Plans and Coordinate ROW Staking.
- 2) ROW Revisions During Acquisition, as needed.

F. Utilities:

- 1) 1st and 2nd Utility Submittals.
- 2) Utility Plans and Utility Relocation Plans, as required.

G. Final Design:

1) Complete Final Roadway Plans:

- a. Final Bridge Plans (LRFD).
- b. Final Signing and Marking Plans.
- c. Final ESPCP.
- d. Final Utility Plans.
- e. Final Staging Plans.
- f. Final Drainage Design, including MS4, if applicable.
- g. Constructability Review Meeting Participation.

- 2) FFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).
- 3) Corrected FFPR Plans.
- 4) Annual Cost Estimate Updates and Final Cost Estimate.
- 5) Final PS&E Package.
- 6) Amendments and Revisions.

H. Construction:

- 1) Use on Construction Revisions.
- 2) Review Shop Drawings.

I. Quality Control/Quality Assurance Reviews for All Deliverables.

J. Attendance in, and Meeting Minutes of, Monthly Meetings to Discuss Progress and/or Issues (Additional meetings may be required to resolve major project issues).

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. Bridge Design Lead
- C. NEPA Lead

8. The Following Milestone Dates are Proposed:

- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 23
- B. Limited Concept report submittal – Q2 FY 24
- C. PFPR – Q3 FY 25
- D. FFPR – Q3 FY 26
- E. Let Contract – Q1 FY 27

EXHIBIT I-7

Project/Contract

1. Project Number: N/A
2. PI Number: 0017735
3. County: Hall
4. Description: SR 283 @ Flat Creek
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.01	Rural Roadway Design

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.10	Traffic Projections
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design - CONDITIONAL
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESPCP) Preparation

6. Scope:

The Consultant shall provide concept development, field surveys and database enhancements, development of the environmental document including all required special studies, preliminary construction plans, roadway and bridge hydraulic and hydrological studies, preliminary bridge plans, signing and marking plans, final right-of-way plans (including revisions), erosion control plans, staging plans, final bridge plans and final construction plans (including revisions through project final acceptance). All required engineering studies are considered part of the scope of services. All deliverables shall be in accordance with the Plan Development Process, Electronic Data Guidelines, Plan Presentation Guide, Bridge and Structures Design Manual, NEPA and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Complete Field Surveys:

- 1) Provide Survey Control Package.
- 2) Provide OpenRoads Survey Database.
- 3) Staking for Bridge Site Inspection.
- 4) Staking for Right-of-Way (ROW) Acquisition.

B. Concept Report:

- 1) Traffic Studies.
- 2) Cost Estimates.
- 3) Initial Concept Team Meeting Preparation and Attendance.
- 4) Practical Alternatives Review (PAR) Activities, if needed.
- 5) Concept Team Meeting Preparation and Attendance.
- 6) Approved Concept Report.
- 7) Concept Design Data Book.
- 8) Public Involvement Plan (for GDOT's Approval).
- 9) Cost Estimate with Annual Updates, including Right-of-Way.

C. Environmental Document:

- 1) Necessary Environmental Special Studies, Survey Reports and Assessments of Effects (e.g., Air, Noise, History, Ecology, and Archaeology).
- 2) NEPA Documents:
 - a. Categorical Exclusion.
 - b. EA/FONSI.
 - c. NEPA and/or Special Studies Re-evaluation.
 - d. Section 4(f) Coordination.
- 3) Preparation of a Section 404 Permit Application.
- 4) Preparation of a Buffer Variance Application.
- 5) Conduct Section 408 Coordination, as needed.
- 6) Conduct Public Involvement.
- 7) Prepare for and Attend the Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR).
- 8) Prepare Mitigation Credit Application, if needed.

D. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Bridge Plans.
 - b. Preliminary Signing and Marking Plans.
 - c. Preliminary Erosion, Sedimentation and Pollution Control Plan (ESPCCP).
 - d. Preliminary Utility Plans.
 - e. Preliminary Staging Plans.
 - f. Preliminary Drainage Design including Municipal Separate Storm Sewer System (MS4), if applicable.
- 2) Bridge Hydraulic Study and Approved Preliminary Layout.
- 3) Bridge Foundation Investigation (BFI) Report.
- 4) Pavement Evaluation/UST/Soil Survey.
- 5) Avoidance & Minimization Measures Meeting (A3M) Participation.
- 6) Constructability Review Meeting Participation.
- 7) Cost Estimate with Annual Updates.
- 8) Location and Design Report.
- 9) PFPR Participation, Report, and Responses (All plan sets and other information requested by Engineering Services).

E. Right-of-Way (ROW) Plans:

- 1) Prepare ROW Plans and Coordinate ROW Staking.
- 2) ROW Revisions During Acquisition, as needed.

F. Utilities:

- 1) 1st and 2nd Utility Submittals.
- 2) Utility Plans and Utility Relocation Plans, as required.

G. Final Design:

- 1) Complete Final Roadway Plans:
 - a. Final Bridge Plans (LRFD).
 - b. Final Signing and Marking Plans.
 - c. Final ESPCP.
 - d. Final Utility Plans.
 - e. Final Staging Plans.
 - f. Final Drainage Design including MS4, if applicable.
 - g. Constructability Review Meeting Participation.
- 2) FFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).
- 3) Corrected FFPR Plans.
- 4) Annual Cost Estimate Updates and Final Cost Estimate.
- 5) Final PS&E Package.
- 6) Amendments and Revisions.

H. Construction:

- 1) Use on Construction Revisions.
- 2) Review Shop Drawings.

I. Quality Control/Quality Assurance Reviews for All Deliverables.

J. Attendance in, and Meeting Minutes of, Monthly Meetings to Discuss Progress and/or Issues (Additional meetings may be required to resolve major project issues).

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. Bridge Design Lead
- C. NEPA Lead

8. The Following Milestone Dates are Proposed:

- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 23
- B. Limited Concept report submittal – Q2 FY 24
- C. PFPR – Q3 FY 25
- D. FFPR – Q3 FY 26
- E. Let Contract – Q1 FY 27

EXHIBIT I-8

Project/Contract

1. Project Number: N/A
2. PI Number: 0017736
3. County: Hart
4. Description: SR 77 @ Shoal Creek
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.01	Rural Roadway Design

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.10	Traffic Projections
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design - CONDITIONAL
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESPCP) Preparation

6. Scope:

The Consultant shall provide concept development, field surveys and database enhancements, development of the environmental document including all required special studies, preliminary construction plans, roadway and bridge hydraulic and hydrological studies, preliminary bridge plans, signing and marking plans, final right-of-way plans (including revisions), erosion control plans, staging plans, final bridge plans and final construction plans (including revisions through project final acceptance). All required engineering studies are considered part of the scope of services. All deliverables shall be in accordance with the Plan Development Process, Electronic Data Guidelines, Plan Presentation Guide, Bridge and Structures Design Manual, NEPA and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Complete Field Surveys:

- 1) Provide Survey Control Package.
- 2) Provide OpenRoads Survey Database.
- 3) Staking for Bridge Site Inspection.
- 4) Staking for Right-of-Way (ROW) Acquisition.

B. Concept Report:

- 1) Traffic Studies.
- 2) Cost Estimates.
- 3) Initial Concept Team Meeting Preparation and Attendance.
- 4) Practical Alternatives Review (PAR) Activities, if needed.
- 5) Concept Team Meeting Preparation and Attendance.
- 6) Approved Concept Report.
- 7) Concept Design Data Book.
- 8) Public Involvement Plan (for GDOT's Approval).
- 9) Cost Estimate with Annual Updates, including Right-of-Way.

C. Environmental Document:

- 1) Necessary Environmental Special Studies, Survey Reports and Assessments of Effects (e.g., Air, Noise, History, Ecology, and Archaeology).
- 2) NEPA Documents:
 - a. Categorical Exclusion.
 - b. EA/FONSI.
 - c. NEPA and/or Special Studies Re-evaluation.
 - d. Section 4(f) Coordination.
- 3) Preparation of a Section 404 Permit Application.
- 4) Preparation of a Buffer Variance Application.
- 5) Conduct Section 408 Coordination, as needed.
- 6) Conduct Public Involvement.
- 7) Prepare for and Attend the Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR).
- 8) Prepare Mitigation Credit Application, if needed.

D. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Bridge Plans.
 - b. Preliminary Signing and Marking Plans.
 - c. Preliminary Erosion, Sedimentation and Pollution Control Plan (ESPCP).
 - d. Preliminary Utility Plans.
 - e. Preliminary Staging Plans.
 - f. Preliminary Drainage Design including Municipal Separate Storm Sewer System (MS4), if applicable.
- 2) Bridge Hydraulic Study and Approved Preliminary Layout.
- 3) Bridge Foundation Investigation (BFI) Report.
- 4) Pavement Evaluation/UST/Soil Survey.
- 5) Avoidance & Minimization Measures Meeting (A3M) Participation.
- 6) Constructability Review Meeting Participation.
- 7) Cost Estimate with Annual Updates.
- 8) Location and Design Report.
- 9) PFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).

E. Right-of-Way (ROW) Plans:

- 1) Prepare ROW Plans and Coordinate ROW Staking.
- 2) ROW Revisions During Acquisition, as needed.

F. Utilities:

- 1) 1st and 2nd Utility Submittals.
- 2) Utility Plans and Utility Relocation Plans, as required.

G. Final Design:

1) Complete Final Roadway Plans:

- a. Final Bridge Plans (LRFD).
- b. Final Signing and Marking Plans.
- c. Final ESPCP.
- d. Final Utility Plans.
- e. Final Staging Plans.
- f. Final Drainage Design, including MS4, if applicable.
- g. Constructability Review Meeting Participation.

- 2) FFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).
- 3) Corrected FFPR Plans.
- 4) Annual Cost Estimate Updates and Final Cost Estimate.
- 5) Final PS&E Package.
- 6) Amendments and Revisions.

H. Construction:

- 1) Use on Construction Revisions.
- 2) Review Shop Drawings.

I. Quality Control/Quality Assurance Reviews for All Deliverables.

J. Attendance in, and Meeting Minutes of, Monthly Meetings to Discuss Progress and/or Issues (Additional meetings may be required to resolve major project issues).

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. Bridge Design Lead
- C. NEPA Lead

8. The Following Milestone Dates are Proposed:

- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 23
- B. Limited Concept report submittal – Q2 FY 24
- C. PFPR – Q3 FY 25
- D. FFPR – Q3 FY 26
- E. Let Contract – Q1 FY 27

EXHIBIT I-9

Project/Contract

1. Project Number: N/A
2. PI Number: 0017737
3. County: Towns
4. Description: SR 17/SR 75 @ Soapstone Creek
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.01	Rural Roadway Design

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.10	Traffic Projections
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design - CONDITIONAL
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESPCP) Preparation

6. Scope:

The Consultant shall provide concept development, field surveys and database enhancements, development of the environmental document including all required special studies, preliminary construction plans, roadway and bridge hydraulic and hydrological studies, preliminary bridge plans, signing and marking plans, final right-of-way plans (including revisions), erosion control plans, staging plans, final bridge plans and final construction plans (including revisions through project final acceptance). All required engineering studies are considered part of the scope of services. All deliverables shall be in accordance with the Plan Development Process, Electronic Data Guidelines, Plan Presentation Guide, Bridge and Structures Design Manual, NEPA and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Complete Field Surveys:

- 1) Provide Survey Control Package.
- 2) Provide OpenRoads Survey Database.
- 3) Staking for Bridge Site Inspection.
- 4) Staking for Right-of-Way (ROW) Acquisition.

B. Concept Report:

- 1) Traffic Studies.
- 2) Cost Estimates.
- 3) Initial Concept Team Meeting Preparation and Attendance.
- 4) Practical Alternatives Review (PAR) Activities, if needed.
- 5) Concept Team Meeting Preparation and Attendance.
- 6) Approved Concept Report.
- 7) Concept Design Data Book.
- 8) Public Involvement Plan (for GDOT's Approval).
- 9) Cost Estimate with Annual Updates, including Right-of-Way.

C. Environmental Document:

- 1) Necessary Environmental Special Studies, Survey Reports and Assessments of Effects (e.g., Air, Noise, History, Ecology, and Archaeology).
- 2) NEPA Documents:
 - a. Categorical Exclusion.
 - b. EA/FONSI.
 - c. NEPA and/or Special Studies Re-evaluation.
 - d. Section 4(f) Coordination.
- 3) Preparation of a Section 404 Permit Application.
- 4) Preparation of a Buffer Variance Application.
- 5) Conduct Section 408 Coordination, as needed.
- 6) Conduct Public Involvement.
- 7) Prepare for and Attend the Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR).
- 8) Prepare Mitigation Credit Application, if needed.

D. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Bridge Plans.
 - b. Preliminary Signing and Marking Plans.
 - c. Preliminary Erosion, Sedimentation and Pollution Control Plan (ESPCP).
 - d. Preliminary Utility Plans.
 - e. Preliminary Staging Plans.
 - f. Preliminary Drainage Design including Municipal Separate Storm Sewer System (MS4), if applicable.
- 2) Bridge Hydraulic Study and Approved Preliminary Layout.
- 3) Bridge Foundation Investigation (BFI) Report.
- 4) Pavement Evaluation/UST/Soil Survey.
- 5) Avoidance & Minimization Measures Meeting (A3M) Participation.
- 6) Constructability Meeting Participation.
- 7) Cost Estimate with Annual Updates.
- 8) Location and Design Report.
- 9) PFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).

E. Right-of-Way (ROW) Plans:

- 1) Prepare ROW Plans and Coordinate ROW Staking.
- 2) ROW Revisions During Acquisition, as needed.

F. Utilities:

- 1) 1st and 2nd Utility Submittals, including Railroad (RR).
- 2) Utility Plans and Utility Relocation Plans, as required.

G. Final Design:

1) Complete Final Roadway Plans:

- a. Final Bridge Plans (LRFD).
- b. Final Signing and Marking Plans.
- c. Final ESPCP.
- d. Final Utility Plans.
- e. Final Staging Plans.
- f. Final Drainage Design, including MS4, if applicable.
- g. Constructability Review Meeting Participation.

- 2) FFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).
- 3) Corrected FFPR Plans.
- 4) Annual Cost Estimate Updates and Final Cost Estimate.
- 5) Final PS&E Package.
- 6) Amendments and Revisions.

H. Construction:

- 1) Use on Construction Revisions.
- 2) Review Shop Drawings.

I. Quality Control/Quality Assurance Reviews for All Deliverables.

J. Attendance in, and Meeting Minutes of, Monthly Meetings to Discuss Progress and/or Issues (Additional meetings may be required to resolve major project issues).

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. Bridge Design Lead
- C. NEPA Lead

8. The Following Milestone Dates are Proposed:

- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 23
- B. Limited Concept report submittal – Q2 FY 24
- C. PFPR – Q3 FY 25
- D. FFPR – Q3 FY 26
- E. Let Contract – Q1 FY 27

EXHIBIT I-10

Project/Contract

1. Project Number: N/A
2. PI Number: 0017739
3. County: White
4. Description: SR 17/SR 75 @ Chattahoochee River
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.04	Rural Interstate Highway Design

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.10	Traffic Projections
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design – CONDITIONAL
5.01	Land Surveying
5.02	Engineering Surveying
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESPCP) Preparation

6. Scope:

The Consultant shall provide concept development, field surveys and database enhancements, development of the environmental document including all required special studies, preliminary construction plans, roadway and bridge hydraulic and hydrological studies, preliminary bridge plans, signing and marking plans, final right-of-way plans (including revisions), erosion control plans, staging plans, final bridge plans and final construction plans (including revisions through project final acceptance). All required engineering studies are considered part of the scope of services. All deliverables shall be in accordance with the Plan Development Process, Electronic Data Guidelines, Plan Presentation Guide, Bridge and Structures Design Manual, NEPA and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Complete Field Surveys:

- 1) Provide Survey Control Package.
- 2) Provide OpenRoads Survey Database.
- 3) Staking for Bridge Site Inspection.
- 4) Staking for Right-of-Way (ROW) Acquisition.

B. Concept Report:

- 1) Traffic Studies.
- 2) Cost Estimates.
- 3) Initial Concept Team Meeting Preparation and Attendance.
- 4) Practical Alternatives Review (PAR) Activities, if needed.
- 5) Concept Team Meeting Preparation and Attendance.
- 6) Approved Concept Report.
- 7) Concept Design Data Book.
- 8) Public Involvement Plan (for GDOT's Approval).
- 9) Cost Estimate with Annual Updates, including Right-of-Way.

C. Environmental Document:

- 1) Necessary Environmental Special Studies, Survey Reports and Assessments of Effects (e.g., Air, Noise, History, Ecology, and Archaeology).
- 2) NEPA Documents:
 - a. Categorical Exclusion.
 - b. EA/FONSI.
 - c. NEPA and/or Special Studies Re-evaluation.
 - d. Section 4(f) Coordination.
- 3) Preparation of a Section 404 Permit Application.
- 4) Preparation of a Buffer Variance Application.
- 5) Conduct Section 408 Coordination, as needed.
- 6) Conduct Public Involvement.
- 7) Prepare for and Attend the Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR).
- 8) Prepare Mitigation Credit Application, if needed.

D. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Bridge Plans.
 - b. Preliminary Signing and Marking Plans.
 - c. Preliminary Erosion, Sedimentation and Pollution Control Plan (ESPCP).
 - d. Preliminary Utility Plans.
 - e. Preliminary Staging Plans.
 - f. Preliminary Drainage Design including Municipal Separate Storm Sewer System (MS4), if applicable.
- 2) Bridge Hydraulic Study and Approved Preliminary Layout.
- 3) Bridge Foundation Investigation (BFI) Report.
- 4) Pavement Evaluation/UST/Soil Survey.
- 5) Avoidance & Minimization Measures Meeting (A3M) Participation.
- 6) Constructability Meeting Participation.
- 7) Cost Estimate with Annual Updates.
- 8) Location and Design Report.
- 9) PFPR Participation, Report, and Responses (All plans sets and other information requested by Engineering Services).

E. Right-of-Way (ROW) Plans:

- 1) Prepare ROW Plans and Coordinate ROW Staking.
- 2) ROW Revisions During Acquisition, as needed.

F. Utilities:

- 1) 1st and 2nd Utility Submittals.
- 2) Utility Plans and Utility Relocation Plans, as required.

G. Final Design:

1) Complete Final Roadway Plans:

- a. Final Bridge Plans (LRFD).
- b. Final Signing and Marking Plans.
- c. Final ESPCP.
- d. Final Utility Plans.
- e. Final Staging Plans.
- f. Final Drainage Design, including MS4, if applicable.
- g. Constructability Review Meeting Participation.

- 2) FFPR Participation, Report, and Responses (All plan sets and other information requested by Engineering Services).
- 3) Corrected FFPR Plans.
- 4) Annual Cost Estimate Updates and Final Cost Estimate.
- 5) Final PS&E Package.
- 6) Amendments and Revisions.

H. Construction:

- 1) Use on Construction Revisions.
- 2) Review Shop Drawings.

I. Quality Control/Quality Assurance Reviews for All Deliverables.

J. Attendance in, and Meeting Minutes of, Monthly Meetings to Discuss Progress and/or Issues (Additional meetings may be required to resolve major project issues).

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. Bridge Design Lead
- C. NEPA Lead

8. The Following Milestone Dates are Proposed:

- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 23
- B. Limited Concept report submittal – Q2 FY 24
- C. FFPR – Q3 FY 25
- D. FFPR – Q3 FY 26
- E. Let Contract – Q1 FY 27

EXHIBIT I-11

Project/Contract

1. Project Numbers: NA
2. PI Number: 0017770
3. County: Henry
4. Description: SR 42 From CS 634/MLK Jr Blvd To CS 680/MarketPlace Blvd
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint-venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant** **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.02	Two-Lane or Multi-Lane Urban Highway Design

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.01	Statewide Systems Planning
1.02	Urban Area and Regional Transportation Planning
1.05	Alternate System and Corridor Location Planning
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.09	Location Studies
1.10	Traffic Projections
3.06	Traffic Operations Studies
3.07	Traffic Operations Design
3.09	Traffic Control Systems Analysis, Design and Implementation
3.10	Utility Coordination
3.12	Hydraulic and Hydrological Studies (Roadway)
3.13	Facilities for Bicycles and Pedestrians
3.15	Highway Lighting
4.01(a)	Minor Bridge Design
OR	
4.01(b)	Minor Bridge Design - CONDITIONAL
4.02	Major Bridges Design
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
5.03	Geodetic Surveying
	Must meet one of the Area Classes below in the 5.04 series.
5.04(a)	Aerial Photography/ Conventional Aircraft
5.04(b)	Aerial Photography/Unmanned Aircraft System (Concept Grade)
5.04(c)	Aerial Photography/Unmanned Aircraft System (Design Grade)
5.05	Aerial Photogrammetry

	Must meet one of the Area Classes below in the 5.06 series.
5.06(a)	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)
5.06(b)	Topographic Remote Sensing (Unmanned Aircraft System LIDAR) (Design Grade)
5.06(c)	Topographic Remote Sensing (Unmanned Aircraft System LIDAR) (Concept Grade)
5.06(d)	Topographic Remote Sensing (Sonar)
5.06(e)	Topographic Remote Sensing Thermal and Infrared Sensors
5.08	Subsurface Utility Engineering
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.03	Hydraulic and Hydrological Studies (Soils and Foundation)
6.05	Hazard Waste Site Assessment Studies
6.02	Bridge Foundation Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan (ESP/CP) Preparation

6. Scope:

The project proposes to widen SR 42 from CS 634/MLK Jr Blvd to CS 680/Marketplace Blvd in Henry County. The Consultant should consider a full range of alternatives to recommend the best concept to GDOT. At this time, the proposed project only has a scoping phase funded.

The proposed project will be delivered via a series of Task Orders throughout the Master Contract duration. Currently the project only has a scoping phase with no PE, ROW, or CST funds identified. Task Order 1 is anticipated to be some concept level activities with the anticipated deliverable to be a concept report. This initial task order will include the following:

- Examine the possibility of creating a one-way pair.
- Examine locations throughout the Norfolk Southern rail line within the project limits for multiple crossing points and rank them by type of crossing and feasibility.
- Provide existing and projected traffic and volume data on the affected road network.
- Provide railroad utilization data for the corridor within the study area including frequency, length, and average road travel delays due to blocked crossings.
- Provide safety information relative to the rail crossings within the study area.
- Identify restraints due to topography, utilities, flood, soils, other environmental factors, historic properties, and land use.
- Attend meetings with a Steering Committee and the City Council as needed and at least one meeting with the general public.
- Contact stakeholders.
- Present a minimum of two (2) up to five (5) alternatives with future impacts and cost estimates.

It is not likely that all standard concept activities will be completed due to limited scoping funds. All deliverables shall be in accordance with, but not limited to, the Plan Development Process (PDP), Electronic Data Guidelines (EDG), GDOT Design Policy Manual, GDOT Drainage Manual, GDOT Bridge and Structures Design Manual, Plan Presentation Guide, National / Georgia Env Policy Act (NEPA/GEPA) and the GDOT Environmental Procedures Manual.

The Consultant shall provide:

A. Concept Report:

- 1) Traffic Studies.
- 2) Conceptual right-of-way cost estimate utilizing vendor from GDOT's Right-of-Way services prequalified contractor list.
- 3) Conceptual construction cost estimate.
- 4) Prepare concept layouts and alignments alternatives.
- 5) Initial Concept meeting Preparation and Attendance.
- 6) Approved Concept Report.
- 7) Concept Design Data Book.
- 8) Concept Meeting Preparation and Attendance.

B. Environment Document:

- 1) GDOT will complete the Environmental Resource ID (Ecology, Archeology, & History) in advance of anticipated Consultant's Notice to Proceed. The Consultant will complete all other necessary Environmental Special Studies (Air, Aquatics, and Protected Species, as required) and Assessment of Effects (AOEs).
- 2) Agency coordination including multiple meetings to ensure consistency of expectations, design, and clearance limits.
- 3) Preparation of Section 404 Permit Application/Local Coordination Procedures.
- 4) Section 7 Coordination.
- 5) Protected Species Surveys including Aquatic & Terrestrial Surveys, as required.
- 6) Preparation of a Vegetative Buffer application.
- 7) Execution of Public Involvement Plan (PIP) including the Public Involvement (Public Information Open House (PIOH) and associated coordination with GDOT.
- 8) Prepare for and attend the Preliminary Field Plan Review (PFPR), Constructability Review, and Final Field Plan Review (FFPR).
- 9) Preparation of Environmental Commitments Table "Green Sheet" and Environmental Resource Impact Table (ERIT).
- 10) Certification for Let.
- 11) TPro and P6 Updates.

C. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Signing and Marking Plans.
 - b. Preliminary Signal Plans.
 - c. Preliminary Staging & Erosion Control Plans.
- 2) Preliminary Bridge Layouts, as required.
- 3) Cost Estimation System (CES) Preliminary cost estimate with annual updates.
- 4) Quality Assurance/Quality Control (QA/QC) Reviews.
- 5) Location and Design Report.
- 6) Preliminary Field Plan Review (PFPR) participation, report, and responses (All plan sets and other information requested by Engineering Services).
- 7) Traffic Studies.
- 8) Preliminary Construction plans.
- 9) Railroad Coordination.
- 10) Pavement Evaluation/UST & Monitoring wells/Soil Survey.
- 11) Pavement Type selection.
- 12) Constructability Review meeting.
- 13) Approved Pavement Design.

D. Survey:

- 1) Survey Control.
- 2) Complete Survey Database.
- 3) Property Information and Owners (with updates).
- 4) Complete stream hydraulic surveys streams.
- 5) Extend survey limits (if necessary).
- 6) Survey package report.

E. Right-of-Way (ROW) Plans:

- 1) Prepare, Revise and deliver final Right-of-Way plans.
- 2) Coordinated field review of right-of-way plans and staking.
- 3) Right-of-Way revisions during acquisitions.
- 4) Coordination with the GDOT Right-of-Way Office during acquisitions.
- 5) Location & Design Approval.

F. Final Design:

- 1) FFPR participation, report, and responses (All plans sets and other information requested by Engineering Services).
- 2) Erosion Control Plans.
- 3) Quality Assurance/Quality Control Reviews.

- 4) Corrected FFPR Plans.
- 5) Cost Estimation System (CES) Final cost estimate.
- 6) Final Plans, Specifications, and Estimates (PS&E) Package.
- 7) Amendments & Revisions.
- 8) Final Design Data Book.

- 9) Complete Final Roadway Plans:
 - a. Final Signing and Marking Plans.
 - b. Final Signal Plans.
 - c. Final Staging & Erosion Plans.

- 10) Utility Plans.

- 11) Update all Environmental Special Studies Reports:
 - a. History.
 - b. Ecology.
 - c. Archaeology.
 - d. Air.
 - e. Noise.
 - f. Freshwater Aquatic and other protected species surveys, as needed.

- 12) Pavement Evaluation.
- 13) Special Provisions.
- 14) Railroad Coordination.
- 15) Final Bridge Plans.
- 16) Bridge Foundation Studies.

G. Construction:

- 1) Use on Construction Revisions.
- 2) Site Condition Revisions.
- 3) Shop Drawings.

H. Quality Assurance/Quality Control Reviews for all deliverables.

I. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (Additional meetings may be required to resolve major project issues).

J. Prepare, reproduce, and distribute Field Plan Review (FPR) Packages, address/respond to comments, and make changes. The Consultant shall provide written responses to all Field Plan Review Reports to the Department's project manager no later than 48 hours prior to the distribution deadline.

K. Prepare, reproduce, and distribute preliminary and final plans and all supporting disciplines (signing and marking, erosion control, R/W, utilities,) as well as all special provisions, all design files, and supporting documentation.

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. Bridge Design Lead
- C. NEPA Lead

8. An expected schedule includes the following key milestone date:

Notice to Proceed - Q2 FY 2022

EXHIBIT I-12

Project/Contract

1. Project Numbers: N/A
2. PI Number: 0017845
3. County: Fulton
4. Description: SR 141 @ CS 119/State Bridge Road
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their subconsultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or subconsultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all subconsultants or joint-venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

- A. The **Prime Consultant** **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
3.02	Urban Roadway Design
3.03	Complex Urban Roadway Design

- B. The **Team** (either the Prime Consultant and/or one or more of their subconsultant team members) **MUST** be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.06(a)	NEPA Documentation
1.06(b)	History
1.06(c)	Air Studies
1.06(d)	Noise Studies
1.06(e)	Ecology
1.06(f)	Archaeology
1.06(g)	Freshwater Aquatic Surveys
1.10	Traffic Projections
3.06	Traffic Operations Studies
3.07	Traffic Operations Design
3.09	Traffic Control Systems Analysis, Design and Implementation
3.12	Hydraulic and Hydrological Studies (Roadway)
3.13	Bicycle and Pedestrian Facility Design
3.15	Highway Lighting and Outdoor Lighting
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.03	Hydraulic and Hydrologic Studies (Soils & Foundation)
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation and Pollution Control Plan (ESPCP) Preparation

6. Scope:

This is an intersection improvement, safety project proposed at the intersection of SR 141 @ State Bridge Road.

The Consultant shall provide the development of the following scopes of services items. All deliverables shall be in accordance with, but not limited to the Plan Development Process (PDP), Electronic Data Guidelines (EDG), GDOT Design Policy Manual, GDOT Drainage Manual, Plan Presentation Guide (PPG), National Environmental Policy Act (NEPA) and the Environmental Procedures Manual (EPM).

The Consultant shall provide:

A. Environmental Document:

- 1) Environmental Special Studies, Survey Reports, and Assessment of Effects for Air, Noise, Ecology, Aquatics, Archaeology, History, and NEPA.
- 2) Agency coordination including multiple meetings to ensure consistency of expectations, design, and clearance limits.
- 3) Preparation of Section 404 Permit Applications and Stream Buffer Variances.
- 4) Section 7 Coordination.
- 5) Protected Species Surveys including Aquatic and Terrestrial Surveys, as required.
- 6) NEPA Documents:
 - a. Environmental Approval.
 - b. NEPA Re-evaluations, as required.
- 7) Prepare for and attend the Preliminary Field Plan Review (PFPR), Constructability Review, and Final Field Plan Review (FFPR).
- 8) Certification for Right-of-Way.
- 9) Certification for Let.
- 10) TPro and P6 Updates.
- 11) Preparation of Environmental Commitments Table "Green Sheet" and Environmental Resource Impact Table (ERIT).

B. Preliminary Design:

- 1) Complete Preliminary Roadway Plans:
 - a. Preliminary Signing and Marking Plans.
 - b. Preliminary Signal Plans.
 - c. Preliminary Staging and Erosion Control Plans.
- 2) Cost Estimation System (CES) Preliminary Cost estimate with annual updates.
- 3) Quality Assurance/Quality Control Reviews.
- 4) Location and Design Report.
- 5) PFPR participation, report, plan production and distribution, and responses (All plan sets and other information requested by Engineering Services).
- 6) Traffic Studies.
- 7) Preliminary Construction Plans.
- 8) Pavement Evaluation/UST & Monitoring Wells/Soil Survey.
- 9) Pavement Type Selection.
- 10) Constructability Review Meeting.
- 11) Approved Pavement Design.
- 12) SUE Plans (Quality Level-B).

C. Right-of-Way (ROW) Plans:

- 1) Prepare, revise and deliver final Right-of-Way plans.
- 2) Coordinated field review of right-of-way plans and staking.
- 3) Right-of-Way revisions during acquisition.
- 4) Coordination with the GDOT Right-of-Way Office during acquisition.
- 5) Location and Design Approval.
- 6) Attend Property Owners Meeting.

D. Final Design.

- 1) FFPR participation, report, plan production and distribution, and responses (All plan sets and other information requested by Engineering Services).
- 2) Erosion Control Plans.
- 3) Quality Assurance/Quality Control Reviews.

- 4) Corrected FFPR Plans.
- 5) Cost Estimation System (CES) Final Cost Estimate.
- 6) Final Plans, Specifications, and Estimates (PS&E) Package.
- 7) Amendments and Revisions.
- 8) Final Design Databook.

9) Complete Final Roadway Plans:

- a. Final Signing and Marking Plans.
- b. Final Signal Plans.
- c. Final Staging and Erosion Control Plans.

10) Utility Plans.

11) Update Environmental Special Studies and NEPA re-evaluation:

- a. History.
- b. Ecology.
- c. Archaeology.
- d. Air.
- e. Noise.
- f. Freshwater Aquatic and other protected species surveys, as needed.

12) Special Provisions.

E. Construction:

- 1) Use on Construction Revisions.
- 2) Site Condition Revisions.

F. Quality Assurance/Quality Control Reviews for all deliverables.

G. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (Additional meetings may be required to resolve major project issues).

H. All special provisions, design files, supporting documentation, analyses, and studies.

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. NEPA Lead

8. An expected schedule includes the following milestone dates:

- A. Notice to Proceed – Q3 FY 2022
- B. Right-of-Way Authorization – Q4 FY 2023
- C. Construction Authorization – Q4 FY 2024

**EXHIBIT II
CERTIFICATION FORM**

I, _____, being duly sworn, state that I am _____ (title) of _____

_____ (firm) and hereby duly certify that I have read and understand the information presented in the attached proposal and any enclosure and exhibits thereto.

Initial each box below indicating certification. The person initialing must be the same person who signs the Certification Form. (If unable to initial any box for any reason, place an "X" in the applicable box and attach a statement explaining the non-certification. The Department will review and make a determination as to whether or not the firm shall be considered further or disqualified).

I further certify that to the best of my knowledge the information given in response to the Request for Qualifications is full, complete and truthful.

I further certify that the submitting firm and any principal employee of the submitting firm has not, in the immediately preceding five (5) years, been convicted of any crime of moral turpitude or any felony offense, nor has had their professional license suspended, revoked or been subjected to disciplinary proceedings, nor is any team members/principals currently under indictment for any reason related to actions on public infrastructure projects.

I further certify that I understand that Firms included on the current Federal list of firms suspended or debarred are not eligible for selection and that the submitting firm has not, in the immediately preceding five (5) years, been suspended or debarred from contracting with any federal, state or local government agency, and further, that the submitting firm is not now under consideration for suspension or debarment from any such agency.

I further certify that the submitting firm has not in the immediately preceding five (5) years been defaulted in any federal, state or local government agency contract and further, that the submitting firm is not now under any notice of intent to default on any such contract, nor has been removed from a contract or failed to complete a contract as assigned due to cause or default.

I further certify that the firm or any affiliate(s) has not been involved in any arbitration, litigation, mediation, dispute review board or other dispute resolution proceeding with a client, business partner, or government agency in the last five (5) years involving an amount in excess of \$500,000 related to performance on public infrastructure projects.

I further certify that there are not any pending regulatory inquiries that could impact our ability to provide services if we are the selected consultant.

I further certify that there are no possible conflicts of interest created by our consideration in the selection process or by our involvement in the project.

I further certify that the submitting firm's annual average revenue for the past five (5) years is sufficient to allow the services to be delivered effectively by our firm and that there are no trends in the revenue which may be concerning other than normal market fluctuations.

I further certify that in regards to Audit and Accounting System Requirements, that the submitting firm:

- I. Has an accounting system in place to meet requirements of 48 CFR Part 31 and, in the case of non-profit organizations, OMB Circular A-122.
- II. Has submitted its yearly Certified Public Accountant overhead audit if it currently has an aggregate contract amount exceeding \$250,000.
- III. Has no significant outstanding deficient audit findings from previous contracts with GDOT that have not been resolved.
- IV. Is responsible for being reasonably assured that all sub-consultant(s) presented as a part of the proposed team are similarly in compliance with the above requirements.

I acknowledge, agree and authorize, and certify that the proposer acknowledges, agrees and authorizes, that GDOT may, by means that either deems appropriate, determine the accuracy and truth of the information provided by the proposer and that the GDOT may contact any individual or entity named in the Statement of Qualifications for the purpose of verifying the information supplied therein.

I acknowledge and agree that all of the information contained in the Statement of Qualifications is submitted for the express purpose of inducing the GDOT to award a contract.

A material false statement or omission made in conjunction with this proposal is sufficient cause for suspension or debarment from further contracts, or denial or rescission of any contract entered into based upon this proposal thereby precluding the firm from doing business with, or performing work for, the State of Georgia. In addition, such false statement or omission may subject the person and entity making the proposal to criminal prosecution under the laws of the State of Georgia of the United States, including but not limited to O.C.G.A. §16-10-20, 18 U.S.C. §§1001 or 1341.

Sworn and subscribed before me

This ____ day of _____, 20____.

Signature

NOTARY PUBLIC

My Commission Expires: _____

NOTARY SEAL

EXHIBIT III

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Consultant's Name:	
Address:	
Solicitation No./Contract No.:	RFQ-484-051121
Solicitation/Contract Name:	Batch #1 - 2021 Engineering Design Services

CONSULTANT AFFIDAVIT

By executing this affidavit, the undersigned Consultant verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, entity or corporation which is engaged in the physical performance of services on behalf of the Georgia Department of Transportation has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned Consultant will continue to use the federal work authorization program throughout the contract period and the undersigned Consultant will contract for the physical performance of services in satisfaction of such contract only with sub-consultants who present an affidavit to the Consultant with the information required by O.C.G.A. § 13-10-91(b). Consultant hereby attests that its federal work authorization user identification number and date of authorization are as follows:

 Federal Work Authorization User Identification Number
 (EEV/E-Verify Company Identification Number)

 Date of Authorization

 Name of Consultant

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

 Printed Name (of Authorized Officer or Agent of Consultant)

 Title (of Authorized Officer or Agent of Consultant)

 Signature (of Authorized Officer or Agent)

 Date Signed

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE

____ DAY OF _____, 20____

 Notary Public

[NOTARY SEAL]

My Commission Expires: _____

EXHIBIT IV
Area Class Summary Example

Respondents should complete a table similar to the below and indicate by placing an "X" in the appropriate column indicating the firm which meets each required area class for each specific project with particular emphasis on the area classes which the Prime must hold as well as the sub-consultants. The below table is a full listing of all area classes. Since no single advertisement would require every area class, Respondents should delete all the area classes which are not applicable to the project they are pursuing and only include the ones applicable. Particular attention should be paid to the date that consultants certificate expires.

Area Class #	Area Class Description	Prime Consultant Name	Sub-Consultant #1 Name	Sub-Consultant #2 Name	Sub-Consultant #3 Name	Sub-Consultant #4 Name	Sub-Consultant #5 Name	Sub-Consultant #6 Name
	DBE – Yes/No ->							
	Prequalification Expiration Date							
1.01	Statewide Systems Planning							
1.02	Urban Area and Regional Transportation Planning							
1.03	Aviation Systems Planning							
1.04	Mass and Rapid Transportation Planning							
1.05	Alternate Systems Planning							
1.06(a)	NEPA Documentation							
1.06(b)	History							
1.06(c)	Air Studies							
1.06(d)	Noise Studies							
1.06(e)	Ecology							
1.06(f)	Archaeology							
1.06(g)	Freshwater Aquatic Surveys							
1.06(h)	Bat Surveys							
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)							
1.08	Airport Master Planning (AMP)							
1.09	Location Studies							
1.10	Traffic Projections							
1.11	Traffic and Toll Revenue Studies							
1.12	Major Investment Studies							
1.13	Non-Motorized transportation Planning							
2.01	Mass Transit Program (Systems Management)							
2.02	Mass Transit Feasibility and Technical Studies							
2.03	Mass Transit Vehicle and Propulsion System							
2.04	Mass Transit Controls, Communication and Information Systems							
2.05	Mass Transit Architectural Engineering							
2.06	Mass Transit Unique Structures							
2.07	Mass Transit Electrical and Mechanical System							
2.08	Mass Transit Operations Management and Support Services							
2.09	Airport Design (AD)							
2.10	Mass Transit Program (Systems Marketing)							
3.01	Two-Lane or Multi-lane Rural Roadway Design							
3.02	Two-Lane or Multi-lane urban Roadway Design							
3.03	Multi-Lane Urban Roadway Widening and Reconstruction							
3.04	Multi-lane Rural Interstate Limited Access Design							
3.05	Multi-lane Urban Interstate Limited Access Design							
3.06	Traffic Operations Studies							
3.07	Traffic Operations Design							
3.08	Landscape Architecture Design							

3.09	Traffic Control Systems Analysis, Design and Implementation							
3.10	Utility Coordination							
3.11	Architecture							
3.12	Hydraulic and Hydrological Studies (Roadway)							
3.13	Facilities for Bicycles and Pedestrians							
3.14	Historic Rehabilitation							
3.15	Highway and Outdoor Lighting							
3.16	Value Engineering (VE)							
3.17	Toll Facilities Infrastructure Design							
4.01	Minor Bridge Design							
4.02	Major Bridge Design							
4.04	Hydraulic and Hydrological Studies (Bridges)							
4.05	Bridge Inspection							
5.01	Land Surveying							
5.02	Engineering Surveying							
5.03	Geodetic Surveying							
5.04(a)	Aerial Photography/Conventional Aircraft							
5.04(b)	Aerial Photography/Unmanned Aircraft System (Concept Grade)							
5.04(c)	Aerial Photography/Unmanned Aircraft System (Design Grade)							
5.05	Aerial Photogrammetry							
5.06(a)	Topographic Remote Sensing (LIDAR) (Conventional Aircraft, Terrestrial Sensors and Mobile Vehicle, Boat, or Rail Units) (Design Grade)							
5.06(b)	Topographic Remote Sensing (Unmanned Aircraft System LIDAR) (Design Grade)							
5.06(c)	Topographic Remote Sensing (Unmanned Aircraft System LIDAR) (Concept Grade)							
5.06(d)	Topographic Remote Sensing (Sonar)							
5.06(e)	Topographic Remote Sensing Thermal and Infrared Sensors							
5.07	Cartography							
5.08	Overhead/Subsurface Utility Engineering (SUE)							
6.01(a)	Soil Survey Studies							
6.01(b)	Geological and Geophysical Studies							
6.02	Bridge Foundation Studies							
6.03	Hydraulic and Hydrologic Studies (Soils & Foundation)							
6.04(a)	Laboratory Testing of Roadway Construction Materials							
6.04(b)	Field Testing of Roadway Construction Materials							
6.05	Hazardous Waste Site Assessment Studies							
8.01	Construction Engineering and Supervision							
9.01	Erosion, Sedimentation, and Pollution Control Plan							
9.02	Rainfall and Runoff Reporting							
9.03	Field Inspection for Erosion Control							

ATTACHMENT 1

Submittal Formats for GDOT
Batch #1 - 2021 Engineering Design Services

	# of Pages Allowed
Cover Page	-> 1
A. Contract Consideration Checklist	-> 1
B. Administrative Requirements	
1. Basic Company Information	
a. Company name	
b. Company Headquarter Address	
c. Contact Information	
d. Company Website	
e. Georgia Addresses	
f. Staff	
g. Ownership	Excluded
2. Notarized Certification Form (Exhibit II) for Prime	-> 1
3. Notarized Georgia Security and Immigration Compliance Act Affidavit (Exhibit III)	-> 1
4. Signed Cover Page of any Addenda Issued	-> 1 (each addenda)
C. Experience and Qualifications	
1. Project Manager	
a. Education	
b. Registration	
c. Relevant engineering experience	
d. Relevant project management experience	
e. Relevant experience using GDOT specific processes, etc.	2
2. Key Team Leader Experience	
a. Education	
b. Registration	
c. Relevant experience in applicable resource area	
d. Relevant experience using GDOT specific processes, etc.	1 (each)
3. Prime's Experience	
a. Client name, project location, and dates	
b. Description of overall project and services performed	
c. Duration of project services provided	
d. Experience using GDOT specific processes, etc.	
e. Clients current contact information	
f. Involvement of Key Team Leaders	2
4. Area Class Table and Notice of Professional Consultant Qualifications for Prime and Sub-Consultants	-> Excluded
D. Resources/Workload Capacity	
1. Overall Resources	
a. Organization chart	-> Excluded
b. Primary office to handle project and staff description of office and benefits of office	
c. Narrative on Additional Resource Areas and Ability	1
2. Project Manager Commitment Table	-> Excluded
3. Key Team Leaders Project commitment table	-> Excluded

**Project Consideration Checklist –
RFQ-484-051121
Batch #1 - 2021 Engineering Design Services**

This form must be completed and included in the Statement of Qualification(s) in Section VI. A. Contract Consideration Checklist with **all** applicable boxes checked.

This form **will NOT** be counted in the maximum number of pages.

ALL The submitted team meets the prequalification requirements for **All** projects and would like to be considered on **All** projects.

OR

The submitted team meets the prequalification requirements and would like to be considered on the following checked contracts.

Contract #	PI #	Count(ies)	Project Description
1	0013064	Meriwether/Pike	SR 109 FROM SR 41/MERIWETHER TO SR 18/PIKE
2	0013591	Catoosa	SR 3 FROM SR 151 TO SR 146
3	0017729	Dawson	SR 53 @ THOMPSON CREEK
4	0017732	Habersham	SR 17/SR 115 @ SOQUEE RIVER
5	0017733	Habersham	SR 255 @ AMYS CREEK
6	0017734	Habersham/White	SR 384 @ CHATTAHOOCHEE RIVER
7	0017735	Hall	SR 283 @ FLAT CREEK
8	0017736	Hart	SR 77 @ SHOAL CREEK
9	0017737	Towns	SR 17/SR 75 @ SOAPSTONE CREEK
10	0017739	White	SR 17/SR 75 @ CHATTAHOOCHEE RIVER
11	0017770	Henry	SR 42 FROM CS 634/MLK JR BLVD TO CS 680/MARKETPLACE BLVD
12	0017845	Fulton	SR 141 @ CS 119/STATE BRIDGE ROAD

ADDENDUM NO. 1

ISSUE DATE: 4/28/2021

This Addendum shall become and form a part of the RFQ for:

RFQ-484-051121 – Batch #1 – 2021 Engineering Design Services

NOTE: PLEASE REVIEW CAREFULLY! THERE MAYBE CHANGES TO THE INFORMATION TO BE PROVIDED. FAILURE TO ADHERE TO ANY CHANGES ADDRESSED IN THIS ADDENDUM MAY RESULT IN DISQUALIFICATION.

In the event of a conflict between previously released information and the information contained herein, the latter shall control.

NOTE: A signed acknowledgment of this addendum (this page) MUST be attached to your SUBMITTAL for Phase I.

Firm Name _____

Signature _____ Date _____

Typed Name and Title _____

Georgia Department of Transportation (GDOT)
Office of Transportation Services Procurement
One Georgia Center
600 West Peachtree Street, NW
19th Floor
Atlanta, Georgia 30308

This Addendum, including all questions and answers, shall become and form a part of the original RFQ package and shall be taken into account when preparing your proposal.

The purpose of this addendum is to provide the answers to the written questions received during the question and answer period of the RFQ Phase as follows:

	Questions	Answers
1.	Our current prequalification does not expire until August 9, 2021. We are currently prequalified in 5.06 Remote Sensing. Will this suffice for this area class for this RFQ submittal?	If a consultant is currently prequalified in 5.06, they are considered “grandfathered in” and are prequalified in area classes 5.06(a), 5.06(b), 5.06(c), 5.06(d) and 5.06(e). When it comes time for the consultant to renew their prequalification status, they will have to choose which new area classes to apply for (5.06(a), 5.06(b), 5.06(c), 5.06(d), 5.06(e) since 5.06 has been discontinued. Please note: if the consultant wishes to apply for 5.06(b) they will have to fly and pass the GDOT UAS test site.
2.	Exhibit I-1, Section 6.A Part 4 states: “Right-of-way cost estimates must be completed by a GDOT prequalified right-of-way consultant.” The prequalification area classes listed in Sections 5.A. and 5.B do not include right-of-way consultant area classes. What right-of-way consultant area class is required to perform this service? Is this area class a requirement of the Prime Consultant or the Team? If it is required, will the prime consultant be required to demonstrate this prequalification as required by submission instructions?	Right-of-Way (ROW) area classes are not required as part of project delivery. Firms just need to make sure when submitting the annual ROW cost estimate, it is performed by a consultant prequalified by GDOT to perform this task. The prequalified list can be found here: http://www.dot.ga.gov/PartnerSmart/Documents/ROW/RW-ValuationAppraiser.pdf ROW cost estimates will not be accepted if not performed by a firm or individual from this list.

3.	Should survey area classes be included as part of Contract #12?	No. Survey will be completed by GDOT and is not required as part of this contract.
4.	No Database phase is listed in the scope (Exhibit I-12). Please confirm if an approved database is being provided by the Department.	See Answer to Question 3.
5.	In reference to Contract 12, PI # 0017845 / Fulton County, SR 141 at CS 119/State Bridge Road: Are we able to add a Key Team Member resume for Traffic Operations and Design?	No. A Key team lead resume for Traffic Operations and Design is not required for this Contract.
6.	Contract 12 (Exhibit I-12) does not require a Traffic Key Team Lead. Are traffic studies being provided by the Department or through another contract? It seems the traffic studies/analysis would be a major role in this type of alternative intersection project.	See Answer to Question #5. Traffic studies will be completed by GDOT.
7.	In reference to Contract 12, PI # 0017845 / Fulton County, SR 141 at CS 119/State Bridge Road: Will concept validation be a part of the scope since concept development is not included?	No, the approved concept will be provided by GDOT.
8.	No Concept Development phase is listed in the scope (Exhibit I-12). Please confirm if an approved Concept Report being provided by the Department.	See Answer to Question #7.

ADDENDUM NO. 2

ISSUE DATE: 5/24/2021

This Addendum shall become and form a part of the RFQ for:

RFQ-484-051121 – Batch #1 – 2021 Engineering Design Services

NOTE: PLEASE REVIEW CAREFULLY! THERE MAYBE CHANGES TO THE INFORMATION TO BE PROVIDED. FAILURE TO ADHERE TO ANY CHANGES ADDRESSED IN THIS ADDENDUM MAY RESULT IN DISQUALIFICATION.

In the event of a conflict between previously released information and the information contained herein, the latter shall control.

NOTE: THIS ADDENDUM IS FOR NOTIFICATION PURPOSES ONLY FOR:

Georgia Department of Transportation (GDOT)
Office of Transportation Services Procurement
One Georgia Center
600 West Peachtree Street, NW
19th Floor
Atlanta, Georgia 30308

The purpose of this addendum is to provide an update to the RFQ to confirm the following:

RFQ Section X: GDOT Terms and Conditions, Item H. Right to Cancel or Change RFQ, 1st paragraph states:

GDOT reserves the right to cancel any and all Request for Qualifications where it is determined to be in the best interest of the Department to do so. GDOT reserves the right to increase, reduce, add or delete any item in this solicitation as deemed necessary.

Therefore, Exhibit I-11, Project/Contract 11, PI Number: 0017770, SR 42 FROM CS 634/MLK JR BLVD TO CS 680/MARKETPLACE BLVD, is being DELETED in its entirety.

SUBMISSION & PRESCREENING CHECKLIST

SOLICITATION #:	RFQ-484-051121, Contract 2	 <p style="font-size: small; margin-top: 5px;">Georgia Department of Transportation</p>
SOLICITATION TITLE:	Batch #1 - 2021 Engineering Design Services	
SOLICITATION DUE DATE:	May 11, 2021	
SOLICITATION TIME DUE:	2:00pm	

No.	Consultants	Date	Time	Exhibit II - Certification	Exhibit III - GSICAA	Signed Addendum if Applicable	Compliant with Page # Limitations	Compliant with Required Format	Consideration CheckList
1	American Engineers, Inc.	5/10/2021	1:59 PM	X	X	X	X	X	X
2	American Consulting Professionals, LLC	5/11/2021	11:28 AM	X	X	X	X	X	X
3	Atlas Technical Consultants, LLC	5/11/2021	12:09 PM	X	X	X	X	X	X
4	Barge Design Solutions, Inc.	5/11/2021	12:47 PM	X	X	X	X	X	X
5	CDM Smith, Inc.	5/11/2021	12:13 PM	X	X	X	X	X	X
6	EXP U.S. Services, Inc.	5/11/2021	9:08 AM	X	X	X	X	X	X
7	Gresham Smith	5/11/2021	11:44 AM	X	X	X	X	X	X
8	Heath & Lineback Engineers, Inc.	5/11/2021	1:24 PM	X	X	X	X	X	X
9	Holt Consulting Company, LLC	5/11/2021	12:50 PM	X	X	X	X	X	X
10	KCI Technologies, Inc.	5/11/2021	12:58 PM	X	X	X	X	X	X
11	Kimley-Horn and Associates, Inc.	5/11/2021	12:17 PM	X	X	X	X	X	X
12	Long Engineering, LLC	5/11/2021	1:52 PM	X	X	X	X	X	X
13	Moffatt & Nichol, Inc.	5/10/2021	4:27 PM	X	X	X	X	X	X
14	Mott MacDonald, LLC	5/11/2021	12:12 PM	X	X	X	X	X	X
15	NV5 Engineers and Consultants, Inc.	5/11/2021	10:48 AM	X	X	X	X	X	X
16	Parsons Transportation Group, Inc.	5/11/2021	1:06 PM	X	X	X	X	X	X
17	Qk4, Incorporated	5/11/2021	1:44 PM	X	X	X	X	X	X
18	RS&H, Inc.	5/11/2021	8:22 AM	X	X	X	X	X	X
19	Rummel, Klepper & Kahl, LLP (RK&K)	5/11/2021	11:46 AM	X	X	X	X	X	X
20	Stantec Consulting Services, Inc.	5/11/2021	12:02 PM	X	X	X	X	X	X
21	T.Y. Lin International, Inc.	5/11/2021	12:07 PM	X	X	X	X	X	X
22	TranSystems Corporation	5/11/2021	11:58 AM	X	X	X	X	X	X
23	WSP USA, Inc.	5/11/2021	12:35 PM	X	X	X	X	X	X

GDOT GUIDE FOR SELECTION COMMITTEE MEMBERS

RFQ-484-051121

Batch #1 – 2021 Engineering Design Services

Contract 2 – PI #0013591

This ENTIRE GUIDE must be reviewed carefully by all Selection Committee Members BEFORE the evaluation of submittals.

Coordination and Communication

Folayan Battle will coordinate the overall submittal evaluation process and serve as Facilitator of any Selection Committee Meetings through the completion of the evaluation. All Committee members will be provided copies of submittals and related information, and will be notified of any proposed (if applicable) meetings, conference calls, and deadlines. **IMPORTANT-** *All written communication* (e-mails, memos, scoresheets, handwritten notes in SOQs, Proposals, etc.) related to the evaluation can be subject to public record. Therefore, all such communication should be limited to objective and verifiable information.

Evaluation Process

The evaluation and scoring will be handled in two phases. Phase I will be the evaluation of the written Statements of Qualifications received from all respondents. Phase II will be the evaluation of the written responses from the Finalists. The scoring for the Finalists will be carried forward from Phase I and added to the scores from Phase II to determine the highest ranked Finalists and hence with whom negotiations will be initiated. The criteria to be utilized in the evaluation and scoring are as follows:

Phase I

- **Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – (20% or 200 Points)**
- **Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – (30% or 300 Points)**

Phase II

- **Technical Approach – (40% or 400 Points)**
- **Past Performance – (10% or 100 Points)**

Phase I Evaluation of Statements of Qualifications

Evaluation of Eligible Submittals

Submittals determined eligible must be read thoroughly with careful attention to the presence of required submittal content. The reader should keep the evaluation criteria in mind when assessing each submittal. As Reviewers read the responses, they will determine the rating for each criteria as follows:

- Poor = Does Not have minimum qualifications/availability
- Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects
- Adequate = Meets minimum qualification/availability and is generally capable of performing work
- Good = More than meets minimum qualifications/availability and exceeds in some aspects
- Excellent = Fully meets qualifications/availability and exceeds in several or all areas

Directions for use of the Evaluation Preliminary Scoring Forms:

Scoring forms will be distributed to all Selection Committee members along with copies of submittals which were received and validated. Evaluators will have the option of using the hard copy forms or an electronic version of the form. However, to ensure that Open Records Request can be filled in compliance with the law, Evaluators who choose to use the electronic version of the form should only maintain one version of the form and must provide the electronic version of the form to Procurement. Each evaluator will use their numbered scoring form for scoring all submittals. Evaluators must ensure that the name of the Firm being evaluated is written in the appropriate box to identify the Firm to whom the ratings and comments v. 10-4-19

belong. Using the criteria categories in **Evaluation of Eligible Submittals** above, each submittal will be given a **preliminary score** for each of the criteria. The Reviewer should provide comments for each section which support the rating. Reviewers should not seek to write down everything that the submittal contains. Rather, Reviewers should first determine the rating and then answer why they feel the rating is warranted.

The review, preliminary scoring, and comments MUST be completed prior to the Selection Committee Meeting and must be sent to the Procurement Facilitator by the deadline given in order to make efficient and effective usage of all Selection Committee Members time.

SPECIAL INSTRUCTIONS FOR EVALUATING AVAILABILITY

Through working with the consultant industry, they asked that when considering their availability, we consider more than merely the number of projects they have listed. With this in mind we have allowed space in their SOQ for the respondents to provide a narrative in their ability. This narrative will allow them to discuss how the organization of the team, including the PM and Key Team Leaders can deliver the project on schedule given their workload capacity. It also recognizes that some individuals may be able to meet the schedule while carrying heavier project workloads and allows them to discuss the advantages of their team and the abilities of their team members which will enable the project to meet the proposed schedule. If there is no schedule provided, they can discuss the advantages of the team and abilities of the team members which will enable the project to move as expeditiously as possible. You **MUST** consider this narrative along with the workload table when rating the SOQs. You **MUST NOT** merely look at the workload table solely for making the rating decision.

Evaluation Meeting:

All completed Scoring Forms with the preliminary scores and comments for each criteria of each firm, must be brought to the Selection Committee Meeting planned for Thursday, June 17, 2021. The completed forms must be turned in at the conclusion of the meeting.

Prior to the meeting, the Facilitator will use the scores and subsequent ranks to determine where the majority of the discussion should be focused. Generally, the majority of the discussion will center on the top submittals. The Selection Committee will discuss and determine a final committee rating for each criteria and will provide summary comments as to why the Committee feels the rating is warranted.

The final rankings will be used to determine the three to five Finalists who will proceed and have their scores carried forward to Phase II of the evaluation.

It is important to note, that all evaluation scoring, notes, and comments will be subject to open records and there is a very high likelihood they will be reviewed by a wide variety of individuals. For this reason, it is extremely important to adhere to all guidelines and suggestions contained in this Guide for Selection Committee Members.

Phase II

Evaluation of Technical Approach and Past Performance

- Finalists will be required to submit a written response which must detail the Technical approach (including design concepts and use of alternative methods).
- **Past Performance - Procurement will be checking references and will provide the results of the reference checks to the Selection Committee for review. The Selection Committee will also be allowed to share and review any other documented information made available for consideration regarding the Firm's performance on any project/contract, along with the reference checks to provide a group rating with comments.**

With the increased lack of responses to the reference checks, Procurement is requesting that prior to attending the Phase II meeting that each of the selection committee members perform the following action to add to the past performance discussion.

- The Selection Committee should be prepared to share personal work experience while working with each shortlisted firm, provide project P.I. number and any performance issues, concerns and/or positive feedback about the Prime Consultant and its team that may hinder or improve their overall rating for past performance.
- Selection committee members that do not have any personal prior work experience with any of the shortlisted firms, must seek additional documented material through discussion with their Office Management, CMIS (Vendor evaluation), inter-office documentation (emails, written correspondence, cure letters, etc.) to help aid in the discussion during the Phase II meeting.

Submittals and Past Performance information must be read/considered thoroughly with careful attention to the presence of required submittal content. The reader should keep the evaluation criteria in mind when assessing each submittal. As Reviewers read the responses, they will make notes in the submittals and must be prepared to discuss their position in the Selection Committee Meeting for Phase II. **The review and notes MUST be completed prior to the Selection Committee Meeting.**

Evaluation Meeting:

All notes must be brought to the Selection Committee Meeting planned for Tuesday, September 14, 2021. The Selection Committee will discuss and determine a final committee rating for each criteria and will provide summary comments as to why the Committee feels the rating is warranted. The Committee will assign the following ratings:

- Poor = Does Not have minimum qualifications/availability
- Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects
- Adequate = Meets minimum qualification/availability and is generally capable of performing work
- Good = More than meets minimum qualifications/availability and exceeds in some aspects
- Excellent = Fully meets qualifications/availability and exceeds in several or all areas

FINAL SCORING AND SELECTION

The scores from Phase I and Phase II will be added together, and a final overall ranking will be determined and provided for Selection Committee approval.

GDOT SELECTION COMMITTEE PRELIMINARY SCORING AND RANKING OF SUBMITTALS

Solicitation Title:	Batch #1 - 2021 Engineering Design Services	1	KCI Technologies, Inc.	
Solicitation #:	RFQ-484-051121, Contract 2	2	TranSystems Corporation	
PHASE I - Individual Committee Member Preliminary Scoring based on Published Criteria		3	Stantec Consulting Services, Inc.	
(This Page For GDOT Use)		4	Qk4, Incorporated	
		5	Gresham Smith	
SUBMITTING FIRMS	(RANKING)		6	Kimley-Horn and Associates, Inc.
	Sum of		7	Mott MacDonald, LLC
	Individual	Group	8	NV5 Engineers and Consultants, Inc.
	Rankings	Ranking	9	WSP USA, Inc.
		10	American Consulting Professionals, LLC	
American Engineers, Inc.	38	15	11	Moffatt & Nichol, Inc.
American Consulting Professionals, LLC	32	10	12	Parsons Transportation Group, Inc.
Atlas Technical Consultants, LLC	42	18	13	Heath & Lineback Engineers, Inc.
Barge Design Solutions, Inc.	37	14	14	Barge Design Solutions, Inc.
CDM Smith, Inc.	82	23	15	American Engineers, Inc.
EXP U.S. Services, Inc.	54	20	16	Holt Consulting Company, LLC
Gresham Smith	26	5	17	Rummel, Klepper & Kahl, LLP (RK&K)
Heath & Lineback Engineers, Inc.	35	13	18	Atlas Technical Consultants, LLC
Holt Consulting Company, LLC	39	16	19	RS&H, Inc.
KCI Technologies, Inc.	4	1	20	EXP U.S. Services, Inc.
Kimley-Horn and Associates, Inc.	30	6	21	T.Y. Lin International, Inc.
Long Engineering, LLC	67	22	22	Long Engineering, LLC
Moffatt & Nichol, Inc.	33	11	23	CDM Smith, Inc.
Mott MacDonald, LLC	30	7		
NV5 Engineers and Consultants, Inc.	30	8		
Parsons Transportation Group, Inc.	33	12		
Qk4, Incorporated	25	4		
RS&H, Inc.	42	19		
Rummel, Klepper & Kahl, LLP (RK&K)	41	17		
Stantec Consulting Services, Inc.	22	3		
T.Y. Lin International, Inc.	62	21		
TranSystems Corporation	17	2		
WSP USA, Inc.	31	9		





Evaluation Criteria

Experience and Qualifications






Resources and Workload Capacity

Evaluator 1

<i>Maximum Points allowed =</i>	200	300	Phase One Evaluator 1 Individual	
SUBMITTING FIRMS	▼	▼	Total Score	Ranking
American Engineers, Inc.	Good	Marginal	225	17
American Consulting Professionals, LLC	Excellent	Adequate	350	6
Atlas Technical Consultants, LLC	Adequate	Adequate	250	10
Barge Design Solutions, Inc.	Adequate	Adequate	250	10
CDM Smith, Inc.	Marginal	Poor	50	23
EXP U.S. Services, Inc.	Marginal	Marginal	125	20
Gresham Smith	Adequate	Adequate	250	10
Heath & Lineback Engineers, Inc.	Adequate	Adequate	250	10
Holt Consulting Company, LLC	Adequate	Marginal	175	18
KCI Technologies, Inc.	Good	Good	375	1
Kimley-Horn and Associates, Inc.	Good	Adequate	300	7
Long Engineering, LLC	Marginal	Marginal	125	20
Moffatt & Nichol, Inc.	Good	Adequate	300	7
Mott MacDonald, LLC	Good	Good	375	1
NV5 Engineers and Consultants, Inc.	Adequate	Adequate	250	10
Parsons Transportation Group, Inc.	Good	Good	375	1
Qk4, Incorporated	Adequate	Adequate	250	10
RS&H, Inc.	Good	Poor	150	19
Rummel, Klepper & Kahl, LLP (RK&K)	Good	Adequate	300	7
Stantec Consulting Services, Inc.	Good	Good	375	1
T.Y. Lin International, Inc.	Adequate	Adequate	250	10
TranSystems Corporation	Good	Good	375	1
WSP USA, Inc.	Marginal	Marginal	125	20
<i>Maximum Points allowed =</i>	200	300	500	%






GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 1			
Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned.			
Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25% of Available Points Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points Good = More than meets minimum qualifications/availability and exceeds in some aspects = 75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points			
Firm Name:	American Engineers, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
<p>PM – 36 yrs exp. PM exp cited – 5 widening projects. Proj description lack detail on PM experience: sub management, attending meetings, PI etc.</p> <p>Road – 23 yrs exp. Cites 3 widening projects.</p> <p>Bridge – 23 yrs exp. Cites exp with multiple bridge designs for widening proj.</p> <p>NEPA – 36 yrs exp. Cites experience with 2 widenings and contract management. Exp includes: env documentation (including EA), avoidance and minimization, community outreach, and agency coordination. Details lacking</p> <p>Prime – Cites 4 widenings and a passing lane proj. Exp includes, AEI provided land surveying, roadway design, drainage design, utility coordination, QL-B SUE, cost estimates, right-of-way plans, geotechnical investigations, bat surveys, MS4, traffic studies and traffic signal designs, and PI</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal
<p>Orgchart – No QA/QC for env. Env SMEs not listed by area class</p> <p>Resources – Mostly re-hash of KTL experience.</p> <p>Avail – has availability</p>			
Firm Name:	American Consulting Professionals, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Excellent
<p>PM – 27 yrs exp. PM exp cited – 3 widenings, 1 ramp widening and 1 bypass. Exp includes, maintaining project schedules and budgets, attending coordination meetings with GDOT and local governments, developing concept layouts, subconsultant coordination, environmental document coordination, utility coord, A&M env resources, PI,</p> <p>Road – 25 yrs exp. Cites 3 widening projects.</p> <p>Bridge – 19 yrs exp. Cites exp 2 standalone bridge projects and 1 associated with widening.</p> <p>NEPA (Heather) – 21 yrs exp. Cites experience with new location, widening, and bridges. Exp includes, PI, EJ, EIS/EA/CE level docs, CSD, and A&M for env resources</p> <p>Prime – Cites 4 widenings and a ramp widening proj. Exp includes, utility coordination, environmental coordination, local government coordination, construction staging analysis, preparation of traffic study, PI</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p>Orgchart – No QA/QC for env.</p> <p>Resources – Creative design to reduce design elements but still meet N&P – budget constrained approach. QA/QC discussion is for design only. close coord between design and env. Rest of discussion lacks substance.</p> <p>Avail – has availability</p>			
Firm Name:	Atlas Technical Consultants, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>PM – 22 yrs exp. PM experience cited includes, 3 widenings, 1 bridge replacement, and an intersection. PM exp includes, utility coord, MS4 permitting</p> <p>Road – 7 yrs exp. Cites 2 widenings, a connector, and 2 traffic opps projects.</p> <p>Bridge – 28 yrs exp. Cites 4 bridge projects and 1 widening with bridges.</p> <p>NEPA – 6 yrs exp. Cites widening, interchange, extension, and contract manger. 2 as eco lead to start , then transition to Env lead. Experience includes, ecology assessments, USACE coord, NEPA docs (2 EA reeval, and 1 EA), and PI. Detail lacking regarding NEPA lead exp.</p> <p>Prime – Cites 5 widening proj. Exp includes, Atlas's services included survey, traffic signal design, environmental document/permit preparation, roadway design, pavement marking and signage plans, hydraulic design, utility coordination, right of way plans and acquisition.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate






GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 1			
<p style="color: red;">Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned.</p>			
<p>Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points Good = More than meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points</p>			
<p>Orgchart – lists an Env QA/QC. Resources – experienced constructability review team. Project control/scheduling team – meet weekly to track the projects. all other sections lack details. Avail – has availability</p>			
Firm Name:	Barge Design Solutions, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Adequate
<p>PM – 22 yrs exp. Cites 11 projects as PM, including widenings, traffic opps, bridges, and interchange. Exp includes, PI, env coord, local coord, complex staging. Road – 22 yrs exp. Cites traffic opps, widenings, and interchange Bridge – 20 yrs exp. Cites 4 bridges projects, an interchange, and a bridge bundle. Experience with ABC NEPA – ?? yrs exp. Proj exp cites includes 5 bridges and a passing lane proj. Exp includes, coordinating all special studies, A&M agency coord, env permitting, EJ analysis, - other duties lack details. Prime – Cites 4 widenings an 1 traffic opps. Only 1 project is in GA, are they familiar with GDOT policies and procedures? Experience includes, traffic forecasting, public outreach, capacity and HSM safety analyses, ICE, env permitting, and complex staging.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Adequate
<p>Orgchart – No env QA/QC Resources – importance of design/env involvement. experienced ICE team. not a lot of substance Avail – has availability</p>			
Firm Name:	CDM Smith, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Marginal
<p>PM – 40 yrs exp. PM exp with bridge projects, connector, and interchange. Not relevant to this RFQ. Road – 15 yrs exp. Cites 2 roadway KTL for bridge bundle, and field plan review contract Bridge – 35 yrs exp. Cites 4 bridge replacements of various scope. NEPA – 30 yrs exp. Exp cited includes, new location, widening, on call contracts. Exp with PI, CAC, virtual PI, NEPA doc (EA) – Todd's role unclear. Prime – Cites 3 bridge projects and an on call design contract. Not relevant to this RFQ.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Poor
<p>Orgchart – No QA/QC. Resources – talks about bridge bundles – obviously submitted the wrong SOQ. Avail – has availability</p>			
Firm Name:	EXP U.S. Services, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Marginal

GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 1			
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<p>Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25% of Available Points Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points Good = More than meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points</p>			
<p>PM – 30 yrs exp. Cites PM exp with widening and interchange projects. Exp cites is mostly a project description, not his role as PM Road – 25 yrs exp. Cites two widening projects and a traffic opps project. Was PM. Bridge – 30 yrs exp. cites new location and widening with bridges and a standalone bridge replacement. NEPA – 20 yrs exp. Focused on bridge replacement projects?? A&M for env resources, 4F, pi, only experience listed is with CE. Prime - Exp includes, traffic opps and 2 widenings. Exp includes, A&M for env resources – all other info lacks details.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating 	Marginal
<p>Org Chart – no QA/QC for Env Resources – Very general information Availability – has availability</p>			
Firm Name: Gresham Smith			
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating 	Adequate
<p>PM – 13 yrs exp. Cites a wide diversity of project experience, including widenings. Exp includes, PI, A&M or env resources, EJ Road – 13 yrs exp. Cites variety of project types including widenings. Bridge – 28 years. Cites stand alone bridge replacements and replacement on widenings and managed lanes. NEPA – 20 yrs exp. Cites exp on bridge replacements, passing lanes and intersection. Exp includes, env permitting, 4f, A&M for env resource. Only CE experience listed. Prime - Exp cited bypass, widening, and traffic opps. Exp includes, A&M for env resources, PI</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating 	Adequate
<p>Org Chart –QA/QC for Env. Robust Org Chart Resources – re-hash of team. No substance Availability – has availability</p>			
Firm Name: Heath & Lineback Engineers, Inc.			
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating 	Adequate
<p>PM – 28 yrs exp. Cites a wide diversity of project experience, including widenings, bypass, interchange, traffic opps, and corridor study. Exp includes, virtual PI. Most experience very general – scope, schedule, budget. Road – 32 yrs exp. Cites 3 widenings and 1 bridge replacement. Bridge – 36 years. Cites 3 widenings with bridge replacements. NEPA – ?? yrs exp. Cites exp on MMIP/AIP projects and bridge replacements. *3 projects are screening only. Exp includes, “environmental impacts”??, 4f, CE level NEPA docs, coord of subs, A&M to env resources. Prime - Exp cited bypass, widening, and interchange projs. Exp includes, general info</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating 	Adequate
<p>Org Chart –QA/QC for Env. Resources – Dedicated PI person with plan. Why PEL??? Lots of fluff Availability – has availability</p>			
Firm Name: Holt Consulting Company, LLC			

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Evaluator #: 1			
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A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Adequate
<p>PM – 22 yrs exp. PM exp includes, 3 bridge replacements. Exp includes, public involvement coordination, coordination with sub-consultants, project budgeting and invoicing, and overseeing the design of the project including sight distance calculations, horizontal and vertical alignment validation, super elevation calculations, avoidance and minimization measures of adjacent wetlands, and stage construction, local coord,</p> <p>Road – 24 yrs exp. Cites two widenings, and 1 bridge replacement.</p> <p>Bridge – ?? yrs exp. cites 4 stand alone bridge projs.</p> <p>NEPA – 20 yrs exp. Cites bypass, passing lane, and intersection projects. Exp includes, PI, EJ, mitigation, A3M, A&M, CE level doc</p> <p>Prime - Exp cited is 4 bridge replacement projects. Exp includes PI, RR coord, A3M,</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Marginal
<p>Org Chart –QA/QC for roads and bridge only.</p> <p>Resources – exp mostly bridges. QA/QC for design only.</p> <p>Availability – has availability</p>			
Firm Name:	KCI Technologies, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Good
<p>PM – 22 yrs exp. PM Exp cited includes, 3 widenings and a bridge bundle. Exp is very general.</p> <p>Road – 23 yrs exp. Cites 2 widenings a 1 traffic opps.</p> <p>Bridge - ?? yrs exp. Cites a variety of bridge replacement types.</p> <p>NEPA – 39 yrs exp. Cites 3 widening projs. Exp includes, agency coord, A&M for env resources, EA/FONSI, and PI</p> <p>Prime - Exp cited is 4 widening.. Exp includes, traffic analysis, NEPA process, complex staging, PI, agency coord, avoid an min for env resources</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Good
<p>Org Chart –QA/QC includes env. extensive team listed.</p> <p>Resources –Important to avoid and minimize impact to env resources. robust QA/QC process - KCI is certified to the ISO 9001:2015 standard</p> <p>Availability – has availability</p>			
Firm Name:	Kimley-Horn and Associates, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Good
<p>PM – 21 yrs exp. PM Exp cites includes a variety of project types including widenings. Exp includes, A&M for env resources, MSE walls</p> <p>Road – ?? yrs exp. Cites widening, bypass, and C/D lanes proj.</p> <p>Birdge - ?? yrs exp. Cites a variety of bridge replacement types.</p> <p>NEPA – 27 yrs exp. Cites 4 widenings and 1 bypass. Exp includes, USACE coord, EA reeval. Other details lacking</p> <p>Prime - Exp cited interchange, bypass, and widening projs. Exp includes, A&M for env resources, NEPA and GEPA process, local coord, PI</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Adequate

GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 1			
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<p>Org Chart –QA/QC includes env. Where is PI??? Resources – exp with similar projects in the vicinity. Lots of general info. Availability – has availability</p>			
Firm Name:	Long Engineering, LLC		
A. Project Manager, Key Team Leader(s) and Prime’s Experience and Qualifications – 20%	Assigned Rating	—————→	Marginal
<p>PM – 32 yrs exp. PM Exp cites includes a variety of project types including widenings. Exp includes, PI, MOT, agency coord, traffic analysis/studies, hydraulic analysis, preliminary and final roadway and bridge design, geotechnical engineering and right-of-way plans Road – 28 yrs exp. Cites bridges and field plan review contract. not applicable to this RFQ Bridge - 38 yrs exp. Cites a variety of bridge replacement types, including a historic bridge rehab. NEPA – 20 yrs exp. Cites bypass, passing lane, and intersection projects. Exp includes, PI, EJ, mitigation, A3M, A&M, CE level doc Prime - Exp cited is mostly bridge related. Exp includes, FEMA coord, survey, geotechnical, concept development, NEPA document, roadway design, bridge design, bridge hydraulic design, detour plans, utility coordination, and right-of-way plans</p>			
B. Project Manager, Key Team Leader(s) and Prime’s Resources and Workload Capacity – 30%	Assigned Rating	—————→	Marginal
<p>Org Chart –QA/QC does not include env. ENV lacks details. Resources – exp with similar projects. Track record of saving money. other very general info. Availability – has availability</p>			
Firm Name:	Moffatt & Nichol, Inc.		
A. Project Manager, Key Team Leader(s) and Prime’s Experience and Qualifications – 20%	Assigned Rating	—————→	Good
<p>PM – ??yrs exp. PM Exp cites includes widenings, new location, and interchange. Exp includes, PI, A&M, agency coord, drainage design, stage construction Road – 17 yrs exp. Cites widenings and a traffic opps proj. Birdge - 35 yrs exp. Cites 5 bridge replacements. NEPA – 22 yrs exp. Cites widenings, passing lanes and a connector. Exp includes, A&M, IP, local coord, PI. Not much info on NEPA docs. Prime - Exp cited three widenings, and a bypass. Exp includes, A&M for env resources, PI, ICE, utility coord</p>			
B. Project Manager, Key Team Leader(s) and Prime’s Resources and Workload Capacity – 30%	Assigned Rating	—————→	Adequate
<p>Org Chart –QA/QC includes env. Resources – exp with similar projects. Quality and schedules are a priority. Only 2 topics? Availability – has availability</p>			
Firm Name:	Mott MacDonald, LLC		
A. Project Manager, Key Team Leader(s) and Prime’s Experience and Qualifications – 20%	Assigned Rating	—————→	Good

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<p>PM – 26 yrs exp. PM Exp cites includes 4 widenings and 1 new location. Exp includes, PI (including CAC), A&M for env resources, USACE coord, MOT, utility coord,</p> <p>Road – 15 yrs exp. Cites 1 new location and two widenings.</p> <p>Birdge - 30 yrs exp. Cites a variety of bridge replacement types including bridges on a widening proj.</p> <p>NEPA – ?? yrs exp. Cites 2 bypasses, bridge bundle, and transit proj. Exp includes, PI, coord with locals coord with agencies, SME management. Exp with NEPA docs unclear.</p> <p>Prime - Exp cited 3 widenings and 1 new location. Exp includes, A&M for env resources, PI wCAC, agency coord, traffic analysis, innovative intersection design</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good
<p>Org Chart –QA/QC includes env. Big team.</p> <p>Resources – Lots of experience with similar type projs. Some rehashing of team. Traffic engineering specialist – ICE. QA/QC vauge - Mott MacDonald's ISO 9001 Certification</p> <p>Availability – has availability</p>			
Firm Name:	NV5 Engineers and Consultants, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>PM – 31 yrs exp. PM Exp cites 2 bridge bundles and 4 widenings. Exp includes, MOT, A&M for env resources, PI, and all design related tasks. details lacking for many of the projects cited.</p> <p>Road – 22 yrs exp. Cites 3 widening projs.</p> <p>Bridge - 13 yrs exp. Cites 4 bridge replacement projects.</p> <p>NEPA – 30 yrs exp. Cites multiple bridge replacement projects an and intersection improv proj. Project types are similar to this RFQ. Exp includes, community impacts, CE Docs, PI. experience lacks details.</p> <p>Prime - Exp cited 3 widenings and 1 passing lane proj. Exp includes, Concept Development, Roadway Design, Bridge Design, Geotechnical Investigations, Right-of-Way, Environmental, Public Involvement Intersection Improvements, Survey, SUE. very general info</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p>Org Chart –QA/QC includes env.</p> <p>Resources – very general info, lacks substance.</p> <p>Availability – has availability</p>			
Firm Name:	Parsons Transportation Group, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
<p>PM – 16 yrs exp. Pm exp includes interchanges, widenings, bridge, connector, and managed lanes. Exp includes, local coord, PI, sub coord, traffic studies, CSD. Env coordinator and tech advisor on 2 of the projs.</p> <p>Road – 24 yrs exp. Cites a variety of project types including a widening.</p> <p>Bridge – 11 yrs exp. bridge, interchange, and interstate widening with bridge.</p> <p>NEPA – 32 yrs exp. Cites 2 bypasses, a bridge, and a env contract manger. Exp includes, 4f, PI, CE and EA docs, fed and state env process, env permitting,</p> <p>Prime - Exp cited is connector, interchanges, managed lanes, bridge, and widening. Exp includes, sub coord, PI, agency coord, traffic studies, innovative MOT, A&M for env.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good

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<p>Org Chart –QA/QC includes env. Team has extensive resources. Resources – Team has extensive scoping and widening exp. Recognize importance of stakeholder engagement in scoping study. use 3D for stakeholder engagement. Importance of early design/env coord for A&M. Accurate cost estimates. ISO 9001-certified quality procedures Availability – has availability</p>			
Firm Name:	Qk4, Incorporated		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>PM – 30 yrs exp. PM exp includes, 2 widenings, extension, and 2 bridges. Exp includes, PI, env coord, traffic study, agency coord, Road – 16 yrs exp. Cites 2 widenings, 2 connectors, and a bridge. Bridge – 30 yrs, exp. Cites 3 bridge replacement projs. NEPA – 15 yrs exp. Cites bypass, truck lanes and a widening. Exp includes, EA, A&M, PI, agency coord, EJ, Prime – Cites 2 widenings, 3 bridges, and traffic opps. widenings from 10+ years ago. Exp lacks details</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p>Org Chart – no QA/QC on for env org chart. Resources – experience traffic/intersection lead to address intersections and tie-ins. Project log files for all team members for easy access. schedule management by ID-ing risks early. Availability – has availability</p>			
Firm Name:	RS&H, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
<p>PM – 27 yrs exp. PM experience cited includes widening, median barriers, and on-call contract. Experience info is lacking for projects. On-call contract cites exp with “ ... utility coordination, NEPA/environmental permitting, hydraulic analysis, right-of-way acquisition, and staging” Road – 18 yrs exp. Cites extension and 3 widenings. Bridge – 13 yrs exp. Cites a variety of bridge replacement/widening exp. NEPA – 24 yrs exp. Cites a widening and two bridges, Exp includes, EA and CE level docs, PI, A&M, agency coord, Prime – Cites 2 widenings, bypass, and bridge bundle. exp includes, avoiding and/or minimizing project impacts to environmental resources, correcting several skewed side road intersections, construction staging in rolling terrain, PI, env permitting, utility movement, and MOT</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Poor
<p>Org Chart – no QA/QC on org chart. No SMEs listed from env Resources – no substance Availability – has availability</p>			
Firm Name:	Rummel, Klepper & Kahl, LLP (RK&K)		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
<p>PM – ?? yrs exp. PM experience cited on, DB interchange, DB bridges, widenings, connector, and traffic opps. Exp includes, coord of subs, Road – 22 yrs exp. Cites 3 widenings and road improvement proj Bridge – 30 yrs exp. Cites bridge bundle and 4 replacements. NEPA – 20 yrs exp. Cites bypass, passing lane, and intersection projects. Exp includes, PI, EJ, mitigation, A3M, A&M, CE level doc Prime – Cites 3 widenings and 1 bridge replacement. Exp includes, FEMA, utility coord, PI, agency coord, A&M for env resources</p>			

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B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	→ Adequate
<p>Org Chart – QA/QC design only.</p> <p>Resources – Good understanding of design and env challenges. Good PI plan. QA/QC vauge</p> <p>Availability – has availability</p>			
Firm Name: Stantec Consulting Services, Inc.			
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	→ Good
<p>PM – 31 yrs exp. Pm/Roadway exp cited on 4 widenings and a bypass. PM experience cited on, widening, bypass, and interchange. Exp includes, PI, MOT plans, A&M for env resources, RR coord, local coord, agency coord.</p> <p>Road – 22 yrs exp. Cites 3 road improvement projs, and a widening.</p> <p>Bridge – 32 yrs exp. Cites bridge bundle and 4 standalone replacements.</p> <p>NEPA – ?? yrs exp. Cites widenings, bridge, and interchange. Exp includes, PI, local coord, agency coord, NELT, and EJ. No info on NEPA doc types.</p> <p>Prime – Cites 3 widenings, corridor study, and road improvement. Exp includes, agency coord, staged bridge construction, PI, MS4, A&M for env resources</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	→ Good
<p>Org Chart – QA/QC for person for env. Robust team</p> <p>Resources – Experience with project type. “We understand how to balance traffic capacity and safety demands with environmental constraints, and how to mitigate expense right of way and utility relocation costs with innovative roadway design practices.” ISO 9001 certified. Details lacking</p> <p>Availability – has availability</p>			
Firm Name: T.Y. Lin International, Inc.			
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	→ Adequate
<p>PM – 24 yrs exp. PM exp include widenings, corridor study, extension, CVL. Exp includes, MOT, A&M for env resources, PI, CORSIM traffic modeling, LT, FEMA coord, and RR coord.</p> <p>Road – 23 yrs exp. Cites 3 widenings and a bypass.</p> <p>Bridge – 32 yrs exp. Cites a variety of bridge project types.</p> <p>NEPA – 30 yrs exp. Cites widenings, bridges, and new location. Exp includes, EA/CE level NEPA docs, PI, agency coord,</p> <p>Prime – Cites widening, bridges, and passing lanes. Exp includes, PI, local coord, utility coord,. Details lacking (2 #2s – QA/QC)</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	→ Adequate
<p>Org Chart – No QA/QC for person for env.</p> <p>Resources –Focus on constructability and MOT. Good understanding of project challenges and demonstrated experience with similar projs.</p> <p>Availability – has availability</p>			
Firm Name: TranSystems Corporation			
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	→ Good

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<p>PM – 27 yrs exp. PM experience cited on widenings, new location and bridges. Exp includes, A&M for env resources, local coord and PI. Other details lacking. Road – 26 yrs exp. Cites 2 widenings, passing lanes, and relocation. Bridge – 27 yrs exp. Cites 3 bridge replacements. NEPA – 20 yrs exp. Cites new location, passing lanes, and inter improv. Exp includes, PI, EJ, mitigation, A3M, A&M, CE level doc Prime – cites widenings. Exp includes, ICE, PI. Lacking details.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Good
<p>Org Chart – QA/QC person for env. Resources – Sycamore to handle PI. Good understanding of project N&P and challenges. Availability – has availability</p>			
Firm Name:	WSP USA, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Marginal
<p>PM – 33 yrs exp. PM experience cited on widenings and bridge. Exp includes, A&M for env resources, staging, local coord, PI, MOT. Details lacking. Road – 36 yrs exp. Cites 2 widenings, connector and interchange. Bridge – 30 yrs exp. Cites variety of bridge replacements. NEPA – 22 yrs exp. Cites 3 widenings. Exp includes, PI, local coord, A&M. Exp lacks details Prime – cites 2 widenings, bypass, and connector. Exp lacks details</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Marginal
<p>Org Chart – QA/QC person for env. Resources – Section very heavy on QA/QC. Other details weak. Availability – has availability</p>			

Evaluation Criteria






Experience and Qualifications

Resources and Workload Capacity

Evaluator 2


SUBMITTING FIRMS	Maximum Points allowed =	200	300	Phase One Evaluator 2 Individual	
		▼	▼	Total Score	Ranking
American Engineers, Inc.	Adequate	Adequate	250	14	
American Consulting Professionals, LLC	Marginal	Adequate	200	19	
Atlas Technical Consultants, LLC	Good	Adequate	300	8	
Barge Design Solutions, Inc.	Adequate	Good	325	7	
CDM Smith, Inc.	Marginal	Adequate	200	19	
EXP U.S. Services, Inc.	Marginal	Adequate	200	19	
Gresham Smith	Good	Good	375	1	
Heath & Lineback Engineers, Inc.	Good	Good	375	1	
Holt Consulting Company, LLC	Adequate	Adequate	250	14	
KCI Technologies, Inc.	Good	Good	375	1	
Kimley-Horn and Associates, Inc.	Good	Good	375	1	
Long Engineering, LLC	Poor	Poor	0	23	
Moffatt & Nichol, Inc.	Good	Adequate	300	8	
Mott MacDonald, LLC	Adequate	Adequate	250	14	
NV5 Engineers and Consultants, Inc.	Adequate	Adequate	250	14	
Parsons Transportation Group, Inc.	Good	Good	375	1	
Qk4, Incorporated	Good	Adequate	300	8	
RS&H, Inc.	Good	Adequate	300	8	
Rummel, Klepper & Kahl, LLP (RK&K)	Marginal	Adequate	200	19	
Stantec Consulting Services, Inc.	Adequate	Adequate	250	14	
T.Y. Lin International, Inc.	Good	Adequate	300	8	
TranSystems Corporation	Good	Good	375	1	
WSP USA, Inc.	Good	Adequate	300	8	
Maximum Points allowed =	200	300	500	%	

GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
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Firm Name:	American Engineers, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Adequate
<p><i>American Engineers, Inc.'s PM demonstrated prior experience with roadway widenings, including those involving bridge replacements, mainly mentioned historical impacts and not many specifics on environmental. Roadway lead has experience with corridor widenings, and avoidance of historic property, but not much explicitly mentioned for environmental. Bridge lead has experience with multiple structure types, though doesn't make explicit mention of staged construction on bridges. NEPA lead has experience with widenings and historic resources. No specific mention of IPs or PARs.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Adequate
<p><i>American Engineers, Inc. has available workload capacity for this project. Structural team is adequate, roadway team might be small, but low on work. Most of the team has worked together previously. Org chart doesn't break out environmental team by disciplines. No explicit mention of bridge manual.</i></p>			
Firm Name:	American Consulting Professionals, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Marginal
<p><i>American Consultant Professionals, LLC only demonstrated GDOT experience with corridor widenings through their PM. Jobs for both roadway and bridge lead were mostly with either county commissions or FDOT. Bridge Lead's example projects were mostly simple. ABC experience is a positive, though all utilized simple substructures, and none indicated experience with staged bridge design. NEPA lead had relevant experience, though didn't highlight projects with similar concerns anticipated for this project.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Adequate
<p><i>American Consultant Professionals, LLC demonstrated that key leads would have the capacity to take this project on, although given the size of this project, the size of the teams, particularly the roadway team, seemed small. The supplemental roadway design team being from another company on the same project is concerning as well.</i></p>			
Firm Name:	Atlas Technical Consultants, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Good
<p><i>Atlas Technical Consultants, LLC has a significant amount of experience from previous projects. PM has experience with roadway widenings, bridge stream crossings, and MS4 coordination. NEPA lead has experience with IPs and other anticipated concerns. Bridge Design Lead has a significant amount of GDOT experience, including widenings, staged construction, and utilizing FIBs that can mitigate stated concerns regarding hydraulic clearance. Roadway lead's experience has experience with widening projects, but appears to have only played a partial role, not as the team lead. Has experience as the lead on other projects with new corridors and bridge replacements. Writeup has several typos. Area Class summary marks Aulick Engineer as prequalified for 5.04a/c, but their sheet says they are not.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Adequate






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<p>Atlas Technical Consultants, LLC's Roadway Design team is augmented by utilizing two separate firms, and roadway lead has many prior time commitments. Bridge Team has a lead and two designers, one of which is committed to the massive 16/75 project. PM and Environmental lead have adequate capacity.</p>			
Firm Name:	Barge Design Solutions, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>Barge Design Solutions, Inc.'s presented experience is adequate overall, but seems spotty. PM has a lot of experience with many similar projects, though the engineering experience section didn't list any examples. Roadway designer has experience with similar types of projects, though doesn't list experience dealing with environmental constraints or projects involving bridges. Bridge lead has a lot of extensive experience on complex projects and utilizing ABC techniques, but has only one listed project done with GDOT. That project did not provide PI numbers or any details about the bridges. NEPA analyst has extensive community involvement and section 404 permitting experience.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good
<p>Barge Design Solutions, Inc. provided a sizable team for the project, with most of the team being from the same companies, which should reduce complexity. Team leads do have a significant amount of work, though most of it will taper off after next fiscal year. The firm presents a good case for having the resources to handle the project.</p>			
Firm Name:	CDM Smith, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p>CDM Smith, Inc. had a few gaps in experience as presented in the SOQ. The PM has experience with Bridges and extensive environmental coordination, but but mainly focused on bridge replacement projects. The only corridor project is one that wasn't completed before leaving the company. PM didn't list examples of engineering experience. Roadway designer has experience dealing with environmental impacts and concerns, but only listed experience with one batch of bridge replacement projects. No experience with corridor widenings or new corridor projects was provided. The Bridge Design lead has adequate experience, having worked with multiple structure types, staged construction and widenings, and working within FEMA regulated waters. NEPA lead demonstrates adequate experience with bridge replacements and roadway widenings, as well as endangered species and extensive public involvement. In Exhibit IV, RS&H is pre-qualified in 3.06 and 3.07 but the checkmark was left off, showing no company as being prequalified for that work.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p>CDM Smith, Inc.'s Roadway team seems small given the scope of the project, and doesn't address bringing in any additional resources. Key team leads appear to have an adequate amount of available time.</p>			
Firm Name:	EXP U.S. Services, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p>EXP U.S. Services, Inc. had multiple typos throughout the submittal (Rodway, ASSHTO). PM has extensive experience with projects similar in type and scope. Minor issue of not mentioning any specifics regarding environmental permitting, which should be a major issue on this project. In description of experience for the roadway team lead, he was listed as the project manager on all of those projects, not the roadway design lead. For the bridge design lead, he has worked on GDOT projects, including widenings, but the projects listed provided no specifics for the bridge. The only specifics provided was for the single-span steel bridge done in Ohio. NEPA Analyst has examples of projects with similar environmental challenges, including extensive public coordination, endangered species, and archaeological/historic sites, as well as many bridge projects. Section IV table didn't break out 5.04a/c.</p>			

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B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	—————→
			Adequate
<p><i>EXP U.S. Services, Inc.'s Roadway Team seems small considering the size of the project. Other team sizes seem adequate. PM, Roadway Lead, and Bridge Lead have a significant amount of availability. NEPA lead is involved in a lot of projects.</i></p>			
Firm Name:		Gresham Smith	
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	—————→
			Good
<p><i>Gresham Smith's Project Manager has both design and engineering experience on multiple similar projects, including designing to avoid PARs, environmental impacts, and bridge crossings. Roadway lead has dealt with corridor widening projects and has experience with MS4, including projects involving bridge replacements. The bridge engineer has experience with multiple bridge structure types, although the submittal makes no explicit mention of widenings or staged construction. NEPA lead has experience with protected species on projects, mitigation for historic and archaeological resources, bats, 404 permitting, and PARs.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	—————→
			Good
<p><i>Gresham Smith has shown that they have enough resources for this project. The team leads are qualified, and each team is sizable, with more resources to draw from. Most teams work for the same firm, which is a plus. Apart from the bridge lead, the team has good availability in 2021, but the bridge lead becomes more available at the time when final bridge design tasks would get underway.</i></p>			
Firm Name:		Heath & Linebeck Engineers, Inc.	
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	—————→
			Good
<p><i>Heath & Linebeck Engineers, Inc.'s PM demonstrated experience with corridor widenings and new alignments, bridge replacements, and agency coordination, though with no specific mention of PARs or similar. Roadway designer also has extensive past experience with corridor widenings, projects involving bridge replacements, has experience with MS4, though it mentions nothing specifically regarding what environmental coordination/mitigation was done. Bridge lead has experience with widenings and staged construction, as well as a multitude of bridge types and crossings. NEPA lead demonstrated experience with multiple kinds of permits and environmental issues on bridge replacement projects. However, on the large-scale projects that were included, work was primarily limited to resource identification, no specific work with permitting was mentioned for those projects.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	—————→
			Good
<p><i>Heath & Linebeck Engineers, Inc. is proposing a sizable team, with multiple roadway teams and disciplines, with most engineers in each discipline coming from the same firm. NEPA Lead appears to have a lot of commitments, especially with the number of MMIP projects she is involved with</i></p>			
Firm Name:		Holt Consulting Company, LLC	
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	—————→
			Adequate


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Holt Consulting Company, LLC's PM has experience with roadway widenings as an engineer, including widenings involving brige replacements and environmental permitting, though none as extensive as what is anticipated on this project. However, as a PM, the only listed experience is for bridge replacements. Roadway lead has experience with widenings, including bridge replacements over stream crossings. Lists some experience with permitting, though not with permitting as extensive as what is anticipated. The bridge design lead only lists two GDOT projects, none mentioning widenings or staged construction. Both GDOT examples are of fairly simple single span bridges, though the bridges with SCDOT provide some more pertinent examples. NEPA Lead has experience with extensive public involvement, permitting, and history/cultural resources. However, doesn't mention experience with protected species, IPs, or PARs. The Firm's experience focused solely on bridge replacements.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Adequate
Holt Consulting Company, LLC has a sizable roadway team and bridge team, though the teams are split between two firms on the roadway side and three firms on the bridge side (including hydraulics). The team leads mostly have good availability for the project, though there is some long-term commitment for the NEPA and Bridge leads. They are bringing in multiple other firms to assist in QC, which is a positive. This might make up for some of the shortcomings of the listed experience of the team leads.			
Firm Name:	KCI Technologies, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Good
KCI Technologies, Inc.'s PM has demonstrated a considerable amount of experience with similar projects both as an engineer and as a PM. This includes managing widening projects with bridge replacements, dealing with citizen advisory groups, bat mitigation, historical properties, and archaeology. The roadway lead also has considerable experience with similar projects, including urban widenings, MS4 coordination, extensive environmental coordination, extensive public involvement, and bridge replacements. The Bridge lead demonstrated experience with bridge widenings and staged constructino using LRFD, and multiple substructure types. NEPA lead has also dealt with project widenings, coordination across states, with the Corps, and large amounts of historic resources, though no specific mention of PARs or IPs. The rating was also negatively affected by formatting and errors in the SOQ. There were multiple grammatical errors/typos in the PM's experience pages, and Kimley Horn (the bridge lead) was entirely left off of the Exhibit IV table and their prequalifications were not included.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Good
KCI Technologies, Inc. provided sizable teams for all major aspects of the project design, including supplemental roadway teams, though their teams are split between two firms, including three firms for the bridge design (including the hydraulics). All team leads appear to have enough availability, though the time commitment for the Bridge Team lead in this SOQ shows significantly less information than the commitment table in the KHA submittal using the same person.			
Firm Name:	Kimley-Horn and Associates, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Good
Kimley-Horn and Associates, Inc. demonstrated prior experience in handling projects similar in concept on a large scale, namely their work on SR 4/US 1. This involved a many miles-long roadway widening and bridge replacements involving staged construction for traffic, and nearby cultural resources. NEPA analyst has experience with nearby cultural resources and endangered species, both expected to be concerns on this project. Rating was dropped from Excellent to Good due to Exhibit IV. The Prime is prequalified for 3.02, but did not mark it in the table.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Good
Kimley-Horn and Associates, Inc. has qualified team leads and demonstrated success with previous projects utilizing these teams. The team can handle the workload, and has multiple other teams on the roadway side to pull in to assist as needed, but is held back by the project workload of the roadway lead and bridge lead.			
Firm Name:	Long Engineering, LLC		

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A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Poor
<p>Long Engineering LLC's SOQ submittal contained multiple concerning issues. In the PM's section, it has multiple projects with headers and project descriptions that don't match (I-26 Reconstruction description says it's in Vinings, GA, East West Connector Phase V header is in there twice), including multiple typos. Only one project was with GDOT and only included bridge replacements, though other projects did involve widenings with other customers. Little detail given regarding environmental work. No specific examples were given under engineering experience. Roadway lead doesn't mention any widening projects specifically in their listed experience. Most of the submitted projects revolve around bridge replacements. NEPA Lead makes mention of extensive public involvement, but only passively mentions projects with historic and environmental resources without providing specifics. Bridge lead has extensive experience with multiple structure types, widenings, and staged construction. The Prime's experience also mostly focuses around bridge replacements. The Prime's Experience section also mentions experience of Atlas, who is not the prime, and Atkins, who isn't involved in the proposed project team at all.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Poor
<p>Long Engineering LLC's org chart has the header for a different TIA contract, and shows a very small team on the roadway and bridge side for this large project. Environmental team is not expanded upon beyond the NEPA lead. Resource description is tailored to bridge replacement projects, not this corridor widening. Team leads do seem to be available, though moderately busy, but this does not make up for the small team size.</p>			
Firm Name:	Moffatt & Nichol, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
<p>Moffatt & Nichol, Inc.'s PM has extensive experience with work along corridor widenings, though experience mostly focused on the alternatives analysis aspect. Few specifics offered on the actual design, particularly on the environmental side. No specific examples in engineering experience were given. The Roadway Design lead has experience with complex widenings with mitigating impacts and public controversy, though no specifics were given on environmental aspects. Bridge lead has experience with multiple structure types, staged construction and widenings, bridges over FEMA managed waterways, section 20 plans, and designing for seismic zone 2, which is likely given the location. The NEPA lead has experience with widening projects, Individual Permits, and many coordination types including with the public and with endangered species. In exhibit IV, CHA's column was blank.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p>Moffatt & Nichol, Inc.'s roadway team seems adequately sized, though the teams seem to have a decent amount of work and prior commitments, apart from the PM. Bridge design team is likely adequate but on the small size, and appears to have a lot of prior commitments. NEPA team appears adequate.</p>			
Firm Name:	Mott MacDonald, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>Mott MacDonald, LLC's PM has extensive experience with project widenings, environmental impact reduction and coordination, and has worked with bridge crossings. Though no details on the specifics of the environmental coordination were provided. Roadway team lead also has a significant amount of experience with roadway widenings and projects with bridge replacements, though no specifics were provided on the kinds of environmental concerns. For the bridge design lead, he has worked on GDOT projects, including widenings, but the projects listed provided no specifics for the bridge. The only specifics provided was for the single-span steel bridge done in Ohio. The NEPA lead showed experience with public coordination and work with cultural resources, though nothing specific was listed regarding types of permitting, mostly focused on overall project descriptions. Several typos in NEPA lead writeup. Prime experience listed key team leads that are not on this project.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p>Mott MacDonald, LLC's team appears adequately staffed with support in each area. None of the team leads seem overcommitted.</p>			

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Firm Name:	NV5 Engineers and Consultants, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Adequate
<p><i>NV5 Engineers and Consultants, Inc.'s PM has experience with corridor widenings involving bridge replacements, VE studies, and environmental resource coordination/impact mitigation, though specifics weren't given. PM's engineering experience didn't include examples. Roadway design lead has experience with similar widening projects, and avoidance of environmental impacts, but doesn't go into many specifics. The bridge design lead only lists two GDOT projects, none mentioning widenings or staged construction. Both GDOT examples are of fairly simple single span bridges, though the bridges with SCDOT provide some more pertinent examples. The NEPA lead mostly focused on bridge replacements, where the exact work done wasn't given many specifics. Mentioned projects with extensive public involvement, though no mention of IPs or PARs. Score was penalized for Exhibit IV table missing rows for 3.02, 1.06a, 1.10, and 6.01b.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Adequate
<p><i>NV5 Engineers and Consultants, Inc. has a sizable roadway team, though it's split across two firms. Bridge team is slightly small, but probably still adequate, though split across two firms. NEPA team appears good. Team leads have a decent amount of commitments, though none seem overcommitted.</i></p>			
Firm Name:	Parsons Transportation Group, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Good
<p><i>Parsons Transportation Group, Inc.'s PM has an extensive amount of related experience with widenings, public coordination, and working around environmental issues, though few specifics were provided on the environmental side. The Roadway lead also demonstrated extensive experience with corridor widenings, reduction of impacts and public involvement. Though the experience mostly focused on preliminary design and alternatives analysis. The Bridge design lead demonstrated extensive experience with design of bridges of various structure types, though also focused primarily on preliminary analysis. The NEPA lead demonstrated extensive experience with multiple kinds of permitting and public involvement, though specifics weren't given for what each project entailed.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Good
<p><i>Parsons Transportation Group, Inc.'s Design teams are sizable, and teams work within the same firm within disciplines. The team leads have significant availability, aside from the NEPA lead, who is scheduled to gain more availability in the coming fiscal year.</i></p>			
Firm Name:	Qk4, Incorporated		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Good
<p><i>Qk4, Incorporated's PM has overseen corridor widenings, including bridge replacements, and has overseen projects with numerous environmental concerns, including protected species, history, and ESA impacts. PM's engineering experience didn't provide specific examples. The Roadway lead has demonstrated experience with corridor widenings, though it made little mention of mitigation of impacts or environmental challenges. The Roadway lead has worked on projects involving bridge replacements. Bridge lead has experience with multiple structure types, staged construction and widenings, bridges over FEMA managed waterways, and section 20 plans. NEPA lead shows experience with extensive public involvement and some history, though it doesn't make much mention of ecological impacts or protected species, or mentioning massive permits like a PAR or IP.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Adequate

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<p><i>Qk4, Incorporated's Roadway Team is somewhat limited and has to be augmented by another firm. Bridge team appears adequate though is supplemented by two firms. Environmental teams appear adequate. PM has ample availability. Roadway lead and bridge lead are not overcommitted, but do have a number of prior time commitments.</i></p>			
Firm Name:	RS&H, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
<p><i>RS&H, Inc.'s PM has experience both as an engineer and as a PM with roadway widenings. Most mentions of environmental coordination come as a design lead, not as a PM. The roadway design lead has extensive experience with similar widening types, environmental coordination and bridge replacements, including specific mentions of the PAR process. The bridge design lead has experience with bridge widenings on expedited schedules, and with bridge replacements over FEMA-regulated waterways. Specifics on bridge types not mentioned. Includes design of bridges within environmentally sensitive areas. NEPA lead has worked on widenings impacting numerous waters, as well as ecological surveys for bridge replacements and coordination of constructability and lockdown plans. No specific mention of PARs/IPs.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p><i>RS&H, Inc.'s Roadway team seems somewhat small considering the scope of the project. Bridge Team and Environmental Team seem adequately staffed. Prior commitments include an MMIP project for all key team leads, which will take a lot for time for an extended period, though apart from that availability seems adequate.</i></p>			
Firm Name:	Rummel, Klepper & Kahl, LLP (RK&K)		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p><i>Rummel, Klepper & Kahl, LLP's PM demonstrated experience with corridor widenings with extensive cultural resource coordination and historical impacts. Not much mention of ecological impacts. The Roadway Lead has experience with widenings, and bridge replacements, though doesn't mention many specifics regarding environmental. The Roadway Team lead has no experience with GDOT projects and has not attended the PDP course, demonstrating a lack of knowledge of the GDOT PDP. The GDOT Bridge Team lead has experience with GDOT Bridge Plans and Stream Crossings, though makes no specific mention of widening projects or staged construction. The NEPA team lead is experience with public involvement, historic resources, and permitting, though not many specifics are provided, and doesn't mention permits as extensive as those likely required for this project.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p><i>Rummel, Klepper & Kahl, LLP's teams all appear adequately sized and appear to have the resources to handle the project. The teams are augmented by being split across multiple consultants for roadway and bridge. PM is readily available, and the Roadway, Bridge, and NEPA leads do not appear overcommitted.</i></p>			
Firm Name:	Stantec Consulting Services, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p><i>Stantec Consulting Services, Inc.'s PM has demonstrated experience with roadway widenings involving bridge replacements and developing multiple alignment alternatives. Little specific mention is made regarding environmental coordination. Roadway lead has extensive experience with similar corridor widenings, mentions extensive public involvement, but not much else in coordination with environmental. The GDOT Bridge Team lead has experience with GDOT Bridge Plans and Stream Crossings, though makes no specific mention of widening projects or staged construction. The NEPA lead has experience with bridge replacements and leading public involvement, coordination with the Corp, and with historical resources and protected land. No specific mention of protected species or significant processes like PARs or IPs. The Exhibit IV table is missing 3.02 and 1.06a.</i></p>			

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B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	→ Adequate
<p><i>Stantec Consulting Services, Inc. has sizable teams in all aspects of the project to handle the amount of work this project will require, including teams primarily being from the same firm. PM is widely available, bridge lead and NEPA lead don't seem overcommitted, though the roadway lead appears to have a significant amount of committed time already taken.</i></p>			
Firm Name:		T.Y. Lin International, Inc.	
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	→ Good
<p><i>T.Y. Lin International, Inc.'s pm has extensive experience with new alignment and corridor widenings, involving bridge crossings, FEMA regulated waterways, and coordination with the public. Engineering experience didn't have specific examples. Environmental coordination was mentioned, though specific examples were not provided. The Roadway lead has extensive experience with roadway widenings that had similar public involvement concerns. No explicit mention of environmental involvement or of work with bridge replacements. Bridge lead has demonstrated extensive experience with multiple structure types and bridge crossings. No specific mention of bridge widenings or staged construction was made. Bridge Lead has experience with seismic zone 2 design, which is likely given the area. The NEPA lead has experience with project widenings and projects with extensive analysis and permitting. No specifics were mentioned regarding the challenges on the projects or mentions of PARs or IPs.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	→ Adequate
<p><i>T.Y. Lin International, Inc.'s roadway team seems small given the scope of the project. The bridge lead and environmental teams appear adequate. No QC'ers for each subject area. States that additional resources will be made available as needed. Firm appears to have adequate resources for the project.</i></p>			
Firm Name:		TranSystems Corporation	
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	→ Good
<p><i>TranSystems Corporation's PM has extensive experience with corridor widenings, including bridge replacements, both as a designer and as a PM. Make mention of projects with public involvement and historic impact mitigation, though little mention of other environmental aspects. Roadway lead has experience with corridor widenings, including bridge replacements. Roadway lead has experience with projects with significant stakeholder involvement, and has designed around the need for an IP. Environmental mentioned without specifics. Bridge Lead has experience both as a bridge designer and hydraulics engineer with FEMA regulated waters. Has experience with multiple bridge types, and bridge widenings. Also has experience with more complex 2D hydraulic modeling and FIBs, which may be utilized to reduce superstructure depth given the hydraulic clearance concerns. NEPA lead has experience with extensive public involvement and historic resource coordination. Mentions ecology without specifics.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	→ Good
<p><i>TranSystems Corporation's roadway team seems small given the scope of the project. Bridge team is likely adequate and environmental team is adequate. They stated that they can bring in resources from other states as needed, which improved the size of the proposed teams. Project leads do not appear to be overcommitted.</i></p>			
Firm Name:		WSP USA, Inc.	
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	→ Good

GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 2			
<p style="color: red; font-size: small;">Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned.</p>			
<p style="font-size: x-small;">Poor = Does Not have minimum qualifications/availability = 0% of the Available Points</p>			
<p style="font-size: x-small;">Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25% of Available Points</p>			
<p style="font-size: x-small;">Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points</p>			
<p style="font-size: x-small;">Good = More than meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points</p>			
<p style="font-size: x-small;">Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points</p>			
<p><i>WSP USA, Inc.'s PM has experience with corridor widenings and new alignments both as an engineer and as a PM, including bridge crossing. Mentions environmental coordination and public involvement, but doesn't cover specifics. The Roadway lead also has experience with corridor widenings and extensions, including bridge crossings, along with alternatives analysis utilizing public involvement. Little other mention of specifics for environmental. Bridge Design lead has experience with a multitude of structure types and staged construction. Also has experience with seismic design and FIBs, which is a plus given the project concerns and location. The NEPA lead has experience with widening projects, Individual Permits, and many coordination types including with the public and with endangered species.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating 		Adequate
<p><i>WSP USA, Inc.'s Design Teams are all well-staffed to handle the scope of the project. Most teams work within the same firm, which increases ease of coordination, with some augmentation from outside firms. QA/QC provided for multiple disciplines. Bridge Lead and PM appear to have significant existing time commitments.</i></p>			







Evaluation Criteria






Experience and Qualifications

Resources and Workload Capacity




Evaluator 3

	200	300	Phase One	
<i>Maximum Points allowed =</i>	200	300	Evaluator 3 Individual	
SUBMITTING FIRMS	▼	▼	Total Score	Ranking
American Engineers, Inc.	Good	Good	375	1
American Consulting Professionals, LLC	Good	Good	375	1
Atlas Technical Consultants, LLC	Adequate	Adequate	250	18
Barge Design Solutions, Inc.	Adequate	Adequate	250	18
CDM Smith, Inc.	Adequate	Adequate	250	18
EXP U.S. Services, Inc.	Adequate	Good	325	9
Gresham Smith	Adequate	Good	325	9
Heath & Lineback Engineers, Inc.	Adequate	Adequate	250	18
Holt Consulting Company, LLC	Good	Good	375	1
KCI Technologies, Inc.	Good	Good	375	1
Kimley-Horn and Associates, Inc.	Good	Adequate	300	16
Long Engineering, LLC	Adequate	Adequate	250	18
Moffatt & Nichol, Inc.	Good	Adequate	300	16
Mott MacDonald, LLC	Adequate	Good	325	9
NV5 Engineers and Consultants, Inc.	Good	Good	375	1
Parsons Transportation Group, Inc.	Adequate	Good	325	9
Qk4, Incorporated	Good	Good	375	1
RS&H, Inc.	Adequate	Good	325	9
Rummel, Klepper & Kahl, LLP (RK&K)	Adequate	Good	325	9
Stantec Consulting Services, Inc.	Good	Good	375	1
T.Y. Lin International, Inc.	Adequate	Marginal	175	23
TranSystems Corporation	Adequate	Good	325	9
WSP USA, Inc.	Good	Good	375	1
<i>Maximum Points allowed =</i>	200	300	500	%







GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 3			
Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned.			
Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25% of Available Points Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points Good = More than meets minimum qualifications/availability and exceeds in some aspects = 75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points			
Firm Name:	American Engineers, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
Comments: <i>The PM (Mark Wilkinson) has over 36 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (hundreds). The Roadway Design KTL (Rhandi Gallegos) has over 23 yrs experience, GDOT experience, experience with similar scoped projects (major widening). The Bridge KTL (Kenneth Ott) has over 34 yrs experience (+200) bridges, GDOT experience, 50+ based on LRFD, experience with similar scoped projects (bridges over water). The Environmental KTL (Henry Borovich) has over 36 yrs experience, GDOT experience, +250 Environmental docs and permits, experience with similar scoped projects. The Prime states experience with similar scoped projects, including excellent involvement from the PM and KTLs.</i>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good
Comments: <i>The org chart shows (+) depth and additional resources in each discipline, additional experience 200+ projects, 100% transportation, 50% GDOT, Availability - PM 80% RD 81% BD 85% ED 83%</i>			
Firm Name:	American Consulting Professionals, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
Comments: <i>The PM (Steven Gaines) has over 27 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Tracy Boutwell) has over 25 yrs experience, GDOT experience, experience with similar scoped projects (major widening), Lead Role. The Bridge KTL (Allen Peterfreund) has over 19 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Heather Edwards) has over 21 yrs experience, GDOT experience, experience with similar scoped projects, Senior Role. The Prime states experience with similar scoped projects, including good involvement from the PM and KTLs.</i>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good
Comments: <i>The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for Traffic/Survey/Public Involvement/Geotechnical as well as developed QA/QC team, Availability - PM 60% RD 51% BD 83% ED 54%</i>			
Firm Name:	Atlas Technical Consultants, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
Comments: <i>The PM (Mark Hanson) has over 22 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Ben Morden) has over 6 yrs experience, GDOT experience, experience with similar scoped projects (widening), Standard Role. The Bridge KTL (Bill DuVall) has over 28 yrs experience, +GDOT experience, over 1000 reviews, +experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Bijay Niraula) has over 6 yrs experience, GDOT experience, experience with similar scoped projects, Lead Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.</i>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate






GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 3			
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<p>Comments: The org chart shows depth and additional resources in each discipline, Prime listed additional KTLs for PM/Environmental/Constructability/Project Control and Scheduling as well as QA/QC team, Availability - PM 70% RD 32% BD 55% ED 82%</p>			
Firm Name:	Barge Design Solutions, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>Comments: The PM (Stephen Mosher) has over 22 yrs experience, GDOT experience, experience with similar scoped projects. The Roadway Design KTL (Jonathan Haycraft) has over 22 yrs experience, GDOT experience, experience with similar scoped projects (widening), Standard Role. The Bridge KTL (Kevin McAlister) has over 20 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Jennifer Napier) has several yrs experience, GDOT experience, mentioned experience with similar scoped projects but did not list many, KTL Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p>Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for Traffic, Availability after 2022 at a minimum - PM 80% RD 82% BD 62% ED 90%</p>			
Firm Name:	CDM Smith, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>Comments: It appeared the SOQ was written as if the project was a Bridge replacement over water instead of the Rural Widening? The PM (Chuck Deeb) has over 40 yrs experience, (+) GDOT experience, (-) experience with similar scoped projects. The Roadway Design KTL (David Webb) has over 15 yrs experience, GDOT experience, (-) experience with similar scoped projects, Standard Role. The Bridge KTL (Greg Grant) has over 35 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Todd Barker) has over 30 yrs experience, (+) GDOT experience, experience with similar scoped projects, Lead Role. The Prime states some experience with similar scoped projects, including some involvement from the PM and KTLs.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p>Comments: The org chart shows (minimal) depth and additional resources in each discipline, Prime listed additional KTLs for Traffic/Survey/Public Involvement/Geotechnical as well as developed QA/QC team, Availability - PM 70% RD 35% BD 50% ED 60%</p>			
Firm Name:	EXP U.S. Services, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>Comments: The PM (Dwayne Comer) has over 30 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects, PM over 160 projects. The Roadway Design KTL (David McFarlin) has over 25 yrs experience, GDOT experience, (-) experience with similar scoped projects, PM Role no Lead Design experience described. The Bridge KTL (Michael Russell) has over 19 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Heather Edwards) has over 21 yrs experience, GDOT experience, experience with similar scoped projects, Senior Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.</p>			

GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 3			
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<p style="font-size: x-small;">Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25% of Available Points Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points Good = More than meets minimum qualifications/availability and exceeds in some aspects = 75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	—————→
			Good
<p>Comments: <i>The org chart shows (+) depth and additional resources in each discipline, +QA/QC, Prime listed additional KTLs for Traffic/Survey/Public Involvement/Geotechnical as well as developed QA/QC team, Availability - PM 95% RD 82% BD 70% ED 70%</i></p>			
Firm Name:		Gresham Smith	
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	—————→
			Adequate
<p>Comments: <i>The PM (Sarah Blackburn) has over 13 yrs experience, GDOT experience, experience with similar scoped projects. The Roadway Design KTL (Andrew Farmer) has over 13 yrs experience, (+) GDOT experience, experience with similar scoped projects, Lead Role. The Bridge KTL (Jin Liu) has over 28 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Heather Edwards) has over 21 yrs experience, GDOT experience, experience with similar scoped projects, Senior Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs, although no projects where team worked together.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	—————→
			Good
<p>Comments: <i>The org chart shows (+) depth and additional resources in each discipline, +QA/QC, Prime listed additional KTL for Traffic, Availability - PM 75% RD 82% BD 62% ED 100%?</i></p>			
Firm Name:		Heath & Lineback Engineers, Inc.	
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	—————→
			Adequate
<p>Comments: <i>The PM (Allen Krivsky) has over 28 yrs experience, GDOT experience, experience with similar scoped projects. The Roadway Design KTL (Tom Barwick) has over 32 yrs experience, GDOT experience, experience with similar scoped projects, Lead Role. The Bridge KTL (Masood Shabazaz) has over 36 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Jillian Neupauer) has ??? yrs experience, GDOT experience, experience with similar scoped projects, Lead Role. The Prime states experience with similar scoped projects, including good involvement from the PM and KTLs.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	—————→
			Adequate
<p>Comments: <i>The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for Traffic/Public Involvement as well as developed QA/QC team, Availability - PM 80% RD 43% BD 72% ED 42%</i></p>			
Firm Name:		Holt Consulting Company, LLC	
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	—————→
			Good


GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 3			
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<p>Comments: The PM (Brad Gowen) has over 22 yrs experience, (+) GDOT experience, experience with similar scoped projects. The Roadway Design KTL (Jacob Redwine) has over 24 yrs experience, GDOT experience, experience with similar scoped projects (widening), Lead Role. The Bridge KTL (Christopher Bolding) has over 13 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Heather Edwards) has over 20 yrs experience, GDOT experience, experience with similar scoped projects, Senior Role. The Prime states experience with similar scoped projects, including good involvement from the PM and KTLs.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating 	Good
<p>Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for a well as developed QA/QC team, score of 80 for performance shown, Availability – PM 72% RD 73% BD 60% ED 61%</p>			
Firm Name: KCI Technologies, Inc.			
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating 	Good
<p>Comments: The PM (Kerrie Boyette) has over 22 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Erik Rickert) has over 23 yrs experience, GDOT experience, (+) experience with similar scoped projects (major widening), Lead Role. The Bridge KTL (David Stricklin) has ??? yrs experience, + GDOT experience, + experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Henry Borovich) has over 39 yrs experience, GDOT experience, +250 Environmental docs and permits, experience with similar scoped projects. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating 	Good
<p>Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for Construction, the legend appeared to miss a consultant "KH", Availability - PM 77% RD 80% BD 95% ED 69%</p>			
Firm Name: Kimley-Horn and Associates, Inc.			
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating 	Good
<p>Comments: The PM (Peter Coakley) has over 21 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Amanda Woodrum) has ??? yrs experience, GDOT experience, experience with similar scoped projects (widening), Lead Role. The Bridge KTL (David Stricklin) has ??? yrs experience, + GDOT experience, + experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Patrick Smith) has over 27 yrs experience, + GDOT experience, + experience with similar scoped projects, Lead Role. The Prime states experience with similar scoped projects, including good involvement from the PM and KTLs.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating 	Adequate
<p>Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for QA/QC, Availability - PM 88% RD 47% BD 80% ED 43%</p>			
Firm Name: Long Engineering, LLC			

GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 3			
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A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	Adequate
Comments: Layout/Formatting of SOQ excellent! The PM (Anthony Kamburis) has over 32 yrs experience, (+) GDOT experience, experience with similar scoped projects. The Roadway Design KTL (Gary Tillman) has over 28 yrs experience, (+) GDOT experience, experience with similar scoped projects (listed mostly bridge replacements, widening projects presented only for review services not design), Lead Role. The Bridge KTL (Sammy Powell) has over 38 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (bridges over water), Chief/Lead Role. The Environmental KTL (Heather Edwards) has over 20 yrs experience, GDOT experience, experience with similar scoped projects, Senior Role. The Prime states experience with similar scoped projects, including good involvement from the PM and KTLs.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	Adequate
Comments: The org chart shows (-) depth but needed additional detail for resources in each discipline, Prime discussed cost savings they implemented on some other projects, Availability - PM 58% RD 50% BD 55% ED 67%			
Firm Name:	Moffatt & Nichol, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	Good
Comments: The PM (Ryan Triick) has over 20 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Nina Gailey) has over 17 yrs experience, GDOT experience, (+) experience with similar scoped projects (widening), Lead Role. The Bridge KTL (Scott Caples) has over 35 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Jonathan Cox) has over 22 yrs experience, (+) GDOT experience, experience with similar scoped projects, Chief/Lead Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	Adequate
Comments: The org chart shows (+) depth and additional resources in each discipline, Prime didn't highlight any additional KTLs that would be involved in project, Availability - PM 95% RD 50% BD 55% ED 54%			
Firm Name:	Mott MacDonald, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	Adequate
Comments: The PM (Ed Culican) has over 26 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (David Jackson) has over 15 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (widening), Senior/Lead Role The Bridge KTL (Michael Russell) has over 30 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Anna Ingwersen) has ??? yrs experience, GDOT experience, (-) experience with similar scoped projects, Lead Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	Good
Comments: The org chart shows (+) depth and (+) additional resources in each discipline, Prime listed additional KTLs for Traffic as well as developed QA/QC team, Availability - PM 85% RD 79% BD 70% ED 81%			

GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 3			
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Firm Name:	NV5 Engineers and Consultants, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
Comments: The PM (Ken McDuff) has over 31 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Brad Gowen) has over 22 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (widening), Lead Role. The Bridge KTL (Christopher Bolding) has over 13 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Eric Midkiff) has over 30 yrs experience, GDOT experience, experience with similar scoped projects, Eric's role was clarified on some of the projects presented, Standard Role. The Prime states experience with similar scoped projects, including minimal involvement from the PM and KTLs.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good
Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for the QA/QC team, Availability - PM 56% RD 70% BD 57% ED 72%			
Firm Name:	Parsons Transportation Group, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
Comments: The PM (Saurabh Bhattcharya) has over 16 yrs experience, GDOT experience, experience with similar scoped projects. The Roadway Design KTL (Robert Delos Santos) has over 24 yrs experience, (+) GDOT experience, experience with similar scoped projects (widening), Lead Role. The Bridge KTL (Jonathan Emenheiser) has over 11 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Todd Hill) has over 32 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects, Lead Role. The Prime states experience with similar scoped projects, including good involvement from the PM and KTLs.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good
Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for Traffic as well as developed QA/QC team, Availability - PM 73% RD 85% BD 64% ED 65%			
Firm Name:	Qk4, Incorporated		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
Comments: The PM (Andrew Ballerstedt) has over 30 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (David Fox) has over 16 yrs experience, GDOT experience, experience with similar scoped projects (widening), Lead Role. The Bridge KTL (Scott Caples) has over 30 yrs experience, (+) GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Erin Murphy) has over 15 yrs experience, GDOT experience, experience with similar scoped projects, Lead Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good

GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 3			
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<p>Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for Traffic/Survey/Geotechnical as well as developed QA/QC team, Availability - PM 95% RD 70% BD 45% ED 87%</p>			
Firm Name:	RS&H, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>Comments: The PM (Daveitta Knight) has over 27 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Mac Cranford) has over 18 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (widening), Lead Role. The Bridge KTL (Ryan Vasile) has over 13 yrs experience, GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Buddy Covington) has over 24 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects, Senior Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good
<p>Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for Traffic/Survey/Public Involvement/Geotechnical as well as developed QA/QC team, Availability - PM 65% RD 55% BD 75% ED 88%</p>			
Firm Name:	Rummel, Klepper & Kahl, LLP (RK&K)		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>Comments: The PM (Keith Franklin) has ??? yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Brandon McInnis) has over 22 yrs experience, (-) GDOT experience, (+) experience with similar scoped projects (widening), Lead Role. The Bridge KTL (Bob Massaro) has over 30 yrs experience, GDOT experience, (+) experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Heather Edwards) has over 20 yrs experience, GDOT experience, experience with similar scoped projects, Senior Role. The Prime states experience with similar scoped projects, minimal involvement from the RD KTL.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good
<p>Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for Traffic/Survey/Public Involvement/Geotechnical as well as developed QA/QC team, Availability - PM 90% RD 50% BD 50% ED 77%</p>			
Firm Name:	Stantec Consulting Services, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Good
<p>Comments: The PM (Tom Harjung) has over 31 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Mitchell Greenway) has over 22 yrs experience, (+) GDOT experience, experience with similar scoped projects (widening), Lead Role. The Bridge KTL (Robert Massaro) has over 32 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Zachary Adriaenssens) has ??? yrs experience, (+) GDOT experience, (+) experience with similar scoped projects, Lead Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.</p>			

GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 3			
Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned.			
Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25% of Available Points Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points Good = More than meets minimum qualifications/availability and exceeds in some aspects = 75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	Good
Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for Traffic as well as developed QA/QC team, Availability - PM 87% RD 50% BD 75% ED 85%			
Firm Name: T.Y. Lin International, Inc.			
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	Adequate
Comments: The PM (Byron Letourneau) has over 27 yrs experience, GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Nicole Alexander) has over 23 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (widening), Lead Role. The Bridge KTL (Michael Fraker) has over 16 yrs experience, (+) GDOT experience, experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Todd Barker) has over 30 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects, Lead Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	Marginal
Comments: The org chart shows (-) depth and additional resources in each discipline, Prime did not list additional KTLs and QA/QC team was minimal, Availability - PM 82% RD 70% BD 95% ED 70%			
Firm Name: TranSystems Corporation			
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	Adequate
Comments: The PM (David Henry) has over 27 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Alex Stone) has over 26 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (widening), Standard Role. The Bridge KTL (John McWhorter) has over 27 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (bridges over water), Lead Role. The Environmental KTL (Heather Edwards) has over 21 yrs experience, GDOT experience, experience with similar scoped projects, Senior Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%		Assigned Rating	Good
Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for PM/Public Involvement as well as developed QA/QC team, Availability - PM 70% RD 67% BD 78% ED 58%			
Firm Name: WSP USA, Inc.			
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%		Assigned Rating	Good

GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 3			
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Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25% of Available Points			
Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points			
Good = More than meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points			
Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points			
<p>Comments: The PM (Steve Linley) has over 33 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects. The Roadway Design KTL (Geoff Donald) has over 36 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (widening), Lead Role. The Bridge KTL (Arun Saha) has over 30 yrs experience, (+) GDOT experience, (+) experience with similar scoped projects (bridges over water), Lead Role The Environmental KTL (Jonathan Cox) has over 22 yrs experience, (+) GDOT experience, experience with similar scoped projects, Chief/Lead Role. The Prime states experience with similar scoped projects, including some involvement from the PM and KTLs.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good
<p>Comments: The org chart shows (+) depth and additional resources in each discipline, Prime listed additional KTLs for Geotechnical as well as developed QA/QC team, Availability - PM 35% RD 61% BD 73% ED 45%</p>			





Evaluation Criteria





Experience and Qualifications
Resources and Workload Capacity





Evaluator 4





SUBMITTING FIRMS	Maximum Points allowed =	200	300	Phase One Evaluator 4 Individual	
		▼	▼	Total Score	Ranking
American Engineers, Inc.	Marginal	Marginal	125	6	
American Consulting Professionals, LLC	Marginal	Marginal	125	6	
Atlas Technical Consultants, LLC	Marginal	Marginal	125	6	
Barge Design Solutions, Inc.	Adequate	Adequate	250	2	
CDM Smith, Inc.	Poor	Poor	0	22	
EXP U.S. Services, Inc.	Marginal	Marginal	125	6	
Gresham Smith	Marginal	Marginal	125	6	
Heath & Lineback Engineers, Inc.	Marginal	Marginal	125	6	
Holt Consulting Company, LLC	Marginal	Marginal	125	6	
KCI Technologies, Inc.	Excellent	Good	425	1	
Kimley-Horn and Associates, Inc.	Marginal	Marginal	125	6	
Long Engineering, LLC	Marginal	Marginal	125	6	
Moffatt & Nichol, Inc.	Adequate	Adequate	250	2	
Mott MacDonald, LLC	Marginal	Marginal	125	6	
NV5 Engineers and Consultants, Inc.	Marginal	Adequate	200	5	
Parsons Transportation Group, Inc.	Poor	Poor	0	22	
QK4, Incorporated	Marginal	Marginal	125	6	
RS&H, Inc.	Marginal	Marginal	125	6	
Rummel, Klepper & Kahl, LLP (RK&K)	Marginal	Marginal	125	6	
Stantec Consulting Services, Inc.	Marginal	Marginal	125	6	
T.Y. Lin International, Inc.	Poor	Marginal	75	21	
TranSystems Corporation	Marginal	Marginal	125	6	
WSP USA, Inc.	Adequate	Adequate	250	2	
Maximum Points allowed =	200	300	500	%	





GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 4			
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Firm Name:	American Engineers, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	—————→	Marginal
<p><i>The project manager bulleted 16 projects that were similar to 0013591, but failed to state how they were similar. The projects listed under the relevant PM experience were widenings and an interchange of which one of them had a railroad, but 0013591 does not. PM didn't state when he last took the PDP.</i></p> <p><i>The Roadway KTL demonstrated experience with widenings, interchanges, new alignment, bridges and 4f avoidance.</i></p> <p><i>The Bridge KTL demonstrated experience with bridges over water.</i></p> <p><i>The ENV KTL demonstrated experience with 4f, an EA/FONSI, and an ENV Services contract.</i></p> <p><i>The Prime demonstrated experience with widenings, bridges, interchanges, NEPA and GEPA documents. Some of the KTLs have worked together before.</i></p> <p><i>The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of 0013591 or how they were qualified to design and manage them.</i></p> <p><i>No GDOT PI#s were listed when applicable.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	—————→	Marginal
<p><i>The org chart appears to have sufficient depth. It lists numerous environmentalists, but doesn't state what specialty they perform. It shows four QC/QA team members, but doesn't state what their areas of expertise are. The Additional resources and abilities section restated KTLs resumes and discussed who would be doing the traffic engineering . Did not discuss their QC/QA plan on how they would ensure a quality set of plans would be delivered on schedule. On 0013723 listed in the PM's commitment table an escalation memo was written on the Concept delayed due to coordination on passing lane locations and issue with the design traffic, the firm allowed their area class code for 1.10 to lapse. The roadway KTL is the PM of 5 projects, the bridge KTL has 5 projects in various phases and the ENV KTL has 11 projects that are in final plans stage.</i></p>			
Firm Name:	American Consulting Professionals, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	—————→	Marginal
<p><i>The project manager has 20 years of engineering experience and completed over 20 projects using the PDP. The PM demonstrated experience with minimizing impacts to historic resources, widenings, new location, significant vertical reconstruction, and ramp widenings. PM last took the PDP in 2017</i></p> <p><i>The Roadway KTL demonstrated experience with widenings and bridges over water.</i></p> <p><i>The Bridge KTL demonstrated experience with bridges over water of which two were in Whitfield County.</i></p> <p><i>The ENV KTL demonstrated experience with an EIS , EA, EJ, public involvement and 4f.</i></p> <p><i>The Prime demonstrated experience with widenings, bridges, interchanges, NEPA and GEPA documents. Some of the KTLs have worked together before.</i></p> <p><i>The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of 0013591.</i></p> <p><i>No GDOT PI#s were listed when applicable.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	—————→	Marginal





GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 4			
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<p><i>The org chart appears to have sufficient depth. It shows a QC/QA person for roadway, bridge, bridge hydraulics, and constructability. It also shows two roadway design teams from two different firms, but doesn't explain how they will split up the work for this one project. It mentions the two different segments more than once, but define the segments. The QC/QA was discussed. The two projects that ACP and Atlas are working together on are two bridge replacements. The PM has 9 projects, of which seven are either in concept phase or just getting started. The ENV KTL has 20 projects.</i></p>			
Firm Name:	Atlas Technical Consultants,LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p><i>The project manager has 22 years of work experience. The PM demonstrated experience with turn lanes, widenings, realignment, intersection improvements, roundabouts, rcuts, and bridges. PM did not state when he last took the PDP.</i></p> <p><i>The Roadway KTL demonstrated experience with widenings, new location roads, turn lanes and bridges over water.</i></p> <p><i>The Bridge KTL demonstrated experience with bridges over water, pile bents and concrete bents with pile footings, H-pile bents, Bulb-Tee's, PSC beams, spread footings, 36" FIB and Type II PSC beam spans, and drilled shafts..</i></p> <p><i>The ENV KTL has only 6 years of experience and demonstrated experience with wetland delineations, habitat assessments, species surveys, agency coordination, quality assurance review of ecological reports, Section 404 Individual Permit application, buffer variance application, USACE coordination, and restrictive covenant modification application. One of the experiences listed was for ecology lead and one showed experience with an EA. One experience was overseeing over 100 reports and over 10 NEPA documents.</i></p> <p><i>The Prime demonstrated experience with widenings some of which had bridges over water. None of the KTLs have worked together before in the roles proposed in the SOQ. Out of the 5 widenings listed in the Prime's experience, one took 12 years, two took 10 years, one took 5 years and one took 4 years.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal
<p><i>The org chart appears to have sufficient depth. It shows two QC/QA reviewers for roadway, one for bridge, bridge hydraulics, and constructability. It also shows two roadway design teams from two different firms, but doesn't explain how they will split up the work for this one project. It mentions the two different segments more than once, but doesn't define the segments. Their QC/QA process was discussed. They have two individuals to assist with internal constructability reviews. They have a scheduler to assist the PM in ensuring the project stays on schedule. The PM and KTLs appear to have adequate availability.</i></p>			
Firm Name:	Barge Design Solutions, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p><i>The project manager has 22 years of work experience. The PM demonstrated experience with widenings, roundabouts, CFI, interchanges and bridges. In the projects listed as PM, he was the PM for only a short time for 262027-. PM did not state when he last took the PDP.</i></p> <p><i>The Roadway KTL has 22 years of experience and demonstrated experience with roundabouts, widenings, design build interchanges, and operational improvements.</i></p> <p><i>The Bridge KTL has 20 years of experience and demonstrated experience with bridge bundles, bridges over water, interchanges, LRFD, US Coast Guard, USFWS, DNR, FHWA, CM/GC process and ABC techniques.</i></p> <p><i>The ENV KTL has "several" years of experience with NEPA and is a KTL on three bridge replacements in Catoosa and Dade Counties and two bridges in Bibb County.</i></p> <p><i>The Prime demonstrated experience with widenings, operational improvements, and bridges. The PM & Roadway KTL and the roadway & env KTLs have worked together before.</i></p> <p><i>The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of 0013591.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate





GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 4			
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<p><i>The org chart appears to have sufficient depth. It shows 10 roadway designers from 3 firms, but didn't discuss how the work would be divided amongst the firms. It shows one QC/QA reviewer for roadway, one for bridge, one for traffic and one generic. They did not discuss their QC/QA process. The PM and KTLs appear to have adequate availability. They did recognize that the project had started and was stopped due to excessive ROW impacts, CST costs and environmental concerns. They proposed rescoping the project to a set of targeted improvements using practical design and B/C analysis.</i></p>			
Firm Name:	CDM Smith, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Poor
<p><i>The project manager has 40 years of work experience. All of the PM's experience was bridge projects.. PM did not state when he last took the PDP.</i></p> <p><i>The Roadway KTL has 15 years of experience and demonstrated experience with a bridge bundle and FPR services contract.</i></p> <p><i>The Bridge KTL has 35 years of experience and demonstrated experience with bridge over water, temporary work bridges, and working with Bridge Design on a DB project.</i></p> <p><i>The ENV KTL has 30 years of experience with widenings, historic Dixie Hwy, EAs and bridge projects.</i></p> <p><i>The Prime demonstrated experience with bridges and FPR services. The PM & Roadway KTL have worked together before, but not in the same roles.</i></p> <p><i>The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of 0013591 and only the ENV KTL demonstrated experience with widenings.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Poor
<p><i>The org chart does not have depth, nor does it list any QC/QA personnel. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY was clearly prepared for a bridge project. The KTLs appear to have availability.</i></p>			
Firm Name:	EXP U.S. Services, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p><i>The project manager has 30 years of work experience. All of the PM's experience was on widenings with bridges and an interchange project. PM last took the PDP in Jan 2019.</i></p> <p><i>The Roadway KTL has 55 years of experience and demonstrated experience with being a PM. Did not list any Roadway KTL experience..</i></p> <p><i>The Bridge KTL has 30 years of experience and demonstrated experience with roadway widenings with bridges, new location, bridge culverts, and a spandrel arch bridge over water..</i></p> <p><i>The ENV KTL has 20 years of experience and demonstrated experience with bridge projects.</i></p> <p><i>The Prime demonstrated experience with deceleration lane extension, sidewalks, CEI, on-call projects with local governments, roundabouts, and one project listed under the prime experience was not work done by the prime. It was experience the PM had at another employer.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal





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Evaluator #: 4			
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<p>The org chart appears to have sufficient depth. It lists 8 individuals to do different roles in QC/QA. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses going to FFPR early enough in the schedule so that comments can be addressed prior to ENV lockdown plans are due. It also discusses their ability to progress multiple bridges on a parallel schedule and the team being built to handle multiple projects simultaneously. The PM, Roadway and Bridge KTLs appear to have availability, but the ENV KTL work load fills two pages.</p>			
Firm Name:	Gresham Smith		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p>The project manager has 13 years of work experience. PM demonstrated experience with widenings and roundabouts. One of the projects listed as PM is a project that another firm is the prime. PM did not list the last time the PDP was taken.</p> <p>The Roadway KTL has 13 years of experience and demonstrated experience with bridge replacements, widenings intersection improvements, pedestrian improvements and passing lanes.</p> <p>The Bridge KTL has 28 years of experience and demonstrated experience with bridges over water, design-build project with reversible lanes and grade separations, and bridges over railroads.</p> <p>The ENV KTL has 20 years of experience and demonstrated experience with bridge replacements, passing lanes and realignments of which all are CEs.</p> <p>The Prime demonstrated experience with bridge replacements, roundabouts, widenings, and GRIP corridors. The KTLs have not worked together before.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal
<p>The org chart appears to have sufficient depth. It lists 10 roadway designers without stating their roles (why do you need 10 for a single project). It listed a QC/QA person for Roadway, Bridge, Constructability and ENV each. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY is a regurgitation of the resumes. The PI# for the Pickens County project was wrong. The QC/QA process was not discussed. The PM, Roadway and Bridge KTLs appear to have availability, but the ENV KTL listed 19 projects. The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of 0013591 .</p>			
Firm Name:	Heath & Lineback Engineers, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p>The project manager has 28 years of work experience. PM listed the South Tifton Bypass, but Randy Boykin was the PM and the project had a no build CR approved in April 2017; three projects that he was the principle in charge; SR 53 widening that is in LR (2051); and PI# 122890- that he was the PM in concept validation and preliminary engineering. The RCR missed that SR 10 was posted 65 mph and the ramps had to be redesigned in final plans and a PCRf was needed due to this miss. PM did not list the last time the PDP was taken.</p> <p>The Roadway KTL has 32 years of experience and demonstrated experience with bridges over railroads, urban interstate widening, and widenings.</p> <p>The Bridge KTL has 36 years of experience and demonstrated experience with bridges over water, bridges over railroads, interchange bridges and bridge replacements.</p> <p>The ENV KTL demonstrated experience with CEs Individual 4fs windshield surveys, and desktop research.</p> <p>The Prime demonstrated experience with interchange in which they missed the posted speed on the mainline was 65 mph and the ramps had to be redesigned in final plans and a PCRf was required, with a scoping study on a bypass that took 38 months, bypass, scoping study on a county road. The PM, Roadway KTL and Bridge KTL have worked together before, but not always in the proposed roles.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal

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Evaluator #: 4			
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<p><i>The org chart appears to have sufficient depth. It lists two roadway design teams without stating their roles (why do you need two teams for a single project). It listed a QC/QA person for Roadway, two for Bridge, Geotech, Survey/SUE, ENV, and Traffic. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY states that their staff is already familiar with the project site and anticipated issues, but does not list the anticipated issues or how they will address them. It just states that they build a team that they have long relationships with. The PM, Roadway and Bridge KTLs appear to have availability, but the ENV KTL listed 11 projects.</i></p>			
Firm Name:	Holt Consulting Company, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p><i>The project manager has 22 years of work experience. PM demonstrated design experience with widenings, but the only PM experience listed was for bridge projects. PM did not list the last time the PDP was taken. PM did not list the PI#s of his projects.</i></p> <p><i>The Roadway KTL has 24 years of experience and demonstrated experience with bridges over water and widenings.</i></p> <p><i>The Bridge KTL has 13 years of experience and demonstrated experience with bridges over water.</i></p> <p><i>The ENV KTL demonstrated experience with an EIS on a new location road, passing lanes and a realignment with a CE.</i></p> <p><i>The Prime demonstrated experience with bridge replacements. The PM, Roadway KTL and Bridge KTL have worked together before.</i></p> <p><i>The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of 0013591.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal
<p><i>The org chart appears to have sufficient depth. It lists two roadway design teams without stating their roles (why do you need two teams for a single project). It listed a QC/QA person for Roadway and Bridge. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses the PM's experience again, discusses limited scope concept reports and extensive bridge replacement PM experience. It also discusses their QC/QA process. The PM, Roadway and Bridge KTLs appear to have availability, but the ENV KTL listed 31+ projects.</i></p>			
Firm Name:	KCI Technologies, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Excellent
<p><i>The project manager has 22 years of work experience. PM demonstrated design experience with widenings with complex environmental resources/challenges. She listed experience with widenings including another project on the same corridor in the same county. She demonstrated experience with a widening that has required extensive public outreach as well as a widening project that has an aggressive schedule that they met. She also demonstrated experience with bridge projects. PM did not list the last time the PDP was taken.</i></p> <p><i>The Roadway KTL has 23 years of experience and demonstrated experience with widening with bridges over water and railroads as well as safety and operational improvements.</i></p> <p><i>The Bridge KTL demonstrated experience with bridges over water, railroads and road and experience with three-span PSC beam bridges.</i></p> <p><i>The ENV KTL has 39 years of experience and demonstrated experience with interchanges, widenings coordination with USACE, EAs and corridor widenings with sensitive public outreach.</i></p> <p><i>The Prime demonstrated experience with widenings that have aggressive schedules and widenings with extensive public outreach. The PM and Roadway KTL have worked together before.</i></p> <p><i>No GDOT PI#s were listed when applicable.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Good





GDOT Solicitation #:	RFQ-484-051121, Contract 2	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 4			
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<p><i>The org chart appears to have sufficient depth. It lists two roadway design teams without stating their roles (why do you need two teams for a single project). It listed a QC/QA person for Roadway, Bridge and ENV. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses the PM's plan to identify each project risk along with a strategy to mitigate it. By understanding the risks will help keep the project on schedule. It discusses entwining the ENV process into the design. It also discusses developing scopes for all the needed TOs in the planning process and a timeline of when they are needed to keep procurement from delaying the project schedule It also discusses their QC/QA process. The PM, Roadway and Bridge KTLs appear to have availability, but the ENV KTL listed 16 projects.</i></p>			
Firm Name:	Kimley-Horn and Associates, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p><i>The project manager has 21 years of work experience. PM demonstrated experience with corridor widenings with bridges over water, state funded that had a project delay due to the staging had to be corrected to allow the four projects to be let separately. PM demonstrated experience with new location roadway that was state funded that he did a matrix of pros and cons of different alignments. PM demonstrated experience bridges replacement projects, new location roads, widening and CD systems. PM did not list the last time the PDP was taken.</i></p> <p><i>The Roadway KTL demonstrated experience with corridor widenings with bridges over water, state funded that had a project delay due to the staging had to be corrected to allow the four projects to be let separately. Roadway KTL demonstrated experience with new location roads and CD systems.</i></p> <p><i>The Bridge KTL demonstrated experience with bridges over water and ABC methods.</i></p> <p><i>The ENV KTL has 27 years of experience and demonstrated experience with four state funded projects and one EA reveal that included widenings and new location.</i></p> <p><i>The Prime demonstrated experience with corridor widenings, improvements to a road in Savannah that required extensive public outreach, new location roads, interchanges and CD systems. The PM and KTLs have worked together before.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal
<p><i>The org chart appears to have sufficient depth. It lists two roadway design teams, but labeled them Team #1 and Team #3. They stated they anticipate breaking the project up because GDOT likes to let projects that are 3-4 miles in length. It listed a QC/QA person for Roadway, Bridge and ENV. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY stated that this project is defined through analyzing traffic to determine needed improvements. Our team will focus on identifying improvements that are cost effective to meet the project's goals. With several environmental resources anticipated along the corridor, our team will need to develop practical and cost effective avoidance alternatives; however, it doesn't discuss what the ENV are. It also discusses their QC/QA process. The PM, Roadway KTLs appear to have availability, even though the PM did not list 222150- and 0007177 that are both under CST. However, the Bridge KTL listed 13 projects as KTL and one as a PM and the ENV KTL listed 28 projects.</i></p>			
Firm Name:	Long Engineering, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p><i>The project manager has 32 years of work experience. PM demonstrated experience with bridge bundles, bridge replacements, widenings, and interstate rehab. The East West Connector, Phase V was listed twice, but the second time the description of work was for I-16. PM did not list the last time the PDP was taken.</i></p> <p><i>The Roadway KTL has 28 years experience and demonstrated experience with bridge replacements and Field Plan Review Support Services.</i></p> <p><i>The Bridge KTL demonstrated experience with bridge replacements, bridges over water, repairs to a historic truss bridge, jacking bridges, steel plate girders, prestressed girders, pile shafts and drilled shaft substructures.</i></p> <p><i>The ENV KTL has 20 years experience and demonstrated experience with an EIS on a new location road, passing lanes and a realignment with a CE.</i></p> <p><i>The Prime demonstrated experience with culvert replacements, bridge replacements bridges over water, Field Plan Review Services, and LIBP design support. The PM and Roadway and Bridge KTLs have worked together before.</i></p> <p><i>No GDOT PI#s were listed when applicable.</i></p> <p><i>The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of 0013591.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal



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Evaluator #: 4			
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<p><i>The org chart does not appear to have sufficient depth. It only lists the ENV KTL and 8+ specialists. It lists two QC/QA reviewers from another firm. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses they have the ability to assign work to multiple senior professionals for both roadway and bridge design to respond to changes in availability in personnel between now and NTP. It repeatedly discusses bridge replacement projects. It discusses being invaluable to GDOT on these projects. It also discusses their QC/QA process. It mentions the team's previous work on GRIP corridor projects will enable them to provide GDOT with a design that is cost-effective and meets the needs of the local citizens. The PM, Roadway and bridge KTLs appear to have availability. However, the ENV KTL listed 25 projects.</i></p>			
Firm Name:	Moffatt & Nichol, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p><i>The project manager has 20+ years of work experience. PM demonstrated experience with widenings, bridges over water, new location roads, new interchanges, projects with extensive public outreach and ENV resources. PM did not list the last time the PDP was taken.</i></p> <p><i>The Roadway KTL has 117 years of work experience and demonstrated experience with widenings, roundabouts, ramps, operational and safety improvements.</i></p> <p><i>The Bridge KTL has 35 years of work experience and demonstrated experience with bridges over water and railroads, three span PSC beam on concrete bents, a three span-275 foot PSC I-girder with pile footings, FEMA floodway, single-span PSC girder, 705 foot seven-span PSC girder with concrete bents on pile footings and a 105-foot PSC girder bridge on H-pile end bents.</i></p> <p><i>The ENV KTL has 22 years of work experience and demonstrated experience with widenings, NEPA reevals, roundabouts, state funded projects, an EA, and a new location roadway.</i></p> <p><i>The Prime demonstrated experience with new location roads and widenings. Some of the KTLs have worked together before, but the roles were not listed.</i></p> <p><i>The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of 0013591.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p><i>The org chart appears to have sufficient depth. It lists a QC/QA reviewer for Roadway, Traffic, Bridge and ENV. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses keeping focused on the purpose and need as the team develops and gathers the appropriate data from traffic studies, public engagement, and alternatives analysis designs to identify best-fit solutions. The PM and KTLs appear to have availability.</i></p>			
Firm Name:	Mott MacDonald, LLC		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p><i>The project manager has 26 years of work experience. PM demonstrated experience with new locations, interchanges, roundabouts, RCUTS, bridges, and bridges over railroads. The SR 104 projects listed under his experience have been cancelled and the PM was Erik Fry. PM did not list the last time the PDP was taken.</i></p> <p><i>The Roadway KTL has 15 years of work experience and demonstrated experience with new locations, interchanges, roundabouts, RCUTS, and bridges.</i></p> <p><i>The Bridge KTL has 30+ years of work experience and demonstrated experience with new locations, interchanges, roundabouts, RCUTS, bridges, and bridge culverts.</i></p> <p><i>The ENV KTL demonstrated experience with Express Bus Rapid Transit NEPA and bridge bundles. Claimed to have worked on SR 5 as the NEPA Planner who led environmental activities on the project including organizing public outreach. Jonathan Cox was the ENV KTL on SR 5. The Monticello NE Bypass's environmental work in being done in-house.</i></p> <p><i>The Prime demonstrated experience with new locations, interchanges, roundabouts, RCUTS, widenings with bicycle facilities, CFIs, Median U-turns, and bridges. Some of the KTLs have worked together before, but the roles were not listed.</i></p> <p><i>GDOT PI#s were not listed when applicable.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal

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Evaluator #: 4			
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<p>Good = More than meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points</p>			
<p>Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points</p>			
<p><i>The org chart appears to have sufficient depth. It lists two QC/QA reviewers for Roadway and Bridge and one for ENV. It lists 5 NEPA analysts. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY regurgitates the PM and KTLs resumes. The PM and KTLs appear to have availability. The PM only lists projects that he is the PM, however, in the org chart it lists him doing some design activities too, but the availability chart does not indicate any design work being done on any projects.</i></p>			
Firm Name:	NV5 Engineers and Consultants, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p><i>The project manager has 31 years of work experience. PM demonstrated experience with bridge bundles, and widenings. PM did not list the last time the PDP was taken.</i></p> <p><i>The Roadway KTL has 22 years of work experience and demonstrated experience with widenings</i></p> <p><i>The Bridge KTL has 13 years of work experience and demonstrated experience with bridges over water.</i></p> <p><i>The ENV KTL has 30 years of work experience and demonstrated experience with bridge bundles, CEs, intersection improvements and an EA.</i></p> <p><i>The Prime demonstrated experience with widenings and passing lanes. None of the KTLs have worked together before.</i></p> <p><i>GDOT PI#s were not listed when applicable.</i></p> <p><i>The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of 0013591.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p><i>The org chart appears to have sufficient depth. It lists QC/QA reviewers for Roadway, ENV, and Bridge. It lists 8 roadway designers. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses using design exceptions and variances to minimize scope creep. The PM and KTLs appear to have availability.</i></p>			
Firm Name:	Parsons Transportation Group, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Poor
<p><i>The project manager has 16 years of work experience. PM demonstrated engineering experience with roadway extension using a feasibility matrix for alternate analysis and PM experience with multiple projects in which he is not the PM. 0013927 – Rajeev Shah is the PM. SR 9 Widening – Emilee Woods is the PM. PM did not list the last time the PDP was taken.</i></p> <p><i>The Roadway KTL has 24 years of work experience and demonstrated experience as a geometric design lead on an interchange project, as supervising roadway engineer and design manager on a bridge replacement, as Roadway KTL on new location, limited access roadway project, an express lanes project, interchange project and as supervising roadway engineer on a widening.</i></p> <p><i>The Bridge KTL has 11 years of work experience and demonstrated experience with interchanges, bridges over water and design build bridge.</i></p> <p><i>The ENV KTL has 32 years of work experience and demonstrated experience with environmental services contract, GEPA, EA/FONSI on bypasses and bridge replacement.</i></p> <p><i>The Prime demonstrated experience with new location, interchanges, managed lanes, design build, bridges over water and a widening. The KTLs have worked together before, but the roles were not defined.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Poor

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<p>The org chart appears to have sufficient depth. It lists QC/QA reviewers for Roadway, ENV, and Bridge. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses that Edwards Pittman was on the team who originally studied this corridor, but did not discuss the environmental challenges this project faces. It discussed using a prioritization matrix and starting the development of the next TO 9 months before needed. There is a typo in the discussion. The PM and KTLs appear to have availability. Six of the eight projects listed under the PM workload have Rajeev Shah as the PM.</p>			
Firm Name:	Qk4, Incorporated		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p>The project manager has 30 years of work experience. PM demonstrated experience with bridges over water (let in 2021), widening and interchange reconstruction (let in 2006). There was a typo on the PI# for 522920- which is a bridge over water (let in March 2013) and the East Lake Pkwy, which had a typo in the PI# (let in March 2008), and a widening project (let in August 2011). Most of the relevant PM experience, while award winning, is over 10 years old. PM did not list the last time the PDP was taken.</p> <p>The Roadway KTL has 16 years of work experience and demonstrated experience with bridge replacements (typo in PI# for Big Shanty Connector), and widenings.</p> <p>The Bridge KTL has 30 years of work experience and demonstrated experience with bridges over water.</p> <p>The ENV KTL has 15 years of work experience and demonstrated experience with environmental manager for a bypass and ENV KTL for truck friendly lanes and a widening.</p> <p>The Prime demonstrated experience with widenings (let 2006 and let 2008), Statewide Intersection Task Order from 2006-2012, and three bridge replacements (two let in 2020 and one in 2012). The KTLs have worked together before.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal
<p>The org chart shows two design teams, but doesn't explain how they will utilize two teams for one project. It lists two QC/QA reviewers, but the disciplines are unknown. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY has a typo in the FY 3022. It discusses using a decision matrix. It also states that Johnny Lee was the Roadway KTL on 621530-, but Brad Cox was the Roadway KTL. The PM and KTLs appear to have availability.</p>			
Firm Name:	RS&H, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p>The project manager has 27 years of work experience. PM demonstrated experience with quality control reviewer for a widening, project engineer on three widenings, and the PM on a lighting and median barrier project let in July 2015. PM listed that they were the PM of 0015247, but that is a DB project with PE in FY33 and CST in FY35. She also list that she was the PM on a Work Order Contract for GDOT that involved 11 unique projects, but no PI#s were listed, so the work could not be verified.. PM did not list the last time the PDP was taken.</p> <p>The Roadway KTL has 13 years of work experience and demonstrated experience with widenings.</p> <p>The Bridge KTL has 13 years of work experience and demonstrated experience with a bridge bundle, bridge over water and a bridge over the interstate.</p> <p>The ENV KTL has 24 years of work experience and demonstrated experience with widening with an EA, bridge over water with a CE and a bridge over water with a PCE.</p> <p>The Prime demonstrated experience with widenings, bypass, bridge bundle and states that 0015247 will be let in June 2021, but the PSR shows the PE is in FY33 and CST in FY35. Some of the KTLs have worked together before.</p> <p>The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal

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<p>The org chart appears to have sufficient depth. It lists QC/QA reviewers for Roadway, Bridge and ENV. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses the basics for 0013591, but did not discuss any of the geometric and environmental challenges. It also discusses the depth of the org chart and the firms they are teaming with. The PM and Roadway and Bridge KTLs appear to have availability. The ENV KTL has 15 projects.</p>			
Firm Name:	Rummel, Klepper & Kahl, LLP (RK&K)		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Marginal
<p>PM demonstrated experience with SR 400 Design Build Finance as the PM of the norther portion, quality control manager for a bridge project, DB bridge replacements, intersection improvements, and widenings. PM last took the PDP in 2017.</p> <p>The Roadway KTL has 22 years of work experience and demonstrated experience with widenings and DB bridge over water. All his work experience is out of state, but plans to take the PDP in 2021.</p> <p>The Bridge KTL has 30 years of work experience and demonstrated experience with a bridge bundle, bridge over water and a bridge over the SR 400.</p> <p>The ENV KTL demonstrated experience with an EIS on a new location road, passing lanes and a realignment with a CE.</p> <p>The Prime demonstrated experience with widenings with bridges and bridge replacements. None of the KTLs have worked together before.</p> <p>The KTLs' and Prime's experience failed to show understanding of the complexity and challenges of 0013591.</p> <p>No GDOT PI#s were listed when applicable.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Marginal
<p>The org chart appears to not have sufficient depth. It only lists one analyst per ENV specialty. It lists tow QC/QA reviewers, but does not mention the discipline. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses the basics for 0013591. It also discusses the depth of the org chart and the firms they are teaming with. It did explain how and why the design would be broken up into two teams. The PM and Roadway and Bridge KTLs appear to have availability. The ENV KTL has 17 projects.</p>			
Firm Name:	Stantec Consulting Services, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating	→	Marginal
<p>The project manager has 31 years of work experience. PM demonstrated experience with widenings, bypass, bridges over water and interchanges. Only two PI#s were listed, so his work could not be verified. PM did not state when they last took the PDP.</p> <p>The Roadway KTL has 22 years of work experience and demonstrated experience with widenings, operational and safety improvements and intersection improvements.</p> <p>The Bridge KTL has 32 years of work experience and demonstrated experience with a bridge bundle, bridge over water and a bridge over the SR 400.</p> <p>The ENV KTL demonstrated experience with bridges over water, widenings with extensive public involvement, widening where he rewrote the NELT and resolved the N&O and LT issues the project had, and a widening with EJ and Title VI that required extensive public involvement. None of the work was as the ENV KTL; he was the Environmental Task Manager.</p> <p>The Prime demonstrated experience with widenings with bridges, widenings, roundabouts, and interchange. The KTLs have worked together before, but not in the roles in this SOQ.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating	→	Marginal

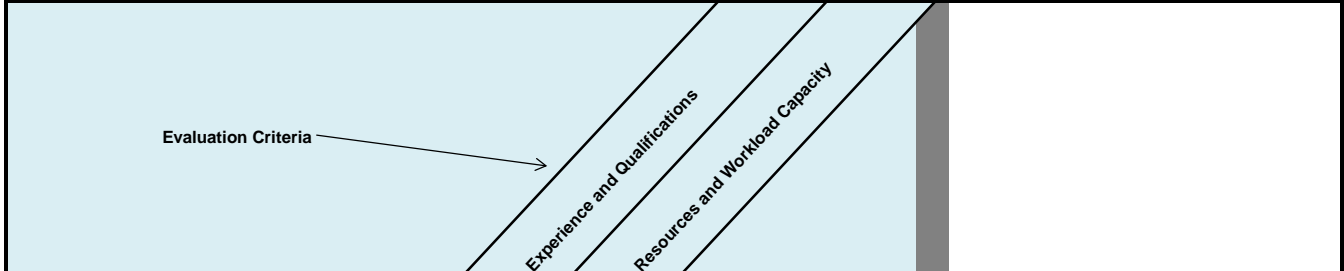
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<p><i>The org chart appears to have sufficient depth. It lists QC/QA reviewers for Roadway, Bridge, Traffic and ENV. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses the depth of the org chart and the firms they are teaming with. The PM appears to have availability. The Roadway KTL is the PM on 10 projects. The Bridge KTL has 10 projects. The ENV KTL appears to have availability.</i></p>			
Firm Name:	T.Y. Lin International, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Poor
<p><i>The project manager has 24 years of work experience. PM demonstrated experience with commercial vehicle lanes, corridor study, widenings. PI#s were not listed for all the GDOT projects, so his work could not be verified. One of the projects listed the PM was only involved very early on in concept validation. By the time the RCR was submitted, someone else was the PM. PM last took the PDP in 2019.</i></p> <p><i>The Roadway KTL has 23 years of work experience and the experience listed he was the technical lead for three of the projects and one he was the lead designer.</i></p> <p><i>The Bridge KTL has 16 years of work experience and the experience listed for two of the projects, he led the preparation of the PS&E and the third he was the designer.</i></p> <p><i>The ENV KTL has 30 years of work experience and demonstrated experience with EAs on widenings, bridge replacements, a CE on a widening, and an EA on a new location.</i></p> <p><i>The Prime demonstrated experience with widenings, bridges over water, and passing lanes. On the Post Road project, the PM and Roadway KTL were in the same roles and the project is behind schedule and had poor PFPR scores. The passing lane project first states that it is ongoing, but below it says it was completed in 2018. The PM and Roadway KTL have worked together before.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal
<p><i>The org chart does not have sufficient depth. It lists one QC/QA reviewer, but doesn't specify the discipline. The ENV staff has no depth. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY discusses some of the design challenges. The PM and KTLs appear to have availability.</i></p>			
Firm Name:	TranSystems Corporation		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Marginal
<p><i>The project manager has 27 years of work experience. PM demonstrated experience with widenings, interchange, bridge over water, and new location . PI#s were not listed for all the GDOT projects, so his work could not be verified. PM did not state when they last took the PDP.</i></p> <p><i>The Roadway KTL has 26 years of work experience and the three of the four projects listed for his experience, he was the project manager and the fourth he was the project engineer. He did not demonstrate experience as a Roadway KTL.</i></p> <p><i>The Bridge KTL has 27 years of work experience and demonstrated experience with bridges over water, two as the Bridge KTL and one for bridge hydraulic design and preliminary bridge design.</i></p> <p><i>The ENV KTL demonstrated experience with an EIS on a new location road, passing lanes and a realignment with a CE.</i></p> <p><i>The Prime demonstrated experience with widenings, bridges over water, bridges and culverts over a railroad. The PM and Roadway KTL have worked together before, but not in the proposed roles.</i></p> <p><i>GDOT PI#s were not listed for GDOT projects and the project descriptions were so vague that the projects could not be identified.</i></p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Marginal

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<p>The org chart does not have sufficient depth. It lists a QC/QA reviewer for Roadway, Bridge, Traffic and ENV each. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY regurgitates the PM and KTLs resumes. It discusses some of the design and environmental challenges, but the org chart does not show the ENV depth needed to meet these challenges. It also discusses the QC/QA process. The PM and Bridge and Roadway KTLs appear to have availability. The ENV KTL has 31+ projects.</p>			
Firm Name:	WSP USA, Inc.		
A. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 20%	Assigned Rating		Adequate
<p>The project manager has 37 years of work experience. PM demonstrated experience with widenings, new location, and bridges over water. PI#s were not listed for all the GDOT projects, so his work could not be verified. 422410 was cancelled in July 2015 which was after ROW authorization. PM did not state when they last took the PDP.</p> <p>The Roadway KTL has 36 years of work experience and demonstrated experience with widenings and new alignments.. He did not demonstrate experience as a Roadway KTL. Did not list PI#s for all GDOT projects.</p> <p>The Bridge KTL has 30 years of work experience and demonstrated experience with bridges over water and an interchange.</p> <p>The ENV KTL has 22 years of experience and demonstrated experience with NEPA documents, but didn't list the types. One had adverse effects on archeology and one was state funded.</p> <p>The Prime demonstrated experience with now locations, widenings, and bridges over water. The PM and ENV KTL have worked together before, but the roles were not stated. GDOT PI#s were not listed for GDOT projects and the project descriptions were so vague that the projects could not be identified.</p>			
B. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 30%	Assigned Rating		Adequate
<p>The org chart appears to have sufficient depth. It lists a QC/QA reviewer for Roadway, Bridge, c and ENV each. The NARRATIVE ON ADDITIONAL RESOURCE AREAS AND ABILITY provides mini resumes for the QC/QA team. It also discusses the role SEI was going to play in design. The PM and KTLs appear to have availability.</p>			

GDOT SELECTION COMMITTEE SCORING AND OVERALL RANKING OF TOP SUBMITTALS FOR PHASE I

Solicitation Title:	Batch #1 - 2021 Engineering Design Services	1	KCI Technologies, Inc.
Solicitation #:	RFQ-484-051121, Contract 2	2	Mott MacDonald, LLC
PHASE I - Individual Committee Member Scoring and Overall Ranking based on Published Criteria FOR TOP 15 SUBMITTALS			3
(This Page For GDOT Use)			3
			3
			3

SUBMITTING FIRMS	(RANKING)		Group	Ranking
	Score	Ranking		
			6	TranSystems Corporation
			6	Gresham Smith
			6	Kimley-Horn and Associates, Inc.
			6	WSP USA, Inc.
			6	American Consulting Professionals, LLC
			6	Parsons Transportation Group, Inc.
			6	Heath & Lineback Engineers, Inc.
KCI Technologies, Inc.	375	1	6	Barge Design Solutions, Inc.
TranSystems Corporation	250	6	14	NV5 Engineers and Consultants, Inc.
Stantec Consulting Services, Inc.	300	3	15	American Engineers, Inc.
Qk4, Incorporated	300	3		
Gresham Smith	250	6		
Kimley-Horn and Associates, Inc.	250	6		
Mott MacDonald, LLC	325	2		
NV5 Engineers and Consultants, Inc.	200	14		
WSP USA, Inc.	250	6		
American Consulting Professionals, LLC	250	6		
Moffatt & Nichol, Inc.	300	3		
Parsons Transportation Group, Inc.	250	6		
Heath & Lineback Engineers, Inc.	250	6		
Barge Design Solutions, Inc.	250	6		
American Engineers, Inc.	175	15		



SUBMITTING FIRMS	Maximum Points allowed =		Phase One Scores and Group Ranking	
	200	300	Total Score	Ranking
KCI Technologies, Inc.	Good	Good	375	1
TranSystems Corporation	Adequate	Adequate	250	6
Stantec Consulting Services, Inc.	Good	Adequate	300	3
Qk4, Incorporated	Good	Adequate	300	3
Gresham Smith	Adequate	Adequate	250	6
Kimley-Horn and Associates, Inc.	Adequate	Adequate	250	6
Mott MacDonald, LLC	Adequate	Good	325	2
NV5 Engineers and Consultants, Inc.	Marginal	Adequate	200	14
WSP USA, Inc.	Adequate	Adequate	250	6
American Consulting Professionals, LLC	Adequate	Adequate	250	6
Moffatt & Nichol, Inc.	Good	Adequate	300	3
Parsons Transportation Group, Inc.	Adequate	Adequate	250	6
Heath & Lineback Engineers, Inc.	Adequate	Adequate	250	6
Barge Design Solutions, Inc.	Adequate	Adequate	250	6
American Engineers, Inc.	Adequate	Marginal	175	15
Maximum Points allowed =	200	300	500	%

RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	KCI Technologies, Inc.		
Experience and Qualifications	Assigned Rating	Good	
<p>KCI Technologies' Project Manager (PM) has 22 years of experience. PM experience cited includes 3 widening projects and a bridge bundle which demonstrates experience with widenings with complex environmental resources and challenges. Has experience with project that has extensive public outreach and a project with an aggressive schedule that they met. Has experience with widening on the same corridor in same county as this project. Roadway Design Key Team Lead has 23 years of experience, cites 2 widenings and 1 traffic operations project. Bridge Design Key Team Lead did not note years of experience. Projects listed cites a variety of bridge replacement types that show experience with similar scoped projects, to include bridges over water, experience with stage construction and bridge widenings. NEPA Key Team Lead has 39 years of experience and cites 3 widening projects. Experience includes, aggressive schedules that they met. agency coordination, Avoidance & Minimization (A&M) for environmental resources, EA/FONSI, and Public Involvement (PI). KCI's experience cited 4 widening projects that demonstrates experience with traffic analysis, NEPA process, complex staging, extensive PI, agency coordination, and A&M for environmental resources. Projects listed have involvement from the PM and Key Team Leads.</p>			
Resources and Workload Capacity	Assigned Rating	Good	
<p>KCI Technologies provided sizable teams for all major aspects of the project design, including supplemental roadway teams, though their teams are split between two firms, including three firms for the bridge design (including the hydraulics). KCI is certified to the ISO 9001:2015 Standard (a Quality Assurance/ Quality Control certification) and provides a robust QA/QC process. Listed resources that are important to avoid and minimize impact to environmental resources. The Narrative on additional resource areas and ability discusses the PM's plan to identify each project risk along with a strategy to mitigate it. By understanding the risks will help keep the project on schedule. It discusses entwining the environmental process into the design. It also discusses developing scopes for all the needed Task Orders in the planning process and a timeline of when they are needed to keep procurement from delaying the project schedule. It also discusses their QC/QA process. The PM, Roadway and Bridge Leads appear to have availability, but the NEPA Lead listed 16 projects.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	TranSystems Corporation		
Experience and Qualifications	Assigned Rating	Adequate	
<p>TranSystems Corporation's PM has 27 years of work experience to include experience with corridor widenings, interchange, bridge over water, new location and bridge replacements. Has experience both as a designer and as a PM. Projects listed make mention of experience with public involvement and historic impact mitigation, though little mention of other environmental aspects. PI#s were not listed for all the GDOT projects, so his work could not be verified. PM did not state when they last took the PDP. Roadway Design Key Team Lead has experience with corridor widenings, including bridge replacements. Has experience with projects with significant stakeholder involvement, and has designed around the need for an Individual Permit. Has 26 years of work experience and in three of the four projects listed for his experience, he was the project manager and the fourth he was the project engineer. He did not demonstrate experience as a Roadway Design Lead. NEPA Key Team Lead has experience with extensive public involvement and historic resource coordination. Demonstrated experience with an EIS on a new location road, passing lanes and a realignment with a CE. The Bridge Design Key Team Lead has 27 years of work experience and demonstrated experience with bridges over water, two as the Bridge Lead, and one for bridge hydraulic design and preliminary bridge design. Bridge Lead has experience both as a bridge designer and hydraulics engineer with FEMA regulated waters. Has experience with multiple bridge types, and bridge widenings. Also has experience with more complex 2D hydraulic modeling and FIBs, which may be utilized to reduce superstructure depth given the hydraulic clearance concerns. The Prime demonstrated experience with widenings, bridges over water, bridges and culverts over a railroad. The PM and Roadway Lead have worked together before, but not in the proposed roles. GDOT PI #s were not listed for GDOT projects and the project descriptions were so vague that the projects could not be identified.</p>			

Resources and Workload Capacity		Assigned Rating	Adequate
<p>TranSystems Corporation's organizational chart lists a QC/QA reviewer for Roadway, Bridge, Traffic and Environmental each. Bridge team is likely adequate and environmental team is adequate. Roadway team seems small given the scope of the project. They stated that they can bring in resources from other states as needed, which improved the size of the proposed teams. The Narrative on additional resource areas and ability re-states the PM and Key Leads resumes. It discusses some of the design and environmental challenges, but the org chart does not show the environmental depth needed to meet these challenges. It also discusses the QC/QA process. As a resource they will utilize sub consultant Sycamore to handle Public Involvement, firm has good understanding of project Need & Purpose and challenges. Most of the project leads do not appear to be overcommitted but the NEPA Lead has 31 projects.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Stantec Consulting Services, Inc.		
Experience and Qualifications		Assigned Rating	Good
<p>Stantec's PM has demonstrated experience with roadway widenings involving bridge replacements and developing multiple alignment alternatives. Little specific mention is made regarding environmental coordination. Experience also includes, Public Involvement, MOT plans, A&M for environmental resources, RR coordination, local coordination, and agency coordination. Roadway Lead has 22 years of experience. Cites 3 road improvement projects, and a widening. Has experience with similar corridor widenings, mentions extensive public involvement, but not much else in coordination with environmental. The GDOT Bridge Team lead lists 32 years of experience. Cites bridge bundle and 4 standalone replacements. Has experience with GDOT Bridge Plans and Stream Crossings, though makes no specific mention of widening projects or staged construction. The NEPA lead has experience with bridge replacements and leading public involvement, coordination with the Corp., and with historical resources and protected land. No specific mention of protected species or significant processes like PARs or IPs. Prime cites 3 widenings, corridor study, and road improvement. Firm's experience includes, agency coordination, staged bridge construction, Public Involvement, MS4, and A&M for environmental resources. Leads have worked together but not in roles listed on projects. Noted that the PM was updated during the evaluation process and during review it was noted that Stantec's replacement PM has over 41 years experience, (+) GDOT experience, (+) experience with similar scoped projects. PM rating does not change score.</p>			
Resources and Workload Capacity		Assigned Rating	Adequate
<p>Stantec's organizational chart appears to have sufficient depth. Lists sizable teams in all aspects of the project to handle the amount of work this project will require, including teams primarily being from the same firm. It lists QC/QA reviewers for Roadway, Bridge, Traffic and environmental. The Narrative on additional resource areas and ability discusses the depth of the organization chart and the firms they are teaming with. PM is available, bridge lead and NEPA lead don't seem overcommitted, though the roadway lead appears to have a significant amount of committed time already taken. Replacement PM commitment is good, has 88% availability.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Qk4, Incorporated		
Experience and Qualifications		Assigned Rating	Good
<p>Qk4's PM has over 30 years of experience, to include GDOT experience, and experience with similar scoped projects. Projects listed demonstrated experience with bridges over water (let in 2021), widening and interchange reconstruction (let in 2006). There was a typo on the PI # for 522920- which is a bridge over water (let in March 2013) and the East Lake Pkwy, which had a typo in the PI # (let in March 2008), and a widening project (let in August 2011). Most of the relevant PM experience, while award winning, is over 10 years old. The Roadway Lead has 16 years of work experience and demonstrated experience with bridge replacements (typo in PI # for Big Shanty Connector), and widenings. GDOT experience, experience with similar scoped projects to include a widening where he was in Lead Role. The Bridge Lead has 30 years of work experience and demonstrated experience with bridges over water in Lead Role. The NEPA Lead has 15 years of work experience and demonstrated experience as environmental manager for a bypass and Lead for truck friendly lanes and a widening. The Prime states experience with similar scoped projects, including some involvement from the PM and Leads.</p>			

Resources and Workload Capacity		Assigned Rating	Adequate
<p>Qk4's organizational chart shows two design teams, but does not explain how they will utilize two teams for one project. It lists two QC/QA reviewers. Roadway Team is somewhat limited and has to be augmented by another firm. Bridge team is supplemented by two firms. Environmental teams appear adequate. The Narrative on additional resource areas and ability discusses using a decision matrix. It also states that Johnny Lee was the Roadway Lead on PI #621530-, but Brad Cox was the Roadway Lead. Other additional resources include experienced traffic/intersection lead to address intersections and tie-ins. Project log files for all team members for easy access. Schedule management by ID-ing risks early. PM has availability. Roadway lead and bridge lead have a number of prior time commitments.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Gresham Smith		
Experience and Qualifications		Assigned Rating	Adequate
<p>Gresham Smith's PM has 13 years of work experience. PM demonstrated experience with widenings and roundabouts. One of the projects listed as PM is a project that another firm is the prime. The Roadway Lead has 13 years of experience and demonstrated experience with bridge replacements, widenings, intersection improvements, pedestrian improvements and passing lanes. The Bridge Lead has 28 years of experience and demonstrated experience with bridges over water, design-build project with reversible lanes and grade separations, and bridges over railroads. Has GDOT experience, experience with similar scoped projects. The NEPA Lead has 20 years of experience and demonstrated experience with bridge replacements, passing lanes and realignments of which all are CEs. The Prime states experience with similar scoped projects, including some involvement from the PM and Leads, although no projects where team worked together. The Prime demonstrated experience with bridge replacements, roundabouts, widenings, and GRIP corridors.</p>			
Resources and Workload Capacity		Assigned Rating	Adequate
<p>Gresham Smith's organizational chart shows that they have enough resources for this project. The team leads are qualified, and each team is sizable, with more resources to draw from. Most teams work for the same firm, which is a plus. It listed a QC/QA person for Roadway, Bridge, Constructability and Environmental each. It also lists 10 roadway designers without stating their roles. The Narrative on additional resource areas and ability is a repeat of the resumes. The discussion on Leads and Prime's experience failed to show understanding of the complexity and challenges of PI # 0013591 . The PM and Roadway Leads appears to have availability, but the NEPA Lead listed 19 projects. The bridge lead becomes more available at the time when final bridge design tasks would get underway.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Kimley-Horn and Associates, Inc.		
Experience and Qualifications		Assigned Rating	Adequate
<p>Kimley-Horn's PM has 21 years of work experience. PM demonstrated experience with corridor widenings with bridges over water, state funded that had a project delay due to the staging had to be corrected to allow the four projects to be let separately. PM demonstrated experience with new location roadway that was state funded that he did a matrix of pros and cons of different alignments. PM did not list the last time the PDP was taken. The Roadway Lead demonstrated experience with new location roads and CD systems. The Bridge Lead demonstrated experience with bridges over water, ABC methods, and with seismic zone 2. The NEPA Lead has 27 years of experience and demonstrated experience with four state funded projects and one EA re-evaluation that included widenings and new location. NEPA analyst has experience with nearby cultural resources and endangered species, both expected to be concerns on this project. Demonstrated prior experience in handling projects similar in concept on a large scale, namely their work on SR 4/US 1. This involved a many miles-long roadway widening and bridge replacements involving staged construction for traffic, and nearby cultural resources. The Prime is prequalified for 3.02, but did not mark it in the table. The Prime demonstrated experience with corridor widenings, improvements to a road in Savannah that required extensive public outreach, new location roads, interchanges and CD systems. The PM and Key Team Leads have worked together.</p>			

Resources and Workload Capacity		Assigned Rating	Adequate
<p>Kimley-Horn's organizational chart appears to have sufficient depth. It lists two roadway design teams. It listed a QC/QA person for Roadway, Bridge and Environmental. The Narrative on additional resource areas and ability stated that this project is defined through analyzing traffic to determine needed improvements. The team will focus on identifying improvements that are cost effective to meet the project's goals. With several environmental resources anticipated along the corridor, team will need to develop practical and cost effective avoidance alternatives; however, it doesn't detail what the environmental issues are. It also discusses their QC/QA process. They stated they anticipate breaking the project up because GDOT likes to let projects that are 3-4 miles in length. The PM and Roadway Lead appear to have availability, even though the PM did not list PI #s 222150- and 0007177, that are both under Construction. Bridge Lead listed 13 projects as Lead and one as a PM and the NEPA Lead listed 28 projects.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Mott MacDonald, LLC		
Experience and Qualifications		Assigned Rating	Adequate
<p>Mott MacDonald's PM has 26 years of work experience. PM demonstrated experience with new locations, interchanges, roundabouts, RCUTS, bridges, and bridges over railroads. But the SR 104 projects listed under his experience have been cancelled. His experience includes, PI (including CAC), A&M for env resources, USACE coordination, MOT, utility coordination, PM did not list the last time the PDP was taken. The Roadway Lead has 15 years of work experience and demonstrated experience with new locations, interchanges, roundabouts, RCUTS, and bridges. The Bridge Lead has 30+ years of work experience and demonstrated experience with new locations, interchanges, roundabouts, RCUTS, bridges, and bridge culverts. The NEPA Lead demonstrated experience with Express Bus Rapid Transit NEPA and bridge bundles. Experience includes, PI, coordination with locals, coordination with agencies and SME management. States to have worked on SR 5 as the NEPA Planner who led environmental activities on the project including organizing public outreach; noted Jonathan Cox was the NEPA Lead on SR 5. Experience with NEPA documents unclear. The Prime demonstrated experience with new locations, interchanges, roundabouts, RCUTS, widenings with bicycle facilities, CFIs, Median U-turns, and bridges. Some of the Leads have worked together before, but the roles were not listed. GDOT PI#s were not listed when applicable.</p>			
Resources and Workload Capacity		Assigned Rating	Good
<p>Mott MacDonald's organizational chart appears to have sufficient depth and additional resources in each discipline, Prime listed additional Leads for Traffic as well as developed QA/QC team, It lists two QC/QA reviewers for Roadway and Bridge and one for Environmental. It lists 5 NEPA analysts. The Narrative on additional resource areas and ability repeats the PM and Key Team Leads resumes. The PM only lists projects that he is the PM, however, in the organization chart it lists him doing some design activities too, but the availability chart does not indicate any design work being done on any projects. The PM and Key Team Leads appear to have availability.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	NV5 Engineers and Consultants, Inc.		
Experience and Qualifications		Assigned Rating	Marginal
<p>NV5's PM has 31 years of experience. PM experience cites 2 bridge bundles and 4 widenings; includes, MOT, A&M for environmental resources, public involvement, and all design related tasks. PM demonstrated experience with bridge bundles, and widenings, though details lacking for many of the projects cited. PM did not list the last time the PDP was taken. Roadway design lead has experience with similar widening projects, and avoidance of environmental impacts, but doesn't go into many specifics. The bridge design lead only lists two GDOT projects, none mentioning widenings or staged construction. Both GDOT examples are of fairly simple single span bridges, though the bridges with SCDOT provide some more pertinent examples. NEPA lead has 30 years of experience. Cites multiple bridge replacement projects and an intersection improvement project. Project types are similar to this project. Experience includes, community impacts, CE Docs, public involvement, but experience lacks details. The NEPA lead mostly focused on bridge replacements, where the exact work done was not given many specifics. Mentioned projects with extensive public involvement, though no mention of IPs or PARs. Prime experience cited 3 widenings and 1 passing lane project. Experience includes, Concept Development, Roadway Design, Bridge Design, Geotechnical Investigations, Right-of-Way, Environmental, Public Involvement Intersection Improvements, Survey, and SUE, but all very general information without specific details.</p>			

Resources and Workload Capacity		Assigned Rating	Adequate
<p>NV5's organizational chart appears to have sufficient depth and additional resources in each discipline. It lists QC/QA reviewers for Roadway, Environmental, and Bridge. It lists 8 roadway designers. Prime listed additional Key Team Leads for the QA/QC team. The Narrative on additional resource areas and ability discusses using design exceptions and variances to minimize scope creep. The PM and Key Team Leads appear to have availability.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	WSP USA, Inc.		
Experience and Qualifications		Assigned Rating	Adequate
<p>WSP USA's PM has 33 years of work experience. PM demonstrated experience with widenings, new location, and bridges over water. PI #s were not listed for all the GDOT projects, so his work could not be verified. Project listed for PI # 422410 was cancelled in July 2015, which was after ROW authorization. PM did not state when they last took the PDP. The Roadway Lead has 36 years of work experience and demonstrated experience with widenings and new alignments.. He did not demonstrate experience as a Roadway Lead. Did not list PI #s for all GDOT projects. The Bridge Lead has 30 years of work experience and demonstrated experience with bridges over water and an interchange. The NEPA Lead has 22 years of experience and demonstrated experience with NEPA documents, but did not list the types. One had adverse effects on archaeology and one was state funded. The Prime demonstrated experience with new locations, widenings, and bridges over water. The PM and Leads have worked together before, but the roles were not stated. GDOT PI #s were not listed for GDOT projects and the project descriptions were so vague that the projects could not be identified.</p>			
Resources and Workload Capacity		Assigned Rating	Adequate
<p>WSP USA's organizational chart appears to have sufficient depth. It lists a QC/QA reviewer for Roadway, Bridge, and Environmental each. Listed additional Key Team Leads for Geotechnical, as well as developed QA/QC team, The Narrative on additional resource areas and ability provides mini resumes for the QC/QA team. It also discusses the role SEI (sub consultant) is going to play in design. WSP's Design Teams are all well-staffed to handle the scope of the project. Most teams work within the same firm, which increases ease of coordination, with some augmentation from outside firms. Bridge Lead and PM appears to have significant existing time commitments.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	American Consulting Professionals, LLC		
Experience and Qualifications		Assigned Rating	Adequate
<p>American Consultant Professionals only demonstrated GDOT experience with corridor widenings through their PM. PM experience cited 3 widenings, 1 ramp widening and 1 bypass. Experience includes, maintaining project schedules and budgets, attending coordination meetings with GDOT and local governments, developing concept layouts, subconsultant coordination, environmental document coordination, utility coordination, A&M environmental resources, and public involvement. The PM demonstrated experience with minimizing impacts to historic resources, widenings, new location, significant vertical reconstruction, and ramp widenings. PM last took the PDP in 2017. The Roadway Design Lead has over 25 years of experience, GDOT experience, experience with similar scoped projects (major widening) in Lead Role. The Bridge Lead has over 19 years of experience, GDOT experience, experience with similar scoped projects (bridges over water) in Lead Role. Bridge Lead's example projects were mostly simple. ABC experience is a positive, though all utilized simple substructures, and none indicated experience with staged bridge design. The NEPA Lead has over 21 years of experience, GDOT experience, experience with similar scoped projects in a Senior Role. Cites experience with new location, widening, and bridges. Experience includes, Public Involvement, EJ, EIS/EA/CE level docs, CSD, and A&M for env resources. Prime – Cites 4 widenings and a ramp widening project. Experience includes, utility coordination, environmental coordination, local government coordination, construction staging analysis, preparation of traffic study. The Prime states experience with similar scoped projects, including good involvement from the PM and Leads.</p>			

Resources and Workload Capacity		Assigned Rating	Adequate
<p>American Consultant Professionals demonstrated that key leads would have the capacity to take this project on, although given the size of this project, the size of the teams, particularly the roadway team, seemed small. The supplemental roadway design team being from another company on the same project is concerning as well. Prime listed additional Key Team Leads for Traffic/Survey/Public Involvement/Geotechnical as well as developed QA/QC team. No QA/QC for environmental. Resources include Creative design to reduce design elements but still meet N&P – budget constrained approach. QA/QC discussion is for design only. Close coordination between design and environmental. Rest of discussion lacks substance.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Moffatt & Nichol, Inc.		
Experience and Qualifications		Assigned Rating	Good
<p>Moffatt & Nichol's PM has over 20 years of experience to include GDOT experience, experience with similar scoped projects, extensive experience with work along corridor widenings, though experience mostly focused on the alternatives analysis aspect. Few specifics offered on the actual design, particularly on the environmental side. PM demonstrated experience with widenings, bridges over water, new location roads, new interchanges, projects with extensive public outreach and environmental resources. PM did not list the last time the PDP was taken. The Roadway Design lead has over 17 years of experience that includes GDOT experience, experience with similar scoped projects (widening in Lead Role), experience with complex widenings with mitigating impacts and public controversy, though no specifics were given on environmental aspects. Bridge lead has over 35 years of experience to include GDOT experience, experience with similar scoped projects (bridges over water) in Lead Role. Has experience with multiple structure types, staged construction and widenings, bridges over FEMA managed waterways, section 20 plans, and designing for seismic zone 2, which is likely given the location. The NEPA lead has over 22 years of experience including GDOT experience, experience with similar scoped projects in Chief/Lead Role. Has experience with widening projects, Individual Permits, and many coordination types including with the public and with endangered species. The Prime states experience with similar scoped projects, including some involvement from the PM and Key Team Leads.</p>			
Resources and Workload Capacity		Assigned Rating	Adequate
<p>Moffatt & Nichol's organizational chart appears to have sufficient depth. It lists a QC/QA reviewer for Roadway, Traffic, Bridge and Environmental. The Narrative on additional resource areas and ability discusses keeping focused on the purpose and need as the team develops and gathers the appropriate data from traffic studies, public engagement, and alternatives analysis designs to identify best-fit solutions. The PM and Key Team Leaders appear to have availability. Prime did not highlight any additional Key Team Leads that would be involved in project.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Parsons Transportation Group, Inc.		
Experience and Qualifications		Assigned Rating	Adequate
<p>Parsons Transportation's PM has 16 years of work experience. PM demonstrated engineering experience with roadway extension using a feasibility matrix for alternate analysis and PM experience with multiple projects in which he is not the PM. PI # 0013927 – Rajeev Shah is the PM. SR 9 Widening – Emilee Woods is the PM. PM did not list the last time the PDP was taken. The Roadway Lead has 24 years of work experience and demonstrated experience as a geometric design lead on an interchange project, as supervising roadway engineer and design manager on a bridge replacement, as Roadway Lead on new location, limited access roadway project, an express lanes project, interchange project and as supervising roadway engineer on a widening. The Bridge Lead has 11 years of work experience and demonstrated experience with interchanges, bridges over water and design build bridge, bridge, interchange, and interstate widening with bridge. The NEPA Lead has 32 years of work experience and demonstrated experience with environmental services contract, GEPA, EA/FONSI on bypasses and bridge replacement. Prime experience cited is connector, interchanges, managed lanes, bridge, and widening. Experience includes, sub coordination, public involvement, agency coordination, traffic studies, innovative MOT, A&M for environmental. The Prime demonstrated experience with new location, interchanges, managed lanes, design build, bridges over water and a widening. The Leads have worked together before, but the roles were not defined. The Leads and Prime's experience failed to show understanding of the complexity and challenges of PI # 0013591.</p>			

Resources and Workload Capacity		Assigned Rating	Adequate
<p>Parsons Transportation's organizational chart appears to have sufficient depth. It lists QC/QA reviewers for Roadway, ENV, and Bridge. The Narrative on additional resource areas and ability discusses that Edwards Pittman was on the team who originally studied this corridor, but did not discuss the environmental challenges the project faces. It discussed using a prioritization matrix and starting the development of the next Task Orders 9 months before needed. Resources for Team has extensive scoping and widening experience. Recognized importance of stakeholder engagement in scoping study. Will use 3D for stakeholder engagement. Understands the importance of early design/environmental coordination for A&M and accurate cost estimates. Six of the eight projects listed under the PM's workload have Rajeev Shah as the PM. Leads appears to have availability.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Heath & Lineback Engineers, Inc.		
Experience and Qualifications		Assigned Rating	Adequate
<p>Heath & Lineback's PM has over 28 years of experience, GDOT experience, experience with similar scoped projects. PM listed the South Tifton Bypass, but Randy Boykin was the PM and the project had a no build CR approved in April 2017; three projects that he was the principle in charge; SR 53 widening that is in LR (2051); and PI # 122890- that he was the PM in concept validation and preliminary engineering. The RCR missed that SR 10 was posted 65 mph and the ramps had to be redesigned in final plans and a PCRf was needed due to this miss. PM did not list the last time the PDP was taken. The Roadway Design Lead has over 32 years of experience, GDOT experience, experience with similar scoped projects, Lead Role. Cites 3 widenings and 1 bridge replacement. The Bridge Lead has over 36 years of experience, GDOT experience, experience with similar scoped projects (bridges over water) in Lead Role. Cites 3 widenings with bridge replacements. The NEPA Lead did not list years experience. Has GDOT experience, experience with similar scoped projects in Lead Role. Cites experience on MMIP/AIP projects and bridge replacements, *3 projects are screening only; experience includes, 4f, CE level NEPA documents, coordination of subs, A&M to environmental resources. The Prime demonstrated experience with interchange in which they missed the posted speed on the mainline was 65 mph and the ramps had to be redesigned in final plans and a PCRf was required, with a scoping study on a bypass that took 38 months, bypass, scoping study on a county road. The PM, Roadway Lead and Bridge Lead have worked together before, but not always in the proposed roles. The Prime states experience with similar scoped projects.</p>			
Resources and Workload Capacity		Assigned Rating	Adequate
<p>Heath & Lineback's organizational chart appears to have sufficient depth and is proposing a sizable team, with multiple roadway teams and disciplines, with most engineers in each discipline coming from the same firm. It listed a QC/QA person for Roadway, two for Bridge, Geotech, Survey/SUE, Environmental, and Traffic. The Narrative on additional resource areas and ability states that their staff is already familiar with the project site and anticipated issues, but does not list the anticipated issues or how they will address them. It just states that they build a team that they have long relationships with. The PM, Roadway and Bridge Leads appears to have availability, but the NEPA Lead appears to have a lot of commitments, especially with the number of MMIP projects she is involved with.</p>			

RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Barge Design Solutions, Inc.		
Experience and Qualifications	Assigned Rating	Adequate	
<p>Barge Design Solutions' PM has 22 years of work experience. The PM demonstrated experience with widenings, roundabouts, CFI, interchanges and bridges. Cites 11 projects as PM, including widenings, traffic opps, bridges, and interchange. Experience includes, PI, environmental coordination, local coordination, complex staging. In the projects listed as PM, he was the PM for only a short time for PI # 262027-. PM did not state when he last took the PDP. Roadway Lead has 22 years of experience. Cites traffic ops, widenings, and interchange projects. The Bridge Lead has 20 years of experience and demonstrated experience with bridge bundles, bridges over water, interchanges, LRFD, US Coast Guard, USFWS, DNR, FHWA, CM/GC process and ABC techniques. NEPA Lead did not notate years experience. Project experience cited includes 5 bridges and a passing lane project. Experience includes, coordinating all special studies, A&M agency coordination, env permitting, EJ analysis, - other duties lack details. Prime cites 4 widenings an 1 traffic opps project. Experience includes, traffic forecasting, public outreach, capacity and HSM safety analyses, ICE, env permitting, and complex staging. The Prime demonstrated experience with widenings, operational improvements, and bridges. TPM, Roadway and NEPA Leads have worked together.</p>			
Resources and Workload Capacity	Assigned Rating	Adequate	
<p>Barge Design Solutions' organizational chart appears to have sufficient depth. It shows 10 roadway designers from 3 firms, but did not discuss how the work would be divided amongst the firms. It shows one QC/QA reviewer for roadway, one for bridge, one for traffic and one generic. They did not discuss their QC/QA process. They did recognize that the project had started and was stopped due to excessive ROW impacts, CST costs and environmental concerns. They proposed rescoping the project to a set of targeted improvements using practical design and B/C analysis. Resources discussion included an understanding of the importance of design/env involvement. The PM and Leads appears to have adequate availability.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	American Engineers, Inc.		
Experience and Qualifications	Assigned Rating	Adequate	
<p>American Engineers' PM has 36 years of experience. Experience cited includes 5 widening projects. Project description lacked detail on PM experience with sub management, attending meetings, public involvement etc. The project manager bulleted 16 projects that were similar to PI # 0013591, but failed to state how they were similar. PM did not state when he last took the PDP. The Roadway Lead demonstrated experience with widenings, interchanges, new alignment, bridges and 4f avoidance. Road Lead has 23 years of experience. Bridge Lead has 23 years of experience. Cites experience with multiple bridge designs for widening projects including with bridges over water. NEPA Lead has has 36 years of experience. Cites experience with 2 widenings and contract management. Experience includes environmental documentation (including EA), avoidance and minimization, community outreach, and agency coordination. Details lacking for NEPA Lead's demonstrated experience with 4f, an EA/FONSI, and an ENV Services contract. The Prime demonstrated experience with widenings, bridges, interchanges, NEPA and GEPA documents. Some of the Leads have worked together before.</p>			
Resources and Workload Capacity	Assigned Rating	Marginal	
<p>American Engineers' organizational chart appears to have sufficient depth. It lists numerous environmentalists, but does not state what specialty they perform. It shows four QC/QA team members, but does not state what their areas of expertise are. The Additional resources and abilities section restated Key Team Leads resumes and discussed who would be doing the traffic engineering. Did not discuss their QC/QA plan on how they would ensure a quality set of plans would be delivered on schedule. On PI # 0013723 listed in the PM's commitment table an escalation memo was written on the Concept delayed due to coordination on passing lane locations and issue with the design traffic, the firm allowed their area class code for 1.10 to lapse. The Roadway Lead is the PM of 5 projects, the Bridge Lead has 5 projects in various phases and the NEPA Lead has 11 projects that are in final plans stage. Team appears available.</p>			

SOQ AREA CLASS CHECKLIST

Solicitation #: RFQ-484-051121, Contract 2
 Solicitation Title: Batch #1 - 2021 Engineering Design Services

Primes and Subconsultants	1.06(a)	1.06(b)	1.06(c)	1.06(d)	1.06(e)	1.06(f)	1.06(g)	1.07	1.10	3.01	3.02	3.06	3.07	3.12	4.01(a) OR	4.01(b)	4.04	5.01	5.02	5.04(a) OR	5.04(c)	6.01(a)	6.01(b)	6.02	6.05	9.01	Certificate Expires	
KCI Technologies, Inc.	X			X	X			X	X	X	X	X	X	X	X		X	X	X	X	X					X	5/10/2023	
Atkins North America, Inc.	X	X	X	X	X	X		X	X	X	X	X	X	X	X		X	X	X							X	5/10/2023	
Aulick Engineering, LLC										X				X			X									X	11/9/2023	
Ecological Solutions, Inc.	X				X		X																				2/28/2022	
MC Squared, Inc.																							X	X	X	X	X	11/9/2023
New South Associates, Inc.		X				X																					6/11/2023	
Settimio Consulting Services, Inc.																			X	X	X	X					2/28/2022	
Moffatt & Nichol, Inc.	X		X					X	X	X	X	X	X	X	X		X									X	1/31/2022	
CCR Environmental, Inc.					X		X																				4/14/2023	
CHA Consulting, Inc.	X				X				X	X	X	X	X	X	X		X	X	X							X	2/9/2023	
Keck & Wood, Inc.									X	X	X	X	X	X				X	X								X	9/14/2023
New South Associates, Inc.		X				X																					6/11/2023	
NOVA Engineering & Environmental, LLC																							X	X	X	X	3/14/2022	
Platinum Geomatics, LLC																		X	X	X							4/30/2022	
WSP USA, Inc.	X	X	X	X	X	X		X	X	X	X	X	X	X	X		X						X	X	X	X	11/9/2023	
Mott MacDonald, LLC	X	X	X		X			X	X	X	X	X	X	X	X		X									X	1/12/2023	
Edwards-Pitman Environmental, Inc.	X	X	X	X	X	X	X	X																			3/12/2023	
EXP U.S. Services, Inc.	X			X	X				X	X	X	X	X	X	X											X	11/9/2023	
New South Associates, Inc.		X				X																					6/11/2023	
Platinum Geomatics, LLC																		X	X	X							4/30/2022	
United Consulting, LLC																							X	X	X	X	7/13/2023	
Qk4, Incorporated	X		X	X					X	X	X	X	X	X	X											X	9/14/2023	
Accura Engineering and Consulting Services, Inc.																		X	X			X	X	X	X	X	1/31/2022	
Aulick Engineering, LLC										X				X			X										X	11/9/2023
Edwards-Pitman Environmental, Inc.	X	X	X	X	X	X	X	X																			3/12/2023	
Infrastructure Consulting & Engineering, Inc.	X				X			X	X	X	X	X	X	X	X		X					X	X	X		X	1/31/2022	
MC Squared, Inc.																							X	X	X	X	X	11/9/2023
Moffatt & Nichol, Inc.	X		X					X	X	X	X	X	X	X	X		X										X	1/31/2022
Settimio Consulting Services, Inc.																		X	X	X							2/28/2022	
Vanasse Hangen Brustlin, Inc.	X	X	X	X	X	X		X	X	X	X	X	X	X	X												X	3/11/2024
Stantec Consulting Services, Inc.	X	X	X	X	X	X		X	X	X	X	X	X	X	X							X			X	X	X	12/14/2023
Accura Engineering and Consulting Services, Inc.																		X	X			X	X	X	X	X	1/31/2022	
Edwards-Pitman Environmental, Inc.	X	X	X	X	X	X	X	X																			X	3/12/2023
GeoHydro Engineers, Inc.					X																		X	X	X	X		6/30/2022
MC Squared, Inc.																							X	X	X	X	X	11/9/2023
Practical Design Partners, LLC										X	X			X													X	8/13/2023
Rummel, Klepper & Kahl, LLP (RK&K)	X	X		X	X	X		X	X	X	X	X	X	X	X		X			X		X	X	X		X	1/11/2023	
Settimio Consulting Services, Inc.																		X	X	X							2/28/2022	
Southeastern Engineering, Inc.	X				X				X	X	X	X	X	X				X	X	X							X	12/31/2021
Willmer Engineering, Inc.																							X	X	X	X		12/13/2022
THC, Inc.																												



SELECTION OF FINALISTS

**RFQ-484-051121
Batch #1 – 2021 Engineering Design Services,
Contracts 1 – 12**

The Georgia Department of Transportation is pleased to announce the selection of the following firms as finalists regarding the above RFQ:

Contract 1 - PI #0013064, Meriwether/Pike Counties

**CHA Consulting, Inc.
HNTB Corporation
Kimley-Horn and Associates, Inc.
Moffatt & Nichol, Inc.
WSP USA, Inc.**

Contract 2 - PI #0013591, Catoosa County

**KCI Technologies, Inc.
Moffatt & Nichol, Inc.
Mott MacDonald, LLC
Qk4, Incorporated
Stantec Consulting Services, Inc.**

Contract 3 – PI #0017729, Dawson County

**Alfred Benesch & Company
KCI Technologies, Inc.
Neel-Schaffer, Inc.
Parsons Transportation Group, Inc.
Practical Design Partners, LLC**

Contract 4 – PI #0017732, Habersham County

**KCI Technologies, Inc.
Neel-Schaffer, Inc.
NV5 Engineers and Consultants, Inc.
Parsons Transportation Group, Inc.
Vanasse Hangen Brustlin, Inc.
WSP USA, Inc.**

Contract 5 – PI #0017733, Habersham County

**Alfred Benesch & Company
Atlas Technical Consultants, LLC
Lowe Engineers, LLC
NV5 Engineers and Consultants, Inc.
Southeastern Engineering, Inc.**

Contract 6 – PI #0017734, Habersham/White Counties

Alfred Benesch & Company
Arcadis U.S., Inc.
Atlas Technical Consultants, LLC
Parsons Transportation Group, Inc.
Stantec Consulting Services, Inc.

Contract 7 – PI #0017735, Hall County

Alfred Benesch & Company
Holt Consulting Company
Kimley-Horn and Associates, Inc.
NV5 Engineers and Consultants, Inc.
Parsons Transportation Group, Inc.

Contract 8 – PI #0017736, Hart County

Infrastructure Consulting and Engineering, PLLC
KCI Technologies, Inc.
Parsons Transportation Group, Inc.
RS&H, Inc.
Thompson Engineering, Inc.
Vanasse Hangen Brustlin, Inc.

Contract 9 – PI #0017737, Towns County

Atlas Technical Consultants, LLC
Infrastructure Consulting & Engineering, PLLC
Kimley-Horn and Associates, Inc.
NV5 Engineers and Consultants, Inc.
Parsons Transportation Group, Inc.

Contract 10 – PI #0017739, White County

Arcadis U.S., Inc.
Heath & Lineback Engineers, Inc.
Holt Consulting Company, LLC
Parsons Transportation Group, Inc.
STV Incorporated
TranSystems Corporation

Contract 11 – PI #0017770 Cancelled

Contract 12 – PI #0017845, Fulton County

Barge Design Solutions, Inc.
KCI Technologies, Inc.
Kimley-Horn and Associates, Inc.
Stantec Consulting Services, Inc.



Russell R. McMurry, P.E., Commissioner
 One Georgia Center
 600 West Peachtree Street, NW
 Atlanta, GA 30308
 (404) 631-1000 Main Office

August 17, 2021

NOTICE TO SELECTED FINALISTS

To: KCI Technologies, Inc.; Moffatt & Nichol, Inc.; Mott MacDonald, LLC; Qk4, Incorporated; and Stantec Consulting Services, Inc.

Please send an e-mail confirming receipt of this notice to Folayan Battle (fbattle@dot.ga.gov).

Re: RFQ-484-051121 – Batch #1 - 2021 Engineering Design Services, Contract 2 – PI #0013591, Catoosa County

On behalf of the Selection Committee for the Request for Qualifications (RFQ) referenced above, we congratulate you and your firm on being selected as a finalist for further consideration. This notice shall serve as an official request for additional required information and action from finalists. **Please refer to the original solicitation (RFQ-484-051121), pages 8&9, VII. Instructions for Preparing Technical Approach and Past Performance Response – Phase II Response, A&B and pages 10&11, IX. Instructions for Submittal for Phase II – Technical Approach and Past Performance Response, A-D for instructions to submit your package.** As a finalist, your firm is required to comply with the written instructions and remaining schedule below:

A. Technical Approach - 40%

This information will be limited to a maximum of three (3) pages.

Furnish information that may serve to differentiate your firm from other firms and evidence of the firm’s fit to the project and/or needs of GDOT, including:

1. Provide any unique technical approaches your firm offers relative to addressing anticipated design concepts, use of any alternative methods for delivery (if applicable), and/or management of the project.
2. Identify any unique challenges of the project and how your firm intends to mitigate these challenges, including quality control, quality assurance procedures.
3. Provide any specific qualifications, skills, knowledge of the project and project area which may uniquely benefit the firm and project, and your ability and willingness to meet time requirements.

B. Past Performance - 10%

No additional information should be submitted to fulfill this requirement. Information from the relevant projects listed as well as information on file with the Department will be used to fulfill this requirement.

Remaining Schedule

d. GDOT completes evaluation and issues notification and other information to finalist firms.	08/17/2021	-----
e. Deadline for submission of written questions from finalists	08/24/2021	2:00 PM
f. Phase II Response of Finalist firms due	09/01/2021	2:00 PM

C. Finalist Selection

Final selection will be determined by carrying the scores from **Phase I** forward for each Finalist and by evaluating the **Technical Approach** and **Past Performance** criteria for **Phase II**. For each evaluator, the points assigned to each criterion will be totaled and a rank will be determined. The rankings of all evaluators will be totaled for each finalist in order to determine the sum of the individual rankings. The finalists will be ranked in descending order of recommendation using the sum of individual rankings from the Selection Committee members. Should a tie exist for the highest ranking firm on the contract/project, and qualifications appear to be equal, the Selection Committee shall defer to the sum of the individual points and the award shall be made to the finalist with the highest sum.

Negotiations will then be initiated with the top-ranked firm to finalize the terms and conditions of the contract, including the fees to be paid. In the event a satisfactory agreement cannot be reached with the highest-ranking firm, GDOT will formally terminate the negotiations in writing and possibly enter into negotiations with the second highest-ranking firm, and so on in turn until a mutual agreement is established and GDOT awards a contract. The final form of the contract shall be developed by GDOT.

Please address any questions you may have to Folayan Battle, and congratulations again to each of you!

Folayan Battle
fbattle@dot.ga.gov
404-631-1466

SUBMISSION & PRESCREENING CHECKLIST

SOLICITATION #:	RFQ-484-051121, Contract 2				
SOLICITATION TITLE:	Batch #1 - 2021 Engineering Design Services				
SOLICITATION DUE DATE:	September 1, 2021				
SOLICITATION TIME DUE:	2:00pm				
No.	Consultants	Date	Time	Meets Required Area Classes	Compliant with Page # Limitations
1	KCI Technologies, Inc.	9/1/2021	1:03 PM	X	X
2	Mott MacDonald, LLC	9/1/2021	12:11 PM	X	X
3	Stantec Consulting Services, Inc.	9/1/2021	11:21 AM	X	X
4	Qk4, Incorporated	9/1/2021	1:31 PM	X	X
5	Moffatt & Nichol, Inc.	9/1/2021	8:27 AM	X	X

GDOT SELECTION COMMITTEE SCORING AND OVERALL RANKING OF SUBMITTALS

Solicitation Title:	Batch #1 - 2021 Engineering Design Services	1	KCI Technologies, Inc.
Solicitation #:	RFQ-484-051121, Contract 2	2	Mott MacDonald, LLC
PHASE I AND PHASE II - Individual Committee Member Scoring and Overall Ranking based on Published Criteria		3	Qk4, Incorporated

(This Page For GDOT Use)

SUBMITTING FIRMS	(RANKING)	
	Sum of	
	Total	Group
	Score	Ranking
KCI Technologies, Inc.	750	1
Mott MacDonald, LLC	600	2
Stantec Consulting Services, Inc.	450	4
Qk4, Incorporated	550	3
Moffatt & Nichol, Inc.	450	4

Evaluation Criteria	Experience and Qualifications				Group Scores and Ranking	
	Resources and Workload Capacity					
	Technical Approach					
	Past Performance					
	PHASE I		PHASE II			
<i>Maximum Points allowed =</i>	200	300	400	100		
SUBMITTING FIRMS	▼	▼	▼	▼	Total Score	Ranking
KCI Technologies, Inc.	Good	Good	Good	Good	750	1
Mott MacDonald, LLC	Adequate	Good	Adequate	Good	600	2
Stantec Consulting Services, Inc.	Good	Adequate	Marginal	Adequate	450	4
Qk4, Incorporated	Good	Adequate	Adequate	Adequate	550	3
Moffatt & Nichol, Inc.	Good	Adequate	Marginal	Adequate	450	4
<i>Maximum Points allowed =</i>	200	300	400	100	1000	%

RFQ	RFQ-484-051121, Contract 2	PHASE 2 SUMMARY COMMENTS	
Firm	KCI Technologies, Inc.		
Technical Approach	Assigned Rating	Good	
<p>KCI presented a good team communication approach with monthly team meetings and more frequent small group meetings, discussed meetings, minutes documenting the discussion including upcoming milestones, task orders, and project risks that will be sent out to the team. The minutes will also include action items and who is the responsible party. Will develop a PIP and form a Community Action Committee for Public Involvement for 2 open house meetings. Community support is important. Their concept identifies ways to reduce footprint/impact to environmental, community and cost. Firm has a good understanding of environmental concerns, ecology (water and threatened & endangered species), history and archaeology – 404, 4F, and Stream Buffer Variance. QA/QC discussion is light. PM worked on project as designer in early 2000s and has a good understanding of the project. KCI had a detailed procurement plan and discussed having very descriptive scopes and assumptions for their task orders. Will submit documents the same day requested in RTS. Only surface-level mention made of the bridge design or how the bridges will be staged, but did understand the interplay between the bridge construction and environmental restrictions. Has a good understanding of the project. They noted that they will be proactive 6-9 months in advance of NTP needs to begin scoping process. Defined assumptions to provide consistency to avoid delays in negotiations.</p>			
Past Performance	Assigned Rating	Good	
<p>The Evaluators reviewed the survey responses which resulted in a good score, and had very positive experiences with the team. CMIS Vendor evaluation average was also reviewed and documented average contract scores for this firm for 2021 range from 60-87 with most scores around 77 range. An Evaluator has past experience working with the bridge lead (Kimley-Horn) previously on the preliminary bridge layout for PI #0014079, as well as on the in-progress PI #0013813. Communication with Kimley-Horn has largely been excellent, with responsiveness to bridge office comments and communicating potential issues well ahead of time. On hydraulic studies, Kimley-Horn has been average, with a score of 75.2, but has been good on final bridge plan submittals, averaging 81.4, including an average of 89.8 over the past two fiscal years. This is among the higher average scores from consultants with the bridge office. Evaluators agreed with overall rating of Good.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 2 SUMMARY COMMENTS	
Firm	Mott MacDonald, LLC		
Technical Approach	Assigned Rating	Adequate	
<p>Mott MacDonald discussed in their approach the importance of A3M to environmental. NEPA and PM leads have worked together in the past. Have understanding of environmental resources, including community impacts. Recognized design challenges along each segment of the roadway. No mention of individual permit in schedule considerations. Decent QA/QC plan with peer reviews. The procurement plan was confusing and did not ensure that the follow up task orders would be executed prior to needing them. It appeared that the only creative solution they had was to change the design speed to 45 mph and use a 4 lane section with a 14-foot flush median.</p>			
Past Performance	Assigned Rating	Good	
<p>The panel reviewed the survey responses which resulted in an adequate score, and had positive experiences with the team. CMIS Vendor evaluation average was also reviewed and documented contract scores for this firm for 2020-2021 range from 91-98 with average around 94. Mott MacDonald has had one bridge hydraulic study that came through the bridge office since FY 2019, which scored a 90.0. Firm has not had final bridge plans that received a score from the bridge office since FY 2019. Based on comments from CMIS reviews that praised Mott for their responsiveness and ability to meet project schedules, the Evaluators agreed upon rating of Good.</p>			

RFQ	RFQ-484-051121, Contract 2	PHASE 2 SUMMARY COMMENTS	
Firm	Stantec Consulting Services, Inc.		
Technical Approach	Assigned Rating	Marginal	
<p>Stantec Consulting's approach included virtual considerations for public involvement which is important to the success of project. Stantec demonstrated a basic understanding of environmental concerns, but some details lacking. QA/QC is vague. The beginning of the proposal is restating the PDP. They did not discuss doing resource ID in the concept stage. They did not recognize there are environmental sensitive areas throughout the corridor and will be critical in the decision making. Firm did not note that one of the bridges is being replaced under another project and will need to be widened.</p>			
Past Performance	Assigned Rating	Adequate	
<p>The panel reviewed the survey responses which resulted in a good score, and had positive experiences with the team. CMIS Vendor evaluation average was also reviewed and documented average contract scores for this firm for 2021 range from 56-71 with average score around 60 range. The firm has no projects that have been scored by the Bridge Office since FY 2019. Evaluators used previous experience, surveys and CMIS scores to determine a rating of Adequate was more appropriate.</p>			
RFQ	RFQ-484-051121, Contract 2	PHASE 2 SUMMARY COMMENTS	
Firm	Qk4, Incorporated		
Technical Approach	Assigned Rating	Adequate	
<p>QK4 has already performed traffic analysis on entire corridor. QK4 proposed to use a matrix-style analysis. Discussed starting with an environmental windshield survey, but a past concept report and environmental resources have been done in the past and should be the starting point. They discussed using ICE and using a website to keep the public informed. It appeared they had a good approach with the five segments, but the relationship between the procurement plan, resource id, and negotiations was unclear and did not include environmental. QK4 will develop PIP. Will look at 25 corridor alternatives. Will look at the project in 3-5 segments due to differing challenges and needs. Environmental resources along corridor, vague Ecology, QA/QC vague, and no Environmental QA/QC.</p>			
Past Performance	Assigned Rating	Adequate	
<p>The Evaluators reviewed the survey responses for QK4, which resulted in an adequate score and had very positive experiences with the team. CMIS Vendor evaluation average was also reviewed and the documented average contract scores for this firm for 2021 range from 63-81 with average score around 73 range. An evaluator has worked with the bridge lead who is a subconsultant working with Moffatt and Nichol, on PI #s 0014908, 0014075, 0013282, and the preliminary bridge layouts for PI #0008016. This includes PI #s 0014908 and 0014075, which had the same roadway/bridge team pairing. While the plans tend to be of decent quality, and working with Moffatt and Nichol (sub bridge lead) has tended to yield adequate to good plans, timely communication has sometimes been an issue. PI #s 0014075 and 0014908 had issues with meeting project deadlines. Evaluators agreed with rating of Adequate.</p>			

RFQ	RFQ-484-051121, Contract 2	PHASE 2 SUMMARY COMMENTS	
Firm	Moffatt & Nichol, Inc.		
Technical Approach	Assigned Rating	Marginal	
<p>Moffatt & Nichol discussed using two design groups, but does not say how they will work on one project together. Environmental aspects do not mention community involvement, seasonal restrictions, protected species, etc. Did not go into as much detail on the roadway concerns and potential solutions, or how the multiple design firms will factor into the process. The firm suggested using curved steel girders on the bridge, when the existing bridge only has a curve radius of approximately 1650 feet. While this is a somewhat tight curve, this does not require the use of a curved steel girder, a very expensive option with costly long-term maintenance over the life of the bridge, and would not be considered an adequate tradeoff for fewer bents or a slightly reduced profile. May have scored better if had compared widening to operation improvements, cost, effectiveness, etc. QA/QC vague. Major concerns with geometry, bridges/culverts, and other projects on the corridor. Did not discuss a procurement plan or public involvement.</p>			
Past Performance	Assigned Rating	Adequate	
<p>The Evaluators reviewed the survey responses which resulted in a good score, and had very positive experiences with the team. CMIS Vendor evaluation average was also reviewed and documented contract scores for this firm for 2020-2021 range from 72-88 with average around 78. Hydraulic studies tend to be of good quality, averaging a plan score of 94, but final plans tend to fall in the average range for most consultants, averaging 76.8. Evaluator who worked with Moffatt and Nichol on PI #s 0014908, 0014075, 0013282 and the preliminary layouts for PI #0008016 commented that while the plans tend to be of decent quality, and working with Moffatt and Nichol (sub bridge lead) has tended to yield adequate results, timely communication has sometimes been an issue due to them being stretched thin for their capacity. Evaluators took all ratings and past experience into consideration and determined a rating of Adequate is appropriate.</p>			

Reference Check Summary for
RFQ-484-051121 – Batch #1 - 2021 Engineering Design Services, Contract 2
PI #0013591, Catoosa County

Questions answered on a 1, 3, 5 scale.

1 = Below Expectations, 3 = Met Expectations, 5 = Exceeded Expectations

	KCI Technologies, Inc	Moffatt & Nichol, Inc	Mott MacDonald, LLC	Qk4, Incorporated	Stantec Consulting Services, Inc
1. Rate the firm's quality of leadership in program/project management for your project.					
Reference 1	5	3	5	3	3
Reference 2	3	5	3	3	3
Reference 3	3	3	3	3	5
Reference 4	5				
Section Average	4.00	3.67	3.67	3.00	3.67
2. Rate the overall services of the firm's staff for the duration of the project.					
Reference 1	5	3	5	3	5
Reference 2	3	5	5	3	3
Reference 3	3	3	3	3	5
Reference 4	5				
Section Average	4.00	3.67	4.33	3.00	4.33
3. Rate the firm's ability to meet the established project goals.					
Reference 1	5	3	5	3	5
Reference 2	3	3	3	3	3
Reference 3	1	3	3	3	5
Reference 4	5				
Section Average	3.50	3.00	3.67	3.00	4.33
4. Rate the firm's technical assistance in program/project management.					
Reference 1	3	5	5	3	5
Reference 2	3	5	3	3	5
Reference 3	3	3	3	3	5
Reference 4	5				
Section Average	3.50	4.33	3.67	3.00	5.00
5. Rate the overall success of the project thus far.					
Reference 1	5	3	3	3	3
Reference 2	3	3	3	3	3
Reference 3	1	3	3	3	5
Reference 4	5				
Section Average	3.50	3.00	3.00	3.00	3.67
Overall Average	3.70	3.53	3.67	3.00	4.20

Respondent

< >

27:11
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

9/1/2021



8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

 Yes No

9. Rate the firm's quality of leadership in program/project management for your project *

 1 - Did not meet expectations 3 - Met expectations 5 - Exceeded expectations

10. Rate the overall services of the firm's staff for the duration of the project *

 1 - Did not meet expectations 3 - Met expectations 5 - Exceeded expectations

11. Rate the firm's ability to meet the established project goals *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

12. Rate the firm's technical assistance in program/project management *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

The firm effectively managed resources and a expedited schedule as they worked through an expedited project process to meet the fiscal year funding authorizations for ROW (FY 19) and CST (FY 21), and they were able to meet these goals. The firm was very responsive to GDOT staff and worked cooperatively with the project team to ensure deliverables were provided in a timely manner.

Respondent

< >

02:18
Time to complete

1. Name *

BRUCE

2. Organization *

ANDERSON

3. Address *

600 WEST PEACHTREE STREET

4. City, State Zip Code *

ATLANTA GA. 30308

5. Email Address *

BRANDERSON@DOT.GA.GOV

6. Phone number

4785388595

7. Date Completed *

8/31/2021



8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

 Yes No

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- 5 - Exceeded expectations

12. Rate the firm's technical assistance in program/project management *

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- 3 - Met expectations
- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

KCI has always been a pleasure to work with. Very professional and provides deliverables on schedule according to the baseline.

Respondent

< >

06:29
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

8/30/2021



8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

 Yes No

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11. Rate the firm's ability to meet the established project goals *

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12. Rate the firm's technical assistance in program/project management *

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- 3 - Met expectations
- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

This project has been around for two decades, so it has not maintained schedule. The current PM is performing well, but we had issues with a subconsultants bridge submittals, that ultimately reflected that the QA/QC for the submittal was not being performed sufficiently. The sub scored a 7 out of 100. They have since been let go, but we are still behind on FFPR due to not having approved bridge plans. Firm is quick to respond and provides good customer service.

Respondent

< >

02:52
Time to complete

1. Name *

Edgardo Aponte

2. Organization *

Gwinnett County Department of Transportation

3. Address *

446 West Crogan Street, Suite 410

4. City, State Zip Code *

Lawrenceville, GA 30046

5. Email Address *

edgardo.aponte@gwinnettcountry.com

6. Phone number

770-822-7400

7. Date Completed *

8/30/2021



8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

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- 3 - Met expectations
- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

KCI has provided great design services for the design of the SR 124/Scenic Highway widening project from US 78/SR 10/Stone Mountain Highway to Sugarloaf Parkway. Erick Fry and Kerrie Boyette's project design team have been very responsive. We are very pleased with their design services.

Respondent

< >

02:45
Time to complete

1. Name *

George Brewer

2. Organization *

AECOM

3. Address *

600 West Peachtree St

4. City, State Zip Code *

Atlanta, GA 30308

5. Email Address *

gbrewer@dot.ga.gov

6. Phone number

(706)832-0917

7. Date Completed *

8/31/2021



8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

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- 3 - Met expectations
- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

The project has progressed to the right of way acquisition stage.

Respondent

< >

03:00
Time to complete

1. Name *

Eric Wilkinson

2. Organization *

GDOT-TIA

3. Address *

643 HWY `15 South

4. City, State Zip Code *

Tennille, GA 31089

5. Email Address *

ewilkinson@dot.ga.gov

6. Phone number

478-538-8522

7. Date Completed *

8/30/2021



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- 3 - Met expectations
- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

Moffat & Nichol provided a project that was in scope and was able to meet the TIA budget. They designed the project to budget

Respondent

< >

02:27
Time to complete

1. Name *

Shanda Caldwell

2. Organization *

GDOT

3. Address *

115 Transportation Blvd.

4. City, State Zip Code *

Thomaston, GA 30286

5. Email Address *

scaldwell@dot.ga.gov

6. Phone number

470-591-5484

7. Date Completed *

8/30/2021



8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

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- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

Project team completed requests and deliverables in a timely manner. Responses to questions asked were always received within a business day.

Respondent

< >

02:45
Time to complete

1. Name *

George Brewer

2. Organization *

AECOM

3. Address *

600 West Peachtree St

4. City, State Zip Code *

Atlanta, GA 30308

5. Email Address *

gbrewer@dot.ga.gov

6. Phone number

(706)832-0917

7. Date Completed *

8/31/2021



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- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

The project has progressed to the right of way acquisition stage.

Respondent

< >

03:00
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

8/30/2021



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- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

Moffat & Nichol provided a project that was in scope and was able to meet the TIA budget.
They designed the project to budget

Respondent

< >

12:19
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

9/1/2021



8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

 Yes No

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- 3 - Met expectations
- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

Mott is a great company to work with and are always ready to assist when called upon. Mott is very responsive to the GDOT needs and requirements of the Department.

Respondent

< >

01:30
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

8/30/2021



8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

Yes

No

9. Rate the firm's quality of leadership in program/project management for your project *

1 - Did not meet expectations

3 - Met expectations

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11. Rate the firm's ability to meet the established project goals *

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- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

Respondent

< >

10:48
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

8/30/2021



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Yes

No

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13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

On #12, there were situations on the project that we had to bring to their attention and rework was required. It is my opinion that the lead designer should know more about the project and what is out there now than I do. I should have to tell them about streets and existing crossovers, they should bring those issues up if they are new since the last survey or aerial photography and take them into design. They should minimize impact a major structures and provide recommendation in lieu of the project manager bring it to their attention.

Respondent

< >

01:52
Time to complete

1. Name *

Ashley Folmar

2. Organization *

AECOM/GDOT consultant

3. Address *

1360 Peachtree St NE #500

4. City, State Zip Code *

Atlanta, GA 30309

5. Email Address *

afolmar@dot.ga.gov

6. Phone number

404-985-7058

7. Date Completed *

8/31/2021



8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

Yes

No

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13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

The PM and design lead communicated well with the GDOT PM. Would recommend this consultant for future work with GDOT.

Respondent

< >

01:17
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

8/31/2021



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- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

The PM and design lead communicated well with the GDOT PM. Would recommend this consultant for future work with GDOT.

Respondent

< >

16:36
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

9/1/2021



8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

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13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

Respondent

< >

38:01
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

9/1/2021



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13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

The firm was very cooperative and responsive throughout the pre-let and post-let phases of this project. Their quality of work contributed to the successful pre-let and post-let delivery of this project without major issues, especially during construction.

Respondent

< >

01:54
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

9/1/2021



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- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

Respondent

< >

02:24
Time to complete

1. Name *

2. Organization *

3. Address *

4. City, State Zip Code *

5. Email Address *

6. Phone number

7. Date Completed *

9/1/2021	
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8. A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey? *

- Yes
- No

9. Rate the firm's quality of leadership in program/project management for your project *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

10. Rate the overall services of the firm's staff for the duration of the project *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

11. Rate the firm's ability to meet the established project goals *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

12. Rate the firm's technical assistance in program/project management *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

13. Rate the overall success of the project thus far *

- 1 - Did not meet expectations
- 3 - Met expectations
- 5 - Exceeded expectations

14. Please provide comments to substantiate your ratings.

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Entity Name

-
- KCI Technologies, Inc. (084993344) x
- Atkins North America, Inc. (020383514) x
- AULICK ENGINEERING LLC (036755448) x
- ECOLOGICAL SOLUTIONS INC (110230385) x
- MC Squared, Inc. x
- New South Associates, Inc. (197533573) x
- SETTIMIO CONSULTING SERVICES INCORPORATED (019784604) x

DUNS Unique Entity ID

SAM Unique Entity ID

CAGE / NCAGE

Federal Organizations v

Exclusion Type v

Exclusion Program v

Location v

Dates v

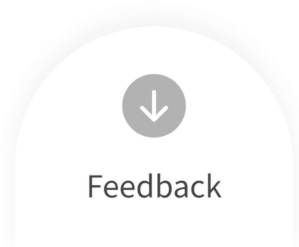
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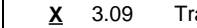


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**STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION**

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

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
KCI TECHNOLOGIES, INC. 3235 SATELLITE BLVD., #400-500, DULUTH, GA 30096	June 25, 2020	May 10, 2023
SIGNATURE		
		
1. Transportation Planning <input checked="" type="checkbox"/> 1.01 State Wide Systems Planning <input checked="" type="checkbox"/> 1.02 Urban Area and Regional Transportation Planning <input type="checkbox"/> 1.03 Aviation Systems Planning <input type="checkbox"/> 1.04 Mass and Rapid Transportation Planning <input checked="" type="checkbox"/> 1.05 Alternate System and Corridor Location Planning <input type="checkbox"/> 1.06 Unknown <input checked="" type="checkbox"/> 1.06a NEPA Documentation <input type="checkbox"/> 1.06b History <input type="checkbox"/> 1.06c Air Studies <input checked="" type="checkbox"/> 1.06d Noise Studies <input checked="" type="checkbox"/> 1.06e Ecology <input type="checkbox"/> 1.06f Archaeology <input type="checkbox"/> 1.06g Freshwater Aquatic Surveys <input type="checkbox"/> 1.06h Bat Surveys <input checked="" type="checkbox"/> 1.07 Attitude, Opinion and Community Value Studies <input type="checkbox"/> 1.08 Airport Master Planning <input checked="" type="checkbox"/> 1.09 Location Studies <input checked="" type="checkbox"/> 1.10 Traffic Studies <input type="checkbox"/> 1.11 Traffic and Toll Revenue Studies <input type="checkbox"/> 1.12 Major Investment Studies <input checked="" type="checkbox"/> 1.13 Non-Motorized Transportation Planning	3. Highway Design Roadway (continued) <input checked="" type="checkbox"/> 3.09 Traffic Control System Analysis, Design and Implementation <input checked="" type="checkbox"/> 3.10 Utility Coordination <input type="checkbox"/> 3.11 Architecture <input checked="" type="checkbox"/> 3.12 Hydraulic and Hydrological Studies (Roadway) <input checked="" type="checkbox"/> 3.13 Facilities for Bicycles and Pedestrians <input type="checkbox"/> 3.14 Historic Rehabilitation <input checked="" type="checkbox"/> 3.15 Highway Lighting <input type="checkbox"/> 3.16 Value Engineering <input type="checkbox"/> 3.17 Design of Toll Facilities Infrastructure	4. Highway Structures <input checked="" type="checkbox"/> 4.01a Minor Bridges Design <input type="checkbox"/> 4.01b Minor Bridges Design CONDITIONAL <input checked="" type="checkbox"/> 4.02 Major Bridges Design <input type="checkbox"/> 4.03 Movable Span Bridges Design <input checked="" type="checkbox"/> 4.04 Hydraulic and Hydrological Studies (Bridges) <input checked="" type="checkbox"/> 4.05 Bridge Inspection
2. Mass Transit Operations <input type="checkbox"/> 2.01 Mass Transit Program (Systems) Management <input checked="" type="checkbox"/> 2.02 Mass Transit Feasibility and Technical Studies <input type="checkbox"/> 2.03 Mass Transit Vehicle and Propulsion System <input type="checkbox"/> 2.04 Mass Transit Controls, Communications and Information Systems <input type="checkbox"/> 2.05 Mass Transit Architectural Engineering <input type="checkbox"/> 2.06 Mass Transit Unique Structures <input type="checkbox"/> 2.07 Mass Transit Electrical and Mechanical Systems <input type="checkbox"/> 2.08 Mass Transit Operations Management and Support Services <input type="checkbox"/> 2.09 Aviation <input type="checkbox"/> 2.10 Mass Transit Program (Systems) Marketing	5. Topography <input checked="" type="checkbox"/> 5.01 Land Surveying <input checked="" type="checkbox"/> 5.02 Engineering Surveying <input checked="" type="checkbox"/> 5.03 Geodetic Surveying <input checked="" type="checkbox"/> 5.04 Aerial Photography <input type="checkbox"/> 5.05 Aerial Photogrammetry <input checked="" type="checkbox"/> 5.06 Topographic Remote Sensing <input type="checkbox"/> 5.07 Cartography <input checked="" type="checkbox"/> 5.08 Subsurface Utility Engineering	6. Soils, Foundation & Materials Testing <input type="checkbox"/> 6.01a Soil Surveys <input type="checkbox"/> 6.01b Geological and Geophysical Studies <input type="checkbox"/> 6.02 Bridge Foundation Studies <input type="checkbox"/> 6.03 Hydraulic and Hydrological Studies (Soils and Foundation) <input type="checkbox"/> 6.04a Laboratory Materials Testing <input type="checkbox"/> 6.04b Field Testing of Roadway Construction Materials <input type="checkbox"/> 6.05 Hazard Waste Site Assessment Studies
3. Highway Design Roadway <input checked="" type="checkbox"/> 3.01 Two-Lane or Multi-Lane Rural Generally Free Access Highway Design <input checked="" type="checkbox"/> 3.02 Two-Lane or multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers <input checked="" type="checkbox"/> 3.03 Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial Industrial and Residential Urban Areas <input checked="" type="checkbox"/> 3.04 Multi-Lane, Limited Access Expressway Type Highway Design <input checked="" type="checkbox"/> 3.05 Design of Urban Expressway and Interstate <input checked="" type="checkbox"/> 3.06 Traffic Operations Studies <input checked="" type="checkbox"/> 3.07 Traffic Operations Design <input checked="" type="checkbox"/> 3.08 Landscape Architecture	8. Construction <input checked="" type="checkbox"/> 8.01 Construction Supervision	9. Erosion and Sedimentation Control <input checked="" type="checkbox"/> 9.01 Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program <input checked="" type="checkbox"/> 9.02 Rainfall and Runoff Reporting <input checked="" type="checkbox"/> 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations