

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

June 15, 2015

**RFQ #:** 484-040915  
**RFQ Title:** Corridor Study for Tara Boulevard, P.I. No. 0013206, Clayton County, Contract# 1  
**FROM:** Darlene Parker, Transportation Services Procurement Manager  
**TO:** Treasury Young, Procurement Administrator  
**SUBJECT: 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)
- Selection Committee Ratings for Top Respondents – Phase I
- Selection Committee Comments for Top Respondents – Phase I
- 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
- Prequalification Certificate for Intended Awardee

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

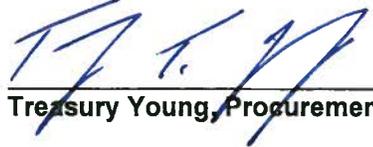
1. HNTB Corporation
2. Pond & Company
3. CDM Smith Inc.
4. Parsons Transportation Group, Inc.
5. AECOM Technical Services, Inc.

The Selection Committee recommends the selection of the top ranked firm, HNTB Corporation.

Concurrence with Award from Responsible Division Director:

Certification Procurement Requirements Met:

  
Jay Roberts, Division of Planning

  
Treasury Young, Procurement Administrator

DJP:rl

Attachments



# **Georgia Department of Transportation**

## **Request for Qualifications**

**To Provide**

**Corridor Studies for Tara Boulevard and Downtown Connector Services**

**RFQ-484-040915**

**Qualifications Due: April 9, 2015**

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

# REQUEST FOR QUALIFICATIONS

## 484-040915

### Corridor Studies for Tara Boulevard and Downtown Connector Services

#### I. General Project Information

##### A. Overview

The Georgia Department of Transportation (GDOT) is soliciting Statements of Qualifications (SOQ) from qualified firm(s) or organization(s) to provide Consultant Services for Corridor Studies for Tara Boulevard and Downtown Connector.

Contract	County(ies)	PI/Project #	Project Description
1	CLAYTON	0013206	TARA BLVD CORRIDOR STUDY 2015
2	COBB, DOUGLAS, FULTON	0013210	DOWNTOWN CONNECTOR STUDY FY 2015

This Request for Qualifications (RFQ) seeks to identify potential providers for the Scope of Services for each project/contract listed in Exhibit I. Firms that respond to this RFQ, and are determined by GDOT to be sufficiently qualified, may be deemed eligible, and invited to offer proposals 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 Consultant Plan Proposals, 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 15% 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, 7<sup>th</sup> 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 Corridor Studies for Tara Boulevard and Downtown Connector services, for the GDOT Project identified. The anticipated scope of work for the project/contracts is included in **Exhibit I**.

## **E. Contract Term and Types**

GDOT anticipates two (2) contracts: one (1) Project Specific contract to be awarded to one (1) firm, for the project identified in Exhibit 1; Projects/Contract #1 for **Tara Boulevard Corridor Study**. GDOT anticipates that the Contract Type will be paid via Firm Fixed Price and/or Cost Plus Fixed Fee methodology.

One (1) Multi-Phase, Project Specific contract to be awarded to one (1) firm, for the project identified in Exhibit 1; Projects/Contract #2 for **Downtown Connector Corridor Study**. GDOT anticipates that the Contract Type will be paid via Firm Fixed Price and/or Cost Plus Fixed Fee methodology. As a Project Specific contract, it is the Department's intention that the agreement will remain in effect until successful completion of the project.

## **F. Contract Amount**

The Project Specific contract identified in Exhibit 1; Project/Contract #1 for **Tara Boulevard Corridor Study** 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.

The Multi-Phase, Project Specific contract identified in Exhibit 1; Project/Contract #2 for **Downtown Connector Corridor Study** will have a minimum of \$25,000.00 and a maximum of \$4,000,000.00. 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-484-040915. 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 written proposal of the three (3) to five (5) finalist firms for each 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 proposal due date. Any additional detailed proposal 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 written proposal (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 <b>RFQ-484-040915</b>	3/09/2015	-----
b. Deadline for submission of written questions and requests for clarification	3/27/2015	2:00 PM
c. Deadline for submission of Statements of Qualifications	4/09/2015	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.B.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:**

- Project Manager education, registration, relevant engineering experience, relevant project management experience, experience in utilizing GDOT specific processes, manuals, or guidance.
- Key Team Leaders' education, registration, relevant technical experience, and relevant experience in utilizing GDOT specific processes, manuals, or guidance.
- Prime Consultant's experience for the previous five (5) years 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:**

- Project Manager Workload
- Workload capacity of Key Team Leader(s)
- Resources dedicated to delivering project
- 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**):

- Technical approach to delivering the project (including design concepts and use of alternative methods).
- Provide any specific qualifications, skills, or knowledge which your firm has which could benefit the 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 submittal must have a separate cover page for each copy of each submittal 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, Count(ies), and Description.

#### **A. 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.**

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**.

#### **B. 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 (no more than five (5) projects).
  - 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 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, 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 (on no more than three (3) 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 resource area.

**This information is limited to one page maximum for each Key Team Leader identified in Section 7 of each Exhibit I. Respondents submitting more than one page for each Key Team Leader identified will be subject to disqualification.**

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 for the previous five (5) years. Describe no more than five (5) projects, in order of most relevant to least relevant, 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 and telephone numbers.
  - f. Involvement of Key Team Leaders on the projects.

**This information is limited to two 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 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 s 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.**

### **C. 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.
  - 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.
  - c. Narrative on Additional Resource Areas and Ability – Respondents are also allowed one page 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** (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 additional page allowed, 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**, 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, one page of text (for the Primary Office and Narrative on Ability discussion), 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 the 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, Count(ies), and Description.

**A. Technical Approach**

Provide any unique technical approaches your firm offers relative to addressing management of the project. Identify any unique challenges of the project and how your firm intends to mitigate these challenges, including quality control, quality assurance procedures. Provide any specific qualifications, skills, knowledge of the project and project area which may uniquely benefit the firm and project.

**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 are two (2) submittals required. Submittal #1 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**. Respondents must submit one original and five identical copies. Submittal #2 is an electronic version of Submittal #1 which allows for GDOT to maintain the files electronically. The original and each copy of Submittal #1 should be stapled separately. The original and each copy of Submittal #1 should be bound together using a binder clip or other similar fashion which allows the individual copies to be separated and distributed easily to Selection Committee Members. 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 and should be double-sided 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. For example, a piece of paper which has print on both sides, shall be considered two pages while a piece of paper with print on only one side would be considered a single page. Each Statement of Qualifications shall be prepared simply and economically as indicated above. Fancy bindings, 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 must be sealed in an opaque envelope or box, and reference **RFQ-484-040915** and the words **"STATEMENT OF QUALIFICATIONS"** must be clearly indicated on the outside of all of the envelopes or boxes. Statements of Qualifications **must be physically received by GDOT** prior to the deadline indicated in the Schedule of Events (*Section III of RFQ*) at the exact address below:

Georgia Department of Transportation (GDOT)  
Attention: Rhonda Ligon  
Transportation Services Procurement  
One Georgia Center, 19<sup>th</sup> Floor  
600 West Peachtree Street, NW  
Atlanta, Georgia 30308

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

Statements of Qualifications 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.

**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: Rhonda Ligon, e-mail: [rligon@dot.ga.gov](mailto:rligon@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.**

- A. There are two (2) submittals required. Submittal #1 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**. Respondents must submit one original and five identical copies. Submittal #2 is an electronic version of Submittal #1 which allows for GDOT to maintain the files electronically. The original and each copy of Submittal #1 should be stapled separately. The original and each copy of Submittal #1 should be bound together using a binder clip or other similar fashion which allows the individual copies to be separated and distributed easily to Selection Committee Members.
- 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 and should be double-sided 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. For example, a piece of paper which has print on both sides, shall be considered two pages while a piece of paper with print on only one side would be considered a single page. Each Statement of Qualifications shall be prepared simply and economically as indicated above. Fancy bindings, 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.**

- C. Submittals must be sealed in an opaque envelope or box, and reference **RFQ 484-040915 and the words "PHASE II RESPONSE"** must be clearly indicated on the outside of all of the envelopes or boxes. Statements of Qualifications **must be physically received by GDOT** prior to the deadline indicated in the Notice to Finalists at the exact address below:

Georgia Department of Transportation (GDOT)  
Attention: Rhonda Ligon  
Transportation Services Procurement  
One Georgia Center, 19<sup>th</sup> Floor  
600 West Peachtree Street, NW  
Atlanta, Georgia 30308

**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: **Rhonda Ligon, e-mail: [rligon@dot.ga.gov](mailto:rligon@dot.ga.gov)**, or as directed in the Notice to Finalists, if different. The deadlines for submission of questions relating to the Phase II Response will be identified in the Notice to 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.

##### **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 15% 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, 7<sup>th</sup> 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 1<sup>st</sup> 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

1. Project Number(s): N/A
2. PI Number(s): 0013206
3. County(ies): CLAYTON
4. Description: TARA BLVD CORRIDOR STUDY 2015

## 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 sub-consultants, 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 sub-consultant 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 sub-consultants 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.

1. The **Prime Consultant** **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

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

Number	Area Class
1.05	Alternate Systems Planning
1.06(a)	NEPA
1.11	Traffic and Toll Revenue Studies
1.12	Major Investment Studies
3.06	Traffic Operations Studies

## 6. Background and Scope:

## A. Background:

To conduct a planning study analyzing alternatives that will ensure the efficient operation of Tara Boulevard (SR 3, US 19, US 41) from I-75 to Jonesboro given current and future demand along the corridor, taking into consideration all users of the corridor, including commuters, freight traffic, local businesses, residents, and existing and future transit service. Building on work previously conducted on the study corridor, the CONSULTANT will:

1. Identify a range of improvement options, resulting in approximately three (3) alternatives, and determine a preferred alternative for managing congestion and improving operations on Tara Boulevard. One of the three alternatives may examine keeping Tara Boulevard at grade. Another alternative may examine a super arterial concept with local access roads. Where relevant, the study should incorporate options such as operational improvements and other improvements that could be achievable in the near term.
2. Produce a traffic and revenue study. Due to funding limitations and GDOT Board policy, it is likely that an alternative that would require extensive reconstructing and added capacity to Tara Boulevard would require user fees.

3. Produce a Tara Boulevard study document as the final product that includes an analysis of each alternative for addressing congestion and improving operations on Tara Boulevard and a list of recommended projects. This analysis will include (for each alternative):
  - a. Cost estimates.
  - b. Analysis and thorough discussion of costs, benefits, and impacts.
  - c. Some early project development work including preliminary environmental analysis and logical termini review.
  - d. Visualizations (simulations, renderings, etc.).

For projects not recommended to move forward, the document will detail reasons for eliminating those ideas based on technical analysis, costs, and impacts.

This study will answer the following questions:

- a. What options exist for addressing current and future demand on Tara Boulevard?
- b. What costs, benefits, challenges, and opportunities are associated with each option?
- c. What would the various options look like?
- d. What impacts would the various options have on the operations of Tara Boulevard, the conditions of other roads in the area, and the character of the surrounding areas (for example, compatibility with land use plans, businesses, and neighborhoods)?

## B. Scope:

The study area will include Tara Boulevard (SR 3, US 19, US 41) from I-75 to Jonesboro and all interchange ramps, cross streets, and potential parallel routes, such as SR 85 and SR 54.

The CONSULTANT shall provide:

### 1. Data Collection:

The objective of this task is to consolidate all existing traffic data (traffic counts, travel speeds, bridge data, crash data, etc.), roadway geometry, environmental data, and land use data (current and future) along Tara Boulevard and relevant interstates, interchange ramps, cross streets, and current and proposed transit routes in the study area. The examination of previous studies and planned and programmed projects will also be included in this effort. Existing data sources will be used wherever possible. It is envisioned that a majority of the traffic data will come from the Atlanta Regional travel demand model, Georgia Electronic Accident Reporting System (GEARS), Georgia's Advanced Traffic Management System (NaviGator), Regional Transportation Operations Program, GDOT's annual traffic count program, information from transit providers, Georgia's Natural, Archeological, and Historic Resources Geographic Information Systems (GNAHRGIS), and others as appropriate.

#### Work Tasks:

- a. Collect, and assemble all existing available data sets and process collected data using Geographic Information Systems (GIS).
- b. Collect and review all relevant previous studies.
- c. Obtain Atlanta Regional Commission's (ARC's) PLAN 2040 travel demand forecasting model for the years 2020, 2030, and 2040.
- d. Conduct site visits to the study area.
- e. Meeting with GDOT to discuss the need for additional data collection activities, such as traffic counts, turning movement counts, and / or origin-destination surveys.

Deliverables - Data Collection Tech Memo.

### 2. Existing & Future Condition Analysis and Needs Assessment:

The CONSULTANT will conduct analysis of existing and futures (no-build) conditions within the study area and develop a report detailing existing travel conditions as well as future growth/anticipated changes, and identify existing & future needs. In this analysis, consideration should be given to regional

travel patterns, major trip generators, and activity centers, reoccurring congestion as well as weaving & operational issues, safety, and all users of the roadway (commuters, freight, pedestrians, bicyclist, and transit). Future needs may be categorized using these topic areas, or as appropriate.

Work Tasks:

- a. Conduct analysis of existing & future no-build conditions within the study area.
- b. Conduct a needs assessment of the corridor based on existing & future no-build conditions.
- c. Develop an existing & future no-build conditions report and needs assessment.

Deliverables – Report detailing Existing & future no-build conditions and needs assessment.

**3. Development of Improvement Options:**

Based on needs identified in the Needs Assessment and ideas generated by GDOT and stakeholders, the CONSULTANT will identify possible options for improving Tara Boulevard. The CONSULTANT will then develop approximately three (3) alternatives based on the possible options identified.

Deliverables – Improvement Development Process Tech Memo, including a summary of each proposed improvement alternative.

**4. Evaluation of Potential Improvement Options:**

Alternatives will be evaluated in terms of:

- a. Benefits to various users of the roadway include:
  - 1) Freight.
  - 2) Commuters.
  - 3) Local traffic.
  - 4) Transit.
  - 5) Pedestrians and Bicyclist.
- b. Safety benefits.
- c. Cost.
- d. Stakeholders support.
- e. Environmental and community impacts.
- f. Deliverability and potential risks.

Work Tasks:

- a. Analyze each alternative according to, but not limited to, the criteria listed above.
- b. Provide visuals, such as operational layouts of each alternative, and renderings of preferred alternatives, as needed.
- c. Evaluate alternatives.

**5. Traffic and Revenue Study:**

A Level 1 traffic and revenue study will be conducted, preferably concurrently with Task 4 – Evaluation of Alternatives. The traffic and revenue study will examine the revenue potential and implementation opportunities.

Work Tasks:

- a. Collect and assemble all relevant data.
- b. Use the Atlanta Regional travel demand model as needed.
- c. Provide traffic and revenue projections.
- d. Document basic assumptions.

Deliverables – A detailed Traffic and Revenue report summarizing the data collected, basic assumptions, the analysis, and findings.

## 6. Recommendations:

After evaluating the alternatives, GDOT and the CONSULTANT will work to select a preferred alternative.

Work Tasks include assisting in selecting a preferred alternative.

Deliverables – The recommended alternative should have pre-implementation information for the project(s) it proposes, such as:

- a. Detailed cost information.
- b. Thorough phasing, i.e. timing, information for individual projects within the preferred alternative.
- c. Thorough scheduling information by project phase.
- d. Identified project sponsor and likely funding sources.
- e. Logical termini information.
- f. Preliminary environmental information/documentation and understanding of which level of environmental document would be required (Categorical Exclusion (CE), Environmental Assessment (EA), etc.), types of resources potentially impacted, and anticipated length of environmental process.
- g. Other Concept Report type information, as needed.

## 7. Coordination and Documentation:

In coordination with GDOT, the CONSULTANT will develop a Stakeholder/Working Group to identify and evaluate options. There may be a core working group as well a larger stakeholder group. Potential stakeholders include representatives from:

- a. Atlanta Regional Commission (ARC).
- b. Relevant Cities.
- c. Clayton County.
- d. Hartsfield-Jackson International Airport.
- e. Metropolitan Atlanta Rapid Transit Authority (MARTA).
- f. State Road and Tollway Authority (SRTA).
- g. Georgia Regional Transportation Authority (GRTA).

Each task in this scope will be documented with a Technical Memorandum submitted in electronic format at the completion of the task. Comments received from GDOT on each Technical Memorandum will be stored in a project database and incorporated in the Final Report. In addition to the Final Report, a stand-alone Executive Summaries will be prepared which will summarize the major points of the study.

The CONSULTANT will also develop fact sheets for each of the project recommendations. These fact sheets will contain detailed scope information to prepare the project for engineering and design. This fact sheets will provide project location, project description and justification (Need & Purpose), detailed cost estimates, potential fund sources, initial right-of-way and utility information, potential schedule information, and an environmental screening to determine potential impacts and the type of environmental document expected. Furthermore, any operations and maintenance issues that should be considered once implemented will also be included.

Work Tasks:

- a. Conduct a Kick-Off Meeting with the project team and additional GDOT offices as appropriate.
- b. Conduct biweekly meetings with GDOT Planning staff over the course of the project, with special-called meetings with others as needed.
- c. Conduct up to five (5) meetings with the Stakeholder Working Group.
- d. Develop Draft and Final Technical Reports.
- e. Develop an Executive Summary.

- f. Develop project recommendation fact sheets, including Need & Purpose statements.
- g. Develop draft and final presentation materials, handouts, maps, and other displays needed for the Stakeholder Working Group, meetings, and the public website.
- h. Conduct meetings with the public and other interested groups as needed.

Deliverables:

- a. Draft and Final Technical Reports.
- b. Executive Summary.
- c. Project recommendation fact sheets, including Need & Purpose statements.
- d. Presentation materials, handouts, maps, and displays, as needed.

Available Information:

This section is intended to show the types of GDOT data that may be needed and that the consultant may be expected to use for this study. Since it is not yet determined what exact data would be needed, the list is intended to present the range of possible types of data GDOT has available and could access (and provide to the consultant) for this study. The DEPARTMENT shall provide data from the following GDOT sources as needed for this study:

- a. Bridge data.
- b. Traffic and speed data by lane from NaviGator.
- c. Traffic and classification counts.
- d. Roadway characteristic data.
- e. Crash data from Georgia Electronic Accident Reporting System (GEARS) and other data as needed.

Deliverables:

The following items shall be completed by the CONSULTANT and delivered to the DEPARTMENT during the term of this task order as specified by the Project Manager:

- a. Data Collection – Data Collection Tech Memo.
- b. Needs Assessment – Needs Assessment Tech Memo.
- c. Development of Improvement Options – Improvement Development Process Tech Memo, including a summary of each proposed improvement option.
- d. Evaluation of Potential Improvement Alternatives – Report summarizing the evaluated alternatives in terms of the agreed upon criteria.
- e. Traffic and Revenue Study:
  - 1) Traffic and Revenue Tech Memo.
  - 2) Report summarizing the data collected, basic assumptions, the analysis, and findings.
- f. Recommendations – Report summarizing the preferred alternative recommendation.
- g. Coordination and Documentation:
  - 1) Draft and Final Technical Reports.
  - 2) Executive Summary.
  - 3) Project recommendation fact sheets, including Need & Purpose statements.

7. Related Key Team Leaders:

- A. Data Collection Specialist – manages data collection needs and ensures quality and accuracy of relevant data.
- B. Traffic Modeling Specialist – has expertise in traffic modeling software and experience with travel demand.
- C. Outreach Specialist – handles communication with the stakeholder groups.
- D. Economic Impact Specialist – has expertise with economic modeling such as Regional Economic Models, Inc. (REMI) or other comparable tools and has experience generating long-term economic impact forecasts for transportation.
- E. Finance Specialist – has experience in developing traffic and revenue studies for tolling projects and expertise in innovative financing methods such as Private Public Partnership (P3).

- F. Environmental Screening/ National Environmental Policy Act (NEPA) Specialist – identifies environmental resources.
- G. Traffic Operations Specialist – has engineering skills and can generate preliminary engineering and feasibility work.

**EXHIBIT I-2**

## Project/Contract #2

1. Project Number(s): N/A
2. PI Number(s): 0013210
3. County(ies): COBB, DOUGLAS, FULTON
4. Description: DOWNTOWN CONNECTOR STUDY FY 2015

## 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 sub-consultants, 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 sub-consultant 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 sub-consultants 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.

3. The **Prime Consultant** **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

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

Number	Area Class
1.05	Alternate Systems Planning
1.06(a)	NEPA
1.12	Major Investment Studies
3.05	Multi-lane Urban Interstate Limited Access Design
3.06	Traffic Operations Studies
3.07	Traffic Operations Design

## 6. Background and Scope:

## A. Background:

Examine a wide variety of options for reducing congestion and improving operations on the Downtown Connector. The range of possible options will include but is not limited to:

1. Very large-scale, innovative, or unconventional ideas, intended to explore these concepts and respond to various inquiries GDOT has received over the years but with recognition that they may not be implementable.

Examples: additional lanes, new collector-distributor lanes, tunnels (under or parallel to the connector), new location surface roadway parallel to the connector, double-decked roadway, theoretical policy changes such as tolling or implementing occupancy requirements on existing capacity, etc.

2. Large-scale ideas that are practical, have been shown to be effective elsewhere, and are financially Realistic.

Examples: alternate routes (and improvements to alternate routes such as widening I-285 E and W policy changes such as tolls, occupancy requirements, consideration of some type of commuter credits program-which could be used for encouraging the avoidance of trips in the peak periods and the shifting of trips to transit, etc.

Specifically, a High Occupancy Vehicle (HOV) interchange on the Connector at 15th Street will be evaluated to explore the possible effects on traffic on the Connector (the mainline and at existing Single Occupancy Vehicle (SOV) interchanges and on the surface streets leading to the existing interchange access points.

3. Smaller-scale operational improvements that could be implemented in a shorter timeframe.

Examples: re-striping, ramps meters, etc.

In addition, the CONSULTANT will model the effects of closing the Downtown Connector entirely and in one direction at a time, as might be necessary during a major construction or maintenance project on the Connector. To explore and evaluate this possibility, the CONSULTANT will meet with GDOT maintenance staff to discuss the possible eventual need for closing the Connector for maintenance purposes. The CONSULTANT will then evaluate potential effects on the surrounding road network, regional transit, and I-285. Examples of possible options for addressing travel needs during closure of the Connector may include temporarily assisting regional transit providers with funding for increased frequency or temporarily opening the shoulders on I-285 to traffic.

4. Produce a Downtown Connector study document as the final product that includes analysis of each possible option for addressing congestion and improving operations on the connector and a list of projects, including long range and/or aspirations projects and short-term projects and with widespread support. This analysis will include (for each option):
  - a. Cost estimates.
  - b. Analysis and thorough discussion of costs, benefits, and impacts.
  - c. Examples of similar existing projects for innovative/unconventional projects.
  - d. Some early project development work including preliminary environmental analysis and engineering for some near-term recommendations, as needed.
  - e. Visualizations (simulations, renderings, etc.).

For projects not recommended to move forward, the document will detail reasons for eliminating those ideas based on technical analysis, costs, and impacts.

This study will answer the following questions:

- a. What options exist for addressing congestion on the Downtown Connector?
- b. What costs, benefits, challenges, and opportunities are associated with each option?
- c. What would the various options look like?
- d. What impact would the various options have on the operations of the Downtown Connector, the conditions of other roads in the area, the character of the surrounding areas?

## B. Scope:

The study area will include I-75, I-85, and I-20 inside I-285; I-285; and all interchange ramps, cross streets, and potential parallel routes in metro Atlanta, which may include some local roads. The primary focus will be on the Downtown Connector portion where I-75 and I-85 converge, but the entire area within I-285 will be included in the study area.

The CONSULTANT shall provide the following scope of services:

### 1. Data Collection:

The objective of this task is to consolidate all existing traffic data (traffic counts, travel speeds, aerial surveys, bridge data, etc.) along the interstates, interchange ramps, and cross streets in metro Atlanta. The examination of previous studies and planned and programmed projects will also be included in this effort. Existing data sources will be used wherever possible. It is envisioned that a majority of the data will come from NaviGator and GDOT's annual traffic count program, including observed volumes and congested speeds by hour of the day and individual lane, at a minimum.

Work Tasks:

- a. Collect all existing available data sets and process collected data using Geographic Information Systems (GIS).
- b. Collect and review all relevant previous studies.
- c. Compile all information into GIS.
- d. Obtain Atlanta Regional Commission's (ARC's) PLAN 2040 travel demand forecasting model for the years 2020, 2030, and 2040.
- e. Purchase commercially available Global Positioning System (GPS) peak period travel time data and/or use existing travel time data, depending on data needs.
- f. Conduct site visits to the study area.
- g. Meet with GDOT to discuss the need for additional data collection activities, such as traffic counts, turning movement counts, and / or origin-destination surveys. Any additional data collection activities will be collected as part of this contract.

Deliverables - Data Collection Tech Memo.

**2. Existing & Future Condition Analysis and Needs Assessment:**

The CONSULTANT will conduct analysis of existing and futures (no-build) conditions within the study area and develop a report detailing existing travel conditions as well as future growth/anticipated changes, and identify existing & future needs. In this analysis, consideration should be given to regional travel patterns, major trip generators, and activity centers, reoccurring congestion as well as the impact of special events, weaving & operational issues, safety, and all users of the Interstate system (commuters, freight, and transit). Future needs may be categorized using these topic areas, or as appropriate.

Work Tasks:

- a. Conduct analysis of existing & future no-build conditions within the study area.
- b. Develop an existing & future no-build conditions report.

Deliverables – Existing & future no-build conditions report document including Needs assessment.

**3. Development of Improvement Options:**

Based on needs identified in the Needs Assessment and ideas generated by GDOT and stakeholders, the CONSULTANT will identify a wide range of possible solutions for improving the Downtown Connector.

Work Tasks - Identify a wide range of possible solutions for improving the Downtown Connector.

Deliverables – Improvement Development Process Tech Memo, including a summary of each proposed improvement option.

**4. Evaluation of Potential Improvement Options:**

Potential improvements will be evaluated in terms of:

- a. Congestion relief.
- b. Impacts of traffic diversions to/from local parallel roadways and the impact of latent demand.
- c. Evaluation of long term economic benefits of individual projects.
- d. Benefit/cost.
- e. Stakeholder support.
- f. Environmental & community impacts.

**Work Tasks:**

- a. Analyze each option according to the criteria listed above.
- b. Identify and propose methodology for evaluating long-term economic benefits (beyond jobs added during design and construction). Ideally, the CONSULTANT would have expertise with Regional Economic Models, Inc.(REMI), could identify methodology for using REMI in conjunction with the Georgia statewide transportation demand model, and could incorporate output from the Atlanta Regional Commission (ARC) travel demand model to feed into REMI (or propose alternative methodology for performing similar long-term economic benefit evaluation). Use of REMI software may require the CONSULTANT to physically go to GDOT's General Office in Atlanta periodically to access the software from GDOT computers.
- c. Evaluate and model the effects of closing the Downtown Connector entirely and in one direction at a time, as might be necessary during a major construction or maintenance project on the Connector.
- d. Provide visuals, such as operational layouts and renderings of each option.

**Deliverables:**

- a. Report analyzing each option a according to the criteria listed above.
- b. Report describing the effects of temporarily closing the Downtown Connector entirely and in one direction at a time.

**5. Recommendations:**

After evaluating the full range of options, GDOT and the CONSULTANT will work to develop a list of recommended projects. The recommendations will include some larger-scale and potentially longer-term improvements and a list of smaller-scale projects that could be implemented in the near term.

**Work Tasks:**

- a. Evaluate projects.
- b. Generate a list of recommended projects.

**Deliverables:**

- a. Recommended projects should have pre-implementation information, such as:
  - 1) Description of project need and scope.
  - 2) Detailed cost info (beyond "planning level").
  - 3) Anticipated project phasing.
  - 4) Identified project sponsor and likely funding sources.
- b. And the following additional deliverables for short-term recommendations:
  - 1) Preliminary environmental information/documentation and understanding of which level of environmental document would be required Categorical Exclusion (CE), Finding of No Significant Impact (FONSI), etc.), types of resources potentially impacted, and anticipated length of environmental process.
  - 2) Other Concept Report type information, as needed.
  - 3) Some preliminary engineering and/or engineering feasibility work, as needed.

**6. Coordination and Documentation:**

In coordination with GDOT, the CONSULTANT will develop a Stakeholder/Working Group to identify and evaluate options. There may be a core working group as well a larger stakeholder group. Potential stakeholders include representatives from:

- a. Central Atlanta Progress.
- b. Midtown Alliance.
- c. Atlanta Regional Commission (ARC).
- d. City of Atlanta.

- e. Fulton County.
- f. DeKalb County.
- g. Metro Atlanta Regional Transit Authority (MARTA).
- h. State Road and Toll Authority (SRTA).
- i. Georgia Regional Transportation Authority (GRTA).
- j. Federal Highway Administration (FHWA).
- k. Federal Transit Administration (FTA).
- l. Others, as identified during development of the study.

Each task in this scope will be documented with a Technical Memorandum submitted in electronic format at the completion of the task. Comments received from GDOT on each Technical Memorandum will be stored in a project database and incorporated in the Final Report. In addition to the Final Report, a stand-alone Executive Summaries will be prepared which will summarize the major points of the study.

The CONSULTANT will also develop fact sheets for each of the project recommendations. These fact sheets will provide project location, project description and justification (Project Justification Statement), other alternatives considered and why they were not advanced, timing of project implementation, exploration of logical termini issues, and cost estimates. Furthermore, any operations and maintenance issues that should be considered once implemented will also be included. For near-term project recommendations, these fact sheets will contain more detailed scope information to prepare the project for engineering and design. This may include more detailed cost estimates, potential fund sources, initial right-of-way and utility information, potential schedule information, and an environmental screening to determine potential impacts and the type of environmental document expected.

The CONSULTANT will develop a work plan including dates for all deliverables. The CONSULTANT will provide agendas prior to each meeting and meeting minutes, including a summary of topics discussed and action items.

The CONSULTANT should have excellent communication skills and must be able to clearly and concisely explain complex, technical material in writing and in presentations.

#### Work Tasks:

- a. Conduct a Kick-Off Meeting.
- b. Develop a work plan.
- c. Conduct biweekly meetings with GDOT Planning staff over the course of the project, with special-called meetings with others as needed.
- d. Conduct approximately 15-20 meetings with various stakeholder groups and possibly more with individual agencies, as needed.
- e. Develop a Draft and Final Technical Reports.
- f. Develop an Executive Summary.
- g. Develop project recommendation fact sheets, including Project Justification Statements, with a heavy focus on exploring logical termini.
- h. Develop a draft and final presentation materials, handouts, maps, and other displays needed for the Working Group, meetings, and the public website.
- i. Conduct meetings with the public and other interested groups as needed.

Deliverables – Project recommendation fact sheets, including Need & Purpose statements.

#### Available Information:

This section is intended to show the types of GDOT data that may be needed and that the consultant may be expected to use for this study. Since it is not yet determined what exact data would be needed, the list is intended to present the range of possible types of data GDOT has available and could access (and

provide to the consultant) for this study. The DEPARTMENT shall provide data from the following GDOT sources as needed for this study:

- a. Aerial congestion survey data.
- b. Bridge data.
- c. Traffic and speed data by lane from NaviGator.
- d. Traffic and classification counts.
- e. Roadway characteristic data.
- f. Crash data.

Study Deliverables:

The following items shall be completed by the CONSULTANT and delivered to the DEPARTMENT during the term of this task order as specified by the Project Manager:

- a. Data Collection – Data Collection Tech Memo.
- b. Needs Assessment – Needs Assessment Tech Memo.
- c. Development of Improvement Options – Improvement Development Process Tech Memo, including a summary of each proposed improvement option.
- d. Evaluation of Potential Improvement Options – Report summarizing the evaluated options in terms of:
  - 1) Congestion benefits.
  - 2) Impacts of traffic diversions to/from local parallel roadways and the impact of latent demand.
  - 3) Financial feasibility.
  - 4) Stakeholder support.
- e. Recommendation – Report summarizing the project recommendations.
- f. Coordination and Documentation:
  - 1) Draft and Final Technical Reports.
  - 2) Executive Summary.
  - 3) Project recommendation fact sheets, including Need & Purpose statements.

Work Schedule:

The Consultant must complete all work between the date of the notice to proceed and the completion date specified. In no instance shall any work be authorized beyond the completion date specified unless specifically authorized in writing as evidenced by a task order time extension letter. No work shall be authorized or payment made for work performed beyond the termination date of the master professional services agreement. All work specified in this task order shall be completed in accordance with the below schedule and/or no later than the completion date specified.

All work of this task order will be completed within 36 months of the Notice to Proceed date.

7. Related Key Team Leaders:

- A. Data Collection Specialist – manages data collection needs and ensures quality and accuracy of relevant data.
- B. Traffic Modeling Specialist – has expertise in traffic modeling software and experience with travel demand modeling (examples include CORSIM, VISSIM, Highway Capacity Software (HCS), SYNCHRO, etc.)
- C. Outreach Specialist – handles communication with the stakeholders groups and the public.
- D. Economic Impact Analysis Specialist – has expertise with economic modeling (such as REMI or comparable models) and experience generating long-term economic impact forecasts for transportation projects.
- E. Environmental Screening/ National Environmental Policy Act (NEPA) Specialist – identifies environmental resources
- F. Traffic Operations Specialist – has engineering skills and can generate preliminary engineering and feasibility work.
- G. Graphics Specialist – has design skills as needed for visualization purposes including graphics, maps, renderings, video/visual simulations, etc.

**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 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

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contracting Entity/Respondent: \_\_\_\_\_

Address: \_\_\_\_\_

Solicitation No./Contract No. : **RFQ-484-040915**

Solicitation/Contract Name: **Corridor Studies for Tara Boulevard and Downtown Connector Services**

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or entity which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in 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.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation within five (5) business days after any subcontractor is retained to perform such service.

\_\_\_\_\_  
E-Verify/Company Identification Number

\_\_\_\_\_  
Date of Authorization

\_\_\_\_\_  
Signature of Authorized Officer or Agent  
(Contractor Name)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title of Authorized Officer or Agent of Consultant

\_\_\_\_\_  
Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN  
BEFORE ME ON THIS THE

\_\_\_\_ DAY OF \_\_\_\_\_, 201\_

\_\_\_\_\_  
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	DBE - Yes/No ->	Prime Consultant Name	Sub-Consultant #1 Name	Sub-Consultant #2 Name	Sub-Consultant Name	Sub-Consultant #3 Name	Sub-Consultant #4 Name	Sub-Consultant #5 Name	Sub-Consultant #6 Name
		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									
1.06(b)	History									
1.06(c)	Air Quality									
1.06(d)	Noise									
1.06(e)	Ecology									
1.06(f)	Archaeology									
1.06(g)	Freshwater Aquatic Surveys									
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)									
1.08	Airport Master Planning (AMP)									
1.09	Location Studies									
1.10	Traffic Analysis									
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									



**Submittal Formats for Corridor Studies for Tara Boulevard and Downtown Connector Services  
 GDOT Engineering Projects**

		# of Pages Allowed
Cover Page	->	1
<b>A. Administrative Requirements</b>		
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)
<b>B. Experience and Qualifications</b>		
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
<b>C. Resources/Workload Capacity</b>		
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

**ADDENDUM NO. 1**

**ISSUE DATE: April 1, 2015**

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

**RFQ-484-040915: Corridor Studies for Tara Boulevard and Downtown Connector Services**

**NOTE PLEASE REVIEW CAREFULLY! THERE ARE CHANGES TO THE INFORMATION TO BE PROVIDED. FAILURE TO ADHERE TO THE 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.

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  
 19<sup>th</sup> Floor  
 Atlanta, Georgia 30308

This Addendum, including all articles and corrections listed below, shall become and form a part of the original RFQ package and shall be taken into account in preparing your proposal.

**I. Written Question and Answer:**

	Question	Answer
1.	The bolded language on page 7 in B.4 is missing text/language. Does the prime and sub-consultants need to submit the Notice of Professional Consultant Qualifications?	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.
2.	For the Tara Blvd study: a. Area Class 1.11 - what level of traffic and toll revenue study(s) is anticipated for the Tara Blvd. study?	"Level 1" toll and revenue study is anticipated for Tara Boulevard study.



**SOQ AREA CLASS CHECKLIST**

**Solicitation #: RFQ-484-040915**  
**Solicitation Title: Corridor Studies for Tara Boulevard and Downtown Connector Services, Contract #1**

Primes and Subconsultants	1.5	1.2	1.5	1.06(a)	1.2	3.5	3.5	3.7	Certificate Expires
<b>AECOM Technical Services, Inc.</b>	X	X	X	X	X	X	X	X	2/28/2018
<b>RS &amp; H, Inc.</b>	X	X	X	X	X	X	X	X	11/30/2016
<b>Kimley-Horn and Associates, Inc.</b>	X	X	X	X	X	X	X	X	9/30/2015
<b>Cambridge Systematics Inc.</b>	X	X	X	X	X	X	X	X	4/30/2017
<b>URS Corporation</b>	X	X	X	X	X	X	X	X	6/30/2015
<b>GMB Engineers &amp; Planners, Inc. d/b/a Metro Planning and Engineering</b>	X	X	X						8/30/2016
<b>Wolverton &amp; Associates, Inc.</b>	X	X	X			X	X	X	3/31/2017
<b>CDM Smith Inc</b>	X	X	X	X	X	X	X	X	12/31/2017
<b>Alta Planning + Design</b>									3/31/2017
<b>Moreland Altobelli Associates, Inc.</b>	X	X	X	X	X	X	X	X	4/30/2018
<b>Southeastern Engineering, Inc.</b>				X					12/31/2015
<b>Sycamore Consulting, Inc.</b>									8/31/2017
<b>Michael Hightower</b>									1/31/2017
<b>HNTB Corporation</b>	X	X	X	X	X	X	X	X	9/10/2017
<b>Connectics Transportation Group, Inc.</b>			X						1/31/2016
<b>Parsons Transportation Group, Inc.</b>	X	X	X	X	X	X	X	X	1/31/2018
<b>Gresham, Smith and Partners</b>	X	X	X	X	X	X	X	X	8/31/2017
<b>GT Hill Planners Corporation</b>				X					11/30/2015
<b>Jacobs Engineering Group Inc.</b>	X	X	X	X	X	X	X	X	5/31/2016
<b>Sycamore Consulting, Inc.</b>									8/31/2017
<b>Pond &amp; Company</b>	X	X	X	X	X	X	X	X	1/31/2018
<b>Atkins North America, Inc.</b>	X	X	X	X	X	X	X	X	6/30/2017
<b>GMB Engineers &amp; Planners, Inc. d/b/a Metro Planning and</b>	X	X	X						8/30/2016
<b>CH2M Hill, Inc.</b>	X	X	X			X	X	X	5/31/2016
<b>GT Hill Planners Corporation</b>				X					11/30/2015

# GDOT GUIDE FOR SELECTION COMMITTEE MEMBERS

## RFQ 484-040915

Corridor Study for Tara Boulevard and Downtown Connector Services

Contract#1, Clayton County

P.I. 0013206

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

### **Coordination and Communication**

Rhonda Ligon 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, 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**

- **PM, Key Team Leader(s), and Prime's Experience and Qualifications – (20% or 200 Points)**
- **PM, 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 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 Wednesday, April 22, 2015. 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.

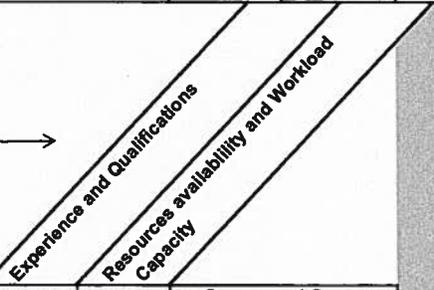
**It is important to note, that all evaluation scoring, notes, and comments will be subject to open records and there is a very high likelihood they will be reviewed by a wide variety of individuals. For this reason, it is extremely important to adhere to all guidelines and suggestions contained in this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

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

<b>Solicitation Title:</b>	<b>Corridor Studies for Tara Boulevard, Contract #1</b>	<b>1</b>	HNTB Corporation
<b>Solicitation #:</b>	<b>RFQ-484-040915</b>	<b>2</b>	AECOM Technical Services, Inc.
<b>PHASE I - Individual Committee Member Scoring and Overall Ranking based on Published Criteria FOR TOP TEN SUBITTALS</b>		<b>2</b>	CDM Smith Inc.
<b>(This Page For GDOT Use)</b>		<b>2</b>	Parsons Transportation Group, Inc.
		<b>2</b>	Pond & Company

SUBMITTING FIRMS	(RANKING)	
	Score	Group Ranking
	AECOM Technical Services, Inc.	250
CDM Smith Inc.	250	2
HNTB Corporation	375	1
Parsons Transportation Group, Inc.	250	2
Pond & Company	250	2

Evaluation Criteria →



SUBMITTING FIRMS	Maximum Points allowed =		Scores and Group Ranking	
	200	300	Total Score	Ranking
AECOM Technical Services, Inc.	Adequate	Adequate	250	2
CDM Smith Inc.	Adequate	Adequate	250	2
HNTB Corporation	Good	Good	375	1
Parsons Transportation Group, Inc.	Adequate	Adequate	250	2
Pond & Company	Adequate	Adequate	250	2
<b>Maximum Points allowed =</b>	<b>200</b>	<b>300</b>	<b>500</b>	<b>%</b>

RFQ	RFQ-484-040915	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	AECOM Technical Services, Inc.	# of Evaluators	3
Experience and Qualifications		Assigned Rating	Adequate
<p>The PM has a lot of higher level planning experience but not any corridor specific experience listed. The PM did not demonstrate experience in traffic technical analysis which is essential in this project. The tolling section listed relevant experience. The relevant experience listed under PM seems more like a "generic" type of planning study and not related to the proposed Tara Boulevard study. The work listed on the urban arterial/freeway analysis would have been helpful/relevant. The Traffic Modeling Lead seems to have sufficient experience. In the prime's experience section on page 11, the listed costs for the following studies I-10 Master Plan with costs of \$313,000, US 27 Transportation Alternatives Study with costs of \$300,000 and Tennessee Street/US 90 Traffic Mobility and Alternative Study with costs of \$165,401 appear to be pretty low possibly indicating that they are not comparable to the proposed Tara Boulevard Study.</p>			
Resources availability and Workload Capacity		Assigned Rating	Adequate
<p>The team appears to have sufficient time to work on this study, but all project statuses were active. The PM listed 88 monthly hours but with no end date. The narrative section discussed the ARC's Tara Boulevard, Regional Traffic Operations Program (RTOP) and Clayton County Transportation Plan (CTP). There was no listing on the organizational chart for Quality Assurance/Quality Control (QA/QC) and their overall hours were 50%.</p>			
RFQ	RFQ-484-040915	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	CDM Smith Inc.	# of Evaluators	3
Experience and Qualifications		Assigned Rating	Adequate
<p>The PM has a lot of higher level planning experience but not any corridor specific experience listed. The PM did not demonstrate experience in traffic technical analysis which is essential in this project. The tolling section listed relevant experience. The relevant experience listed under PM seems more like a "generic" type of planning study and not related to the Tara Boulevard study. The work listed on the urban arterial/freeway analysis would have been helpful/relevant. The Traffic Modeling Lead seems to have sufficient experience. In the prime's experience section on page 11, the listed costs for the following studies I-10 Master Plan with costs of \$313,000, US 27 Transportation Alternatives Study with costs of \$300,000 and Tennessee Street/US 90 Traffic Mobility and Alternative Study with costs of \$165,401 appear to be pretty low possibly indicating that they are not comparable to the proposed Tara Boulevard Study.</p>			
Resources availability and Workload Capacity		Assigned Rating	Adequate
<p>The team appears to have time to work on this project. The narrative section did not really add anything additional to explain their availability. They did not list someone for QA/QC as for their resources.</p>			
RFQ	RFQ-484-040915	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	HNTB Corporation	# of Evaluators	3
Experience and Qualifications		Assigned Rating	Good
<p>There is a great mix of planning and technical experience listed and great experience with several Managed Lane projects which is a key component of the proposed Tara Boulevard Study. The Data Collection Lead is a little too heavy on forecasting design traffic, but possesses relevant experience with I-85 High Occupancy Toll (HOT) which is directly related to the tolling component of the proposed Tara Boulevard study. The traffic modeling section has relevant experience with a mix of regional and corridor level modeling, especially with Managed Lanes. The tolling section lists considerable experience with previous work on Managed Lane Implementation Plan (MLIP) and Northwest Corridor projects. The prime's experience section was strong with experience with tolling and developing projects at a scale similar to proposed Tara Blvd study. Overall, the PM has detailed work experience in all aspects of the project and the team has specialization experience in project feasibility.</p>			
Resources availability and Workload Capacity		Assigned Rating	Good
<p>They appear to have adequate time to work on this study and their narrative offered additional details. They provided a clear understanding of their availability and other information presented. The organizational chart was detailed.</p>			

Firm	Parsons Transportation Group, Inc.	# of Evaluators	3
Experience and Qualifications		Assigned Rating	Adequate
<p>The PM involvement on I-75 South and Northwest Corridor seems focused on traffic forecasting which is a small aspect of the proposed Tara Boulevard Study. The Data Collection Specialist has relevant experience but does not seem closely related to the proposed Tara Boulevard study. The traffic modeling section has relevant modeling experience with a variety of different tools. The ML work is good but the experience involvement was more design focused than planning. The proposed Tara Boulevard study needs a more planning oriented perspective than design. Some of the task managers are not matched up with their areas of experience. Overall, the team needed more planning experience listed in Statement of Qualifications (SOQ).</p>			
Resources availability and Workload Capacity		Assigned Rating	Adequate
<p>The team appears to have sufficient availability for this study but there was inconsistent documentation of staff availability.</p>			
RFQ	RFQ-484-040915	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Pond & Company	# of Evaluators	3
Experience and Qualifications		Assigned Rating	Adequate
<p>The PM appears to have good experience with "innovative" type strategies for interchanges and intersections, for example, the Continuous Flow Intersection (CFI)/Left Turn Overpass/Diverging Diamond Interchange (DDI)/Single Point Urban Interchange (SPUI) and similar work studying options at I-20/SR 5 and Holcomb Bridge Rd Studies. Economic section-proposed team member has great modeling experience but not much listed for economic analysis. The Finance Specialist lists great experience on modeling toll lanes and conducting traffic and revenue studies. As for the traffic operations specialist, the list did not include any experience with the exception of modeling. Overall, the firm has lots of design experience and less planning-though some of their analysis from design will be relevant on a planning study.</p>			
Resources availability and Workload Capacity		Assigned Rating	Adequate
<p>The firm and team members appear to have available time for the study. There was not anything in the narrative that provided additional insight. The team liked the advisory team listed for this project.</p>			



## **SELECTION OF FINALISTS**

**RFQ-484-040915 – Corridor Studies for Tara Boulevard  
Services, Contract #1, P.I. 0013206, Clayton County**

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

**AECOM Technical Services, Inc.  
CDM Smith Inc.  
HNTB Corporation  
Parsons Transportation Group, Inc.  
Pond & Company**



April 30, 2015

**NOTICE TO SELECTED FINALISTS**

**To: AECOM Technical Services, Inc.; CDM Smith Inc.; HNTB Corporation; Parsons Transportation Group, Inc. and Pond & Company**

Please send an e-mail confirming receipt of this notice to Rhonda Ligon (rligon@dot.ga.gov).

**Re: RFQ-484-040915 – Corridor Studies for Tara Boulevard Services, Contract #1, P.I. 0013206, Clayton 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-484-040915), page 8, VII. Instructions for Preparing Technical Approach and Past Performance Response – Phase II Response, A&B and page 10, IX. Instructions for Submittal for Phase II – Technical Approach and Past Performance Response, A-E 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. Technical approach to delivering the project (including design concepts and use of alternative methods).
2. Provide any specific qualifications, skills, or knowledge which your firm has which could benefit the 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

1. GDOT completes evaluation and issues notification and other information to finalist firms.	04/30/2015	-----
2. Deadline for submission of written questions from finalists (e-mail preferred)	05/05/2015	2:00 PM
3. GDOT Receives Submittals 1 & 2 for Phase II	05/11/2015	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 Rhonda Ligon, and congratulations, again, to each of you!

Rhonda Ligon  
[rligon@dot.ga.gov](mailto:rligon@dot.ga.gov)  
404-631-1329

## SUBMISSION & PRESCREENING CHECKLIST

<b>SOLICITATION #:</b>	<b>RFQ-484-040915</b>			
<b>SOLICITATION TITLE:</b>	<b>Corridor Studies for Tara Boulevard, Contract #1</b>			
<b>SOLICITATION DUE DATE:</b>	<b>May 11, 2015</b>			
<b>SOLICITATION TIME DUE:</b>	<b>2:00pm</b>			
				<b>Compliant with Page #</b>
<b>No.</b>	<b>Consultants</b>	<b>Date</b>	<b>Time</b>	<b>Limitations</b>
1	HNTB Corporation	5/11/2015	09:44 A.M.	X
2	AECOM Technical Services, Inc.	5/11/2015	01:42 P.M.	X
3	CDM Smith Inc.	5/11/2015	01:14 P.M.	X
4	Parsons Transportation Group, Inc.	5/11/2015	11:44 A.M.	X
5	Pond & Company	5/11/2015	01:41 P.M.	X



RFQ	RFQ-484-040915	<b>PHASE 2 SUMMARY COMMENTS</b>	
Firm	HNTB Corporation		
Suitability -Technical Approach		Assigned Rating	Excellent
<p>The proposal was solid, focused approached and they provided a sense of all the tools they could utilize. They exemplified a wide range of knowledge and applied it to the proposed Tara Boulevard Study. The use of a step-by-step summary of development of improvement options is very significant. Additionally, we liked the proposed use of exceptional listing of analysis tools, reference to MAP-21 and the Congestion Management Program (CMP). We had not considered this insight and how it fits into the entire regional planning process and relevant tolling experience on corridors in Metro Atlanta.</p>			
Past Performance		Assigned Rating	Excellent
<p>Their scores were excellent based on past performance and in-line with the evaluation team's experience with the firm.</p>			
RFQ	RFQ-484-040915	<b>PHASE 2 SUMMARY COMMENTS</b>	
Firm	AECOM Technical Services, Inc.		
Suitability -Technical Approach		Assigned Rating	Poor
<p>This proposal did not address anything directly related to the traffic analysis that the proposed Tara Blvd Study will focus on. They never got into "the how" (if) they did determine the need to elevate a limited access facility and tolling approach as part of a reversible facility. This was a redundancy of the initial Statement of Qualifications (SOQ) with the repetition of too much information from the round one submittal. There was a lot of emphasis on land use/tax changes analysis which does not seem particularly relevant to this study. There were no discussions on the proposed analysis, how will they identify and the evaluation of potential improvements. Also, there were no analysis tools, tolling and methodology for the evaluating options.</p>			
Past Performance		Assigned Rating	Good
<p>Their scores were good based on past performance and in-line with the evaluation team's experience with the firm.</p>			
RFQ	RFQ-484-040915	<b>PHASE 2 SUMMARY COMMENTS</b>	
Firm	CDM Smith Inc.		
Suitability -Technical Approach		Assigned Rating	Adequate
<p>The proposal was generic. They talked more about their team than their approach to studying the proposed Tara Boulevard study. The reference to I-75 South is relevant and they had knowledge of projects with the proposed Tara Boulevard study. They seem to have a basic understanding of how to approach a study, but does not demonstrate skills needed for a more complex study such as this. The proposed public outreach meetings are not included in our scope.</p>			
Past Performance		Assigned Rating	Good
<p>Their scores were good based on past performance and in-line with the evaluation team's experience with the firm.</p>			

RFQ	RFQ-484-040915	<b>PHASE 2 SUMMARY COMMENTS</b>	
Firm	Parsons Transportation Group, Inc.		
Suitability -Technical Approach		Assigned Rating	Adequate
<p>The proposal was way too vague with no specifics on steps to take to arrive at recommendations and the next steps in the study. For example, the question of what will be considered to determine if elevated/reversible should be pursued? Instead, it seemed as though they just jumped to assumptions. The planning studies they mentioned are really design projects. Public involvement (through meetings and etc.) is not in the scope and we wonder why they focused on this area. There was no mention of performance metrics and the need to know how they would use outputs from the tools mentioned. There was a need for more details in the tolling section.</p>			
Past Performance		Assigned Rating	Adequate
<p>Their scores were adequate based on past performance in-line with the evaluation team's experience with the firm.</p>			
RFQ	RFQ-484-040915	<b>PHASE 2 SUMMARY COMMENTS</b>	
Firm	Pond & Company		
Suitability -Technical Approach		Assigned Rating	Good
<p>They presented a solid proposal that displayed a fairly logical, step-by-step approach on how to move from data collection to identifying needs and to identifying solutions. There was a great detail consideration given to performance metrics, various users/needs and parallel roads, travelsheds, and a significant description of potential intersection options was very creative. The use of description of tools and how they will be used is beneficial. In addition to, the use of visual comparison dashboard as showing what their criteria would be and listing out the graphics. They did not provide details regarding focusing in on the analysis.</p>			
Past Performance		Assigned Rating	Good
<p>Their scores were good based on past performance and in-line with the evaluation team's experience with the firm.</p>			

**Reference Check Scores for  
AECOM Technical Services, Inc.**

**Reference A**

<b>Firm Name</b>	Georgia Department of Transportation, Atlanta, Georgia		
<b>Project Name</b>	SR 1/US 27 at SR 166 Interchange, Carrollton, Georgia		
<b>Project Manager</b>	Chandria Brown	Title	Project Manager
<b>Contact Information</b>	404-631-1580		
	<b>Reference Questions</b>	<b>Score</b>	
	1. Rate the firm's quality of leadership in Project Management for your project.	10	
	2. Rate the overall services of the firm's staff for the duration of the project.	10	
	3. Rate the firm's ability to meet the established project goals.	10	
	4. Rate the firm's technical assistance in program management.	10	
	5. Rate the overall success of the project thus far.	10	
<b>Comments</b>	They were very responsive and technically sound. They were also honorable with contractual accountability. They meet all established deadlines in addition to other obligations.		

**Reference B**

<b>Firm Name</b>	Metropolitan Atlanta Rapid Transit Authority, Atlanta, Georgia		
<b>Project Name</b>	Clifton Corridor Transit Initiative EIS (Phase 2), Atlanta, Georgia		
<b>Project Manager</b>	Tameka Wimberly	Title	TSP Planner/Project Manager
<b>Contact Information</b>	404-848-5395		
	<b>Reference Questions</b>	<b>Score</b>	
	1. Rate the firm's quality of leadership in Project Management for your project.	7	
	2. Rate the overall services of the firm's staff for the duration of the project.	7	
	3. Rate the firm's ability to meet the established project goals.	8	
	4. Rate the firm's technical assistance in program management.	8	
	5. Rate the overall success of the project thus far.	8	
<b>Comments</b>	The project manager was wonderful. There was a lot of history and the technical details were great, but there were issues in the past with the Quality Assurance on the project. The issues were the length of time of the project or making sure the sub-consultant listed in the proposal will actually be the sub-consultant to do the actual work.		

**Reference Check Scores for  
CDM Smith Inc.**

**Reference A**

<b>Firm Name</b>	Florida Department of Transportation, Florida		
<b>Project Name</b>	US 27 Transportation Alternatives Study		
<b>Project Manager</b>	Jennifer Fortunas	Title	Manager of the Systems Management
<b>Contact Information</b>	850-414-4909		
	<b>Reference Questions</b>	<b>Score</b>	
	1. Rate the firm's quality of leadership in Project Management for your project.	8	
	2. Rate the overall services of the firm's staff for the duration of the project.	9	
	3. Rate the firm's ability to meet the established project goals.	9	
	4. Rate the firm's technical assistance in program management.	8	
	5. Rate the overall success of the project thus far.	9	
<b>Comments</b>	This particular project was a lot of coordination with all stakeholders like the county, district and other state agencies to include the State of Emergency and Economic Opportunity. They went beyond the normal avenues with providing webinars and other different goals and how this study would impact other areas. They provided a great collaborative approach and award winning.		

**Reference B**

<b>Firm Name</b>	Chicago Transit Authority, Chicago, Illinois		
<b>Project Name</b>	Western Corridor Bus Rapid Transit		
<b>Project Manager</b>	Michael Connelly	Title	VP of Planning
<b>Contact Information</b>	312-681-4200		
	<b>Reference Questions</b>	<b>Score</b>	
	1. Rate the firm's quality of leadership in Project Management for your project.	8	
	2. Rate the overall services of the firm's staff for the duration of the project.	10	
	3. Rate the firm's ability to meet the established project goals.	9	
	4. Rate the firm's technical assistance in program management.	8	
	5. Rate the overall success of the project thus far.	9	
<b>Comments</b>	They have been very responsive to our needs and the project suffered due to some issues with funding and political issues. They mobilized and did things very quickly and very understanding to get over the political hurdle that we experienced.		

RFQ 484-040915  
Corridor Study for Tara Boulevard, P.I. 0013206, Clayton County

**Reference Check Scores for  
HNTB Corporation**

**Reference A**

<b>Firm Name</b>	Georgia Department of Transportation, Atlanta, Georgia		
<b>Project Name</b>	Metro Atlanta Operational Planning Study (OPS), Various Counties, Georgia		
<b>Project Manager</b>	Kyle Mote	Title	Branch Chief
<b>Contact Information</b>	404-631-1811		
	<b>Reference Questions</b>	<b>Score</b>	
	1. Rate the firm's quality of leadership in Project Management for your project.	10	
	2. Rate the overall services of the firm's staff for the duration of the project.	10	
	3. Rate the firm's ability to meet the established project goals.	10	
	4. Rate the firm's technical assistance in program management.	10	
	5. Rate the overall success of the project thus far.	10	
<b>Comments</b>	They were easily to work with and good wit the community and meet all deliverable goals and always on time.		

**Reference B**

<b>Firm Name</b>	Georgia Department of Transportation, Atlanta, Georgia		
<b>Project Name</b>	Office of Planning, Various Counties, Georgia		
<b>Project Manager</b>	Cindy Van Dyke	Title	State Transportation Planning Administrator
<b>Contact Information</b>	404-631-1747		
	<b>Reference Questions</b>	<b>Score</b>	
	1. Rate the firm's quality of leadership in Project Management for your project.	10	
	2. Rate the overall services of the firm's staff for the duration of the project.	10	
	3. Rate the firm's ability to meet the established project goals.	8	
	4. Rate the firm's technical assistance in program management.	10	
	5. Rate the overall success of the project thus far.	10	
	They did an excellent job.		

**Reference Check Scores for  
Parsons Transportation Group**

**Reference A**

<b>Firm Name</b>	Georgia Department of Transportation, Atlanta, Georgia		
<b>Project Name</b>	SR 9 Widening from Fulton/Forsyth County Line to SR 141 Forsyth County, Georgia		
<b>Project Manager</b>	Anthony Tate	Title	Project Manager
<b>Contact Information</b>	404-631-1769		
	<b>Reference Questions</b>	<b>Score</b>	
	1. Rate the firm's quality of leadership in Project Management for your project.	8	
	2. Rate the overall services of the firm's staff for the duration of the project.	8	
	3. Rate the firm's ability to meet the established project goals.	7	
	4. Rate the firm's technical assistance in program management.	8	
	5. Rate the overall success of the project thus far.	8	
<b>Comments</b>	Newly assigned project manager (previous Otis Clark -PM). Notes indicated there were no problems with the consultant performing tasks required for this project. This rating is based on 3-months of interaction with the consultant/GDOT project manager.		

**Reference B**

<b>Firm Name</b>	Georgia Department of Transportation, Atlanta, Georgia		
<b>Project Name</b>	I-75 South Managed Lanes Clayton and Henry Counties, Georgia		
<b>Project Manager</b>	Mike Dover	Title	TIA Administrator
<b>Contact Information</b>	404-631-1733		
	<b>Reference Questions</b>	<b>Score</b>	
	1. Rate the firm's quality of leadership in Project Management for your project.	8	
	2. Rate the overall services of the firm's staff for the duration of the project.	8	
	3. Rate the firm's ability to meet the established project goals.	8	
	4. Rate the firm's technical assistance in program management.	7	
	5. Rate the overall success of the project thus far.	10	
<b>Comments</b>	Parsons Transportation performed preliminary engineering, environmental analysis, traffic analysis, and tolling coordination on the I-75 South Managed Lanes Project. Their work in these disciplines were excellent. Parsons traffic specialist provided excellent analysis in a very involved project. They coordinated well with other agencies and consultants on a very complicated project.		

RFQ 484-040915  
Corridor Study for Tara Boulevard, P.I. 0013206, Clayton County

**Reference Check Scores for  
Pond & Company**

**Reference A**

<b>Firm Name</b>	Georgia Department of Transportation, Atlanta, Georgia		
<b>Project Name</b>	Widening of State Route 9, Fulton County, Georgia		
<b>Project Manager</b>	Peter Emmanuel	<b>Title</b>	Project Manager
<b>Contact Information</b>	404-631-1158		
	<b>Reference Questions</b>	<b>Score</b>	
	1. Rate the firm's quality of leadership in Project Management for your project.	9	
	2. Rate the overall services of the firm's staff for the duration of the project.	9	
	3. Rate the firm's ability to meet the established project goals.	9	
	4. Rate the firm's technical assistance in program management.	9	
	5. Rate the overall success of the project thus far.	9	
<b>Comments</b>	They were diligent and provided the Department with the necessary documents and deliverables despite the unusual requirements by the external agencies that caused a setback with the project which comes with scheduling. They keep the project moving forward and stayed on top of it.		

**Reference B**

<b>Firm Name</b>	Gwinnett County Community Improvement District, Duluth, Georgia		
<b>Project Name</b>	Pleasant Hill Road/Steve Reynolds Boulevard/Satellite Boulevard Corridor Studies, Gwinnett County, GA		
<b>Project Manager</b>	Joe Allen	<b>Title</b>	Executive Director
<b>Contact Information</b>	678-924-8171		
	<b>Reference Questions</b>	<b>Score</b>	
	1. Rate the firm's quality of leadership in Project Management for your project.	9	
	2. Rate the overall services of the firm's staff for the duration of the project.	9	
	3. Rate the firm's ability to meet the established project goals.	8	
	4. Rate the firm's technical assistance in program management.	9	
	5. Rate the overall success of the project thus far.	10	
<b>Comments</b>	The traffic study was completed in 2013 and it provided great information and explained the project in simple terms were if you are not in the engineering field it was easily understood. They spoke to the needs of the engineering community as well.		

Reference Check Summary for  
RFQ 484-040915

Corridor Study for Tara Boulevard, P.I. 0013206, Clayton County

	AECOM Technical Services, Inc.	CDM Smith Inc.	HNTB Corporation	Parsons Transportation Group	Pond & Company
<b>Questions (to be answered on 1-10 scale, 10 indicates best)</b>					
1. Rate the firm's quality of leadership in Project Management					
Reference A	10	8	10	8	9
Reference B	7	8	10	8	9
<b>Section Average</b>	8.50	8.00	10.00	8.00	9.00
2. Rate the overall services of the firm's staff for the duration of					
Reference A	10	9	10	8	9
Reference B	7	10	10	8	9
<b>Section Average</b>	8.50	9.50	10.00	8.00	9.00
3. Rate the firm's ability to meet the established project goals.					
Reference A	10	9	10	7	9
Reference B	8	9	8	8	8
<b>Section Average</b>	9.00	9.00	9.00	7.50	8.50
4. Rate the firm's technical assistance in program management.					
Reference A	10	8	10	8	9
Reference B	8	8	10	7	9
<b>Section Average</b>	9.00	8.00	10.00	7.50	9.00
5. Rate the overall success of the project thus far.					
Reference A	10	9	10	8	9
Reference B	8	9	10	10	10
<b>Section Average</b>	9.00	9.00	10.00	9.00	9.50
<b>Overall Average</b>	<b>8.80</b>	<b>8.70</b>	<b>9.80</b>	<b>8.00</b>	<b>9.00</b>

[View assistance for Search Results](#)

# Search Results

## Current Search Terms: HNTB\* corporation\*

Your search for "HNTB\* Corporation\*" returned the following results...

**Notice:** This printed document represents only the first page of your SAM search results. More results may be available. To print your complete search results, you can download the PDF and print it.

Entity	HNTB CORPORATION	Status:	Active
DUNS:	041601790	CAGE Code:	1EQW7
Has Active Exclusion?:	No	DoDAAC:	
Expiration Date:	01/08/2016	Delinquent Federal Debt?:	No
Purpose of Registration:	All Awards		
Entity	HNTB CORPORATION	Status:	Active
DUNS:	020575473	CAGE Code:	3VNE7
Has Active Exclusion?:	No	DoDAAC:	
Expiration Date:	04/30/2016	Delinquent Federal Debt?:	No
Purpose of Registration:	All Awards		
Entity	HNTB CORPORATION	Status:	Active
DUNS:	030192772	CAGE Code:	6GF77
Has Active Exclusion?:	No	DoDAAC:	
Expiration Date:	04/30/2016	Delinquent Federal Debt?:	No
Purpose of Registration:	All Awards		
Entity	HNTB CORPORATION	Status:	Active
DUNS:	077795102	CAGE Code:	34PP0
Has Active Exclusion?:	No	DoDAAC:	
Expiration Date:	04/30/2016	Delinquent Federal Debt?:	No
Purpose of Registration:	All Awards		
Entity	HNTB CORPORATION	Status:	Active
DUNS:	030194836	CAGE Code:	4UDM6
Has Active Exclusion?:	No	DoDAAC:	
Expiration Date:	04/15/2016	Delinquent Federal Debt?:	No
Purpose of Registration:	All Awards		
Entity	HNTB CORPORATION	Status:	Active
DUNS:	003508330	CAGE Code:	3TKR3
Has Active Exclusion?:	No	DoDAAC:	
Expiration Date:	01/08/2016	Delinquent Federal Debt?:	No
Purpose of Registration:	All Awards		
Entity	HNTB CORPORATION	Status:	Active
DUNS:	020620261	CAGE Code:	1T129
Has Active Exclusion?:	No	DoDAAC:	
Expiration Date:	02/04/2016	Delinquent Federal Debt?:	No
Purpose of Registration:	All Awards		

### Glossary

#### Search Results

- Entity
- Exclusion
- Search Filters
- By Record Status
- By Functional Area - Entity Management
- By Functional Area - Performance Information

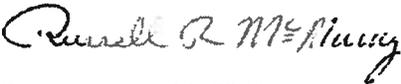
SAM | System for Award Management 1.0

IBM v1.P.27.20150327-1711

Note to all Users: This is a Federal Government computer system. Use of this system constitutes consent to monitoring at all times.



**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	ISSUE DATE	DATE OF EXPIRATION
HNTB Corporation 3715 Northside Parkway, NW 200 Northcreek, Suite 800 Atlanta, GA 30327	9/10/14	9/10/17
<b>SIGNATURE</b> 		
<b>1. Transportation Planning</b> <input checked="" type="checkbox"/> 1.01 State Wide Systems Planning Urban Area and Regional Transportation <input checked="" type="checkbox"/> 1.02 Planning <input checked="" type="checkbox"/> 1.03 Aviation Systems Planning <input checked="" type="checkbox"/> 1.04 Mass and Rapid Transportation Planning <input checked="" type="checkbox"/> 1.05 Alternate System and Corridor Location Planning 1.06 Unknown <input checked="" type="checkbox"/> 1.06a NEPA Documentation <input checked="" type="checkbox"/> 1.06b History <input checked="" type="checkbox"/> 1.06c Air Studies <input checked="" type="checkbox"/> 1.08d Noise Studies <input checked="" type="checkbox"/> 1.06e Ecology 1.06f Archaeology 1.06g Freshwater Aquatic Surveys <input checked="" type="checkbox"/> 1.07 Attitude, Opinion and Community Value Studies 1.08 Airport Master Planning <input checked="" type="checkbox"/> 1.09 Location Studies <input checked="" type="checkbox"/> 1.10 Traffic Studies <input checked="" type="checkbox"/> 1.11 Traffic and Toll Revenue Studies <input checked="" type="checkbox"/> 1.12 Major Investment Studies <input checked="" type="checkbox"/> 1.13 Non-Motorized Transportation Planning	<b>3. Highway Design Roadway (Continued)</b> <input checked="" type="checkbox"/> 3.09 Traffic Control Systems Analysis, Design and Implementation <input checked="" type="checkbox"/> 3.10 Utility Coordination 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 3.14 Historic Rehabilitation <input checked="" type="checkbox"/> 3.15 Highway Lighting <input checked="" type="checkbox"/> 3.16 Value Engineering <input checked="" type="checkbox"/> 3.17 Design of Toll Facilities Infrastructure	
<b>2. Mass Transit Operations</b> <input checked="" type="checkbox"/> 2.01 Mass Transit Program (Systems) Management <input checked="" type="checkbox"/> 2.02 Mass Transit Feasibility and Technical Studies 2.03 Mass Transit Vehicle and Propulsion System Mass Transit Controls, Communications and Information Systems <input checked="" type="checkbox"/> 2.04 2.05 Mass Transit Architectural Engineering <input checked="" type="checkbox"/> 2.06 Mass Transit Unique Structures <input checked="" type="checkbox"/> 2.07 Mass Transit Electrical and Mechanical Systems Mass Transit Operations Management and Support Services 2.08 Aviation 2.09 2.10 Mass Transit Program (Systems) Marketing	<b>4. Highway Structures</b> <input checked="" type="checkbox"/> 4.01 Minor Bridges Design <input checked="" type="checkbox"/> 4.02 Major Bridges Design 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	
<b>3. Highway Design Roadway</b> <input checked="" type="checkbox"/> 3.01 Two-Lane or Multi-Lane Rural Generally Free Access Highway Design Two-Lane or Multi-Lane with Curb and Gutter Generally Free Access Highways Design <input checked="" type="checkbox"/> 3.02 Including Storm Sewers 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"/> 3.03 Multi-Lane, Limited Access Expressway Type Highway Design <input checked="" type="checkbox"/> 3.04 Design of Urban Expressway and Interstate <input checked="" type="checkbox"/> 3.06 Traffic Operations Studies <input checked="" type="checkbox"/> 3.07 Traffic Operations Design 3.08 Landscape Architecture	<b>5. Topography</b> 5.01 Land Surveying 5.02 Engineering Surveying 5.03 Geodetic Surveying 5.04 Aerial Photography 5.05 Aerial Photogrammetry 5.06 Topographic Remote Sensing 5.07 Cartography 5.08 Subsurface Utility Engineering  <b>6. Soils, Foundation &amp; Materials Testing</b> <input checked="" type="checkbox"/> 6.01a Soil Surveys 6.01b Geological and Geophysical Studies <input checked="" type="checkbox"/> 6.02 Bridge Foundation Studies Hydraulic and Hydrological Studies (Soils and Foundation) 6.03 6.04a Laboratory Materials Testing 6.04b Field Testing of Roadway Construction Materials 6.05 Hazard Waste Site Assessment Studies	
	<b>8. Construction</b> <input checked="" type="checkbox"/> 8.01 Construction Supervision	
	<b>9. Erosion and Sedimentation Control</b> <input checked="" type="checkbox"/> 9.01 Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program 9.02 Rainfall and Runoff Reporting 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations	