

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

August 21, 2014

RFQ #: 484-071414
RFQ Title: Atlanta Traffic Signal Operations, P.I. #0013124
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)
- Preliminary Ratings and Comments from Evaluators
- 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

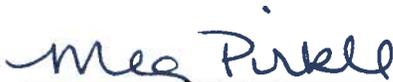
The three (3) highest firms in order of ranking are as follows:

1. **Wolverton & Associates, Inc.**
2. **Kimley-Horn and Associates, Inc.**
3. **URS Corporation**

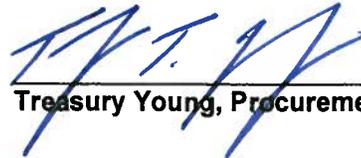
The Selection Committee recommends the selection of the top ranked firm, Wolverton & Associates, Inc.

Concurrence with Award from Responsible Division Director:

Certification Procurement Requirements Met:



Meg Pirkle, Director of Permits and Operations



Treasury Young, Procurement Administrator

DJP:reb

Attachments



Georgia Department of Transportation

Request for Qualifications

To Provide

Atlanta Traffic Signal Operations

RFQ 484-071414

Qualifications Due: July 14, 2014

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

REQUEST FOR QUALIFICATIONS

484-071414

Atlanta Traffic Signal Operations 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 Atlanta Traffic Signal Operation Services. The Consultant shall provide proactive maintenance of traffic signals on state routes within the City of Atlanta. The Department has identified the need for ongoing investment in the maintenance and operations of these signals. The overall goal is to operate and maintain these signals up to current Department specifications. In order to accomplish this goal, the Department requires an engineering assessment and design of improvements to all of the traffic signals within the project scope. The project limits currently consist of the following signals, though subject to change:

- o 173 signals not affiliated with the Regional Traffic Operations Program
- o 245 signals currently affiliated with the Regional Traffic Operations Program

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, 7th Floor
600 West Peachtree Street, NW
Atlanta, Georgia 30308
Phone: (404) 631-1972

D. Scope of Services

Under the terms of the resulting Agreements, the selected consultants will provide Traffic Signal Operations services, for the GDOT Project identified. The anticipated scope of work for the project/contract is included in Exhibit I.

E. Contract Term and Type

GDOT anticipates one (1) On-Call Indefinite Delivery, Indefinite Quantity contract to be awarded to (1) firm, for each project/contract identified. GDOT anticipates that the Contract Type will be paid via Firm Fixed Price and/or Cost Plus Fixed Fee methodology. As an On-Call Indefinite Delivery, Indefinite Quantity contract(s), it is the Department's intention that the Agreements will remain in effect for up to a maximum of five (5) years. The Department will only consider an extension beyond five (5) years in the event that a specific task order will not be completed within the original term of the Agreement, if determined to be in the Department's best interests. The Department will monitor task orders closely and will seek to only assign task orders which can be completed within the term of the Agreement.

F. Contract Amount

The On-Call, Indefinite Delivery Indefinite Quantity contract(s) will have a minimum of \$25,000.00 and a maximum of \$5,000,000.00. The Department will only consider increasing the maximum amount in the event that services are needed while the successor contract is being procured, however; the Department will seek to ensure that the successor contract is in place to prevent such need.

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 484-071414. 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 - Suitability** 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 RFQ 484- 071414 | 6/13/2014 | ----- |
| b. Deadline for submission of written questions and requests for clarification | 6/27/2014 | 2:00 PM |
| c. Deadline for submission of Statements of Qualifications | 7/14/2014 | 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, and the standard specifications listed in Exhibit I, Section 8.
- Key Team Leaders' education, registration, relevant technical experience, and relevant experience in utilizing GDOT specific processes, manuals, or guidance, and the standard specifications listed in Exhibit I, Section 8.
- 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
- Resources dedicated to delivering project
- Workload capacity of Key Team Leader(s)

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 work referenced in VII. A.

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.).

- f. **Project Commitment Table** - Provide a list of ALL projects 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 |
|-----------------|---|-----------------------|---------------------|--------------------------|---------------------------|
| | | | | | |
| | | | | | |

This information is limited to two pages maximum (excluding the table).

- 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 Exhibit I. Respondents submitting more than one page for each Key Team Leader identified will be subject to disqualification.

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, or to discuss any information which is pertinent to these areas. Respondents submitting more than the one additional page allowed, 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 subconsultants, who are considered team members. Prime Consultants and their subconsultant team members must meet the Area Class requirements listed in Exhibit I. In regards to the required Area Classes, respondents should submit a summary form (example provided in Exhibit IV) which details the required area classes for the Prime Consultant and all subconsultants or joint-venture of consultants on the team listed in the Statement of Qualifications. The area classes and firm's meeting the area classes listed on the summary form must meet all required area classes or the team will be disqualified. If a team member's prequalification will expire prior to the due date of the SOQs, documentation

must be provided which shows that the firm has submitted its application for prequalification prior to the SOQ due date. The team must maintain its prequalification certification in order to be considered eligible for award if selected. **Additionally, respondents should submit the Notice of Professional Consultant Qualifications (for the Prime Consultant and all sub-consultants for each project) issued by GDOT and attach after the Area Class summary form.**

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

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.
2. 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 Leader | Team | 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 |
|------------|------|---|------------------------------------|---------------------|--------------------------|---------------------------|
| | | | | | | |
| | | | | | | |

This information is limited to the organization chart, one page of text, and the table.

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 the Scope of Work including, but not limited to:

1. Propose a practical approach to deliver the project goals as stated in the scope of services. Describe any innovative concepts and/or methods your team would take to more effectively deliver the project goals and the Department's vision for traffic signal operations in Georgia.
2. Demonstrate how this has been accomplished on projects you have completed.
3. Provide any unique technical approaches your firm offers relative to addressing anticipated design concepts, use of any alternative methods for delivery (if applicable), and/or management of the project.
4. Describe any unique challenges of the project and how your firm intends to mitigate these challenges including quality control, quality assurance procedures.

This information will be limited to a maximum of five (5) 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 484-071414** 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 Badgett
Transportation Services Procurement
One Georgia Center, 19th 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 Badgett, e-mail: rbadgett@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 484-071414 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 Badgett
Transportation Services Procurement
One Georgia Center, 19th 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 Badgett, e-mail: rbadgett@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, 7th Floor
600 West Peachtree Street, NW
Atlanta, Georgia 30308
Phone: (404) 631-1972

D. Audit and Accounting System Requirements

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

1. Firm(s) should have an accounting system in place to meet requirements of 48 CFR Part 31 and, in the case of non-profit organizations, OMB Circular A-122.
2. Any firm that currently has an aggregate contract amount exceeding \$250,000 should have submitted their yearly CPA overhead audit no later than 180 days after the close of the firm's fiscal year.
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 subconsultant **SHALL NOT** be authorized to work on that contract as an employee of that firm for a period of one (1) year after their employment ends.

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

EXHIBIT I

Contract #1

- 1. Project Number(s): N/A
- 2. PI Number: 0013124
- 3. County(ies): Fulton and DeKalb (Atlanta City Limits)
- 4. Description: Atlanta Traffic Signal Operations

5. Required Area Classes:

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

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

| Number | Area Class |
|--------|---|
| 3.06 | Traffic Operations Studies |
| 3.07 | Traffic Operations Design |
| 3.09 | Traffic Control Systems Analysis, Design and Implementation |

6. Scope:

The Consultant shall:

- A. Establish baseline conditions of project signals. The Consultant will be responsible for evaluating the current conditions of all project traffic signals. This includes the present condition of all signal equipment and components, as well as if the current signal configuration meets Department design standards and specifications.
- B. Develop master plan for upgrade and repair. The Consultant will provide the Department an overall master plan and strategy for the upgrading and repair of project traffic signals. The master plan will rank the signals in priority based on relevant factors, including Average Daily Traffic (ADT), equipment condition, and relevant safety factors. This plan will also include a plan to bring all of the project signals online back to a central server.
- C. Provide Field Management. The Department will provide additional technical resources to perform routine, emergency, and preventative maintenance on traffic signals within the project scope. The consultant will be responsible for providing daily work orders and tasks for signal maintenance crews on the project signals. This includes the oversight of the work performed and coordination with the Department's Office of Traffic Operations and the City of Atlanta Public Works Department. The Consultant will be expected to oversee Department contractor's work during emergency scenarios.
- D. Provide Design and Update Permits. The Consultant will provide the Department with updated signal designs for the project traffic signals. This includes updates and revisions to traffic signal permits as directed by the Department.
- E. Provide Intelligent Traffic System(s) (ITS) and Systems Integration Assistance. The Consultant shall provide the Department with systems integration services and configuration assistance to provide connectivity to all of the project traffic signals. This will include having the traffic signals "online" with both the City of Atlanta TMC and the GDOT TMC. This work may include ITS design, Closed Circuit Television (CCTV) installation and configuration, and NaviGator integration.
- F. Perform Operations. The Consultant will perform traffic signal optimization along corridors or isolated intersections as needed per Department specifications.

- G. Provide Customer Service. The Consultant will provide responses to citizen complaints and address issues from citizens as directed by the Department.

7. Related Key Resources:

- A. Traffic Engineer
- B. Signal Engineer
- C. Signal Technician

8. The Consultant will need to demonstrate knowledge and experience with the following Department standard specifications:

- A. 150 – Traffic Control
- B. 639 – Strain Poles for Overhead Sign and Signal Assemblies
- C. 647 – Traffic Signal Installation
- D. 682 – Electrical Wire, Cable, and Conduit
- E. 687 – Traffic Signal Timing
- F. 925 – Traffic Signal Equipment
- G. 926 – Wireless Communications Equipment
- H. 935 – Fiber Optic System
- I. 936 – Closed Circuit Television (CCTV)
- J. 939 – Communication and Electronic Equipment
- K. 940 – NaviGator Advanced Transportation Management System Integration

**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

Contracting Entity/Respondent: _____

Address: _____

Solicitation No./Contract No. : RFQ-484-071414

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 subconsultants. 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 -> | Prequalification Expiration Date | Prime Consultant Name | Sub-Consultant #1 Name | Sub-Consultant #2 Name | Sub-Consultant #3 Name | Sub-Consultant #4 Name | Sub-Consultant #5 Name | Sub-Consultant #6 Name |
|--------------|---|-----------------|----------------------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| 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 GDOT Engineering Projects

of Pages Allowed

| | | |
|--|----|------------------|
| Cover Page | -> | 1 |
| A. Administrative Requirements | | |
| 1. Basic Company Information | | |
| a. Company name | | |
| b. Company Headquarter Address | | |
| c. Contact Information | | |
| d. Company Website | | |
| e. Georgia Addresses | | |
| f. Staff | | |
| g. Ownership | | |
| | | Excluded |
| 2. Notarized Certification Form (Exhibit II) for Prime | -> | 1 |
| 3. Notarized Georgia Security and Immigration Compliance Act Affidavit (Exhibit III) | -> | 1 |
| 4. Signed Cover Page of any Addenda Issued | -> | 1 (each addenda) |
| B. Experience and Qualifications | | |
| 1. Project Manager | | |
| a. Education | | |
| b. Registration | | |
| c. Relevant engineering experience | | |
| d. Relevant project management experience | | |
| e. Relevant experience using GDOT specific processes, etc. | | |
| f. Project Manager Commitment Table | -> | Excluded |
| | | 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. | | |
| e. Additional Page for Discussion on key resources | -> | 1 |
| | | 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 |
| C. Resources/Workload Capacity | | |
| 1. Overall Resources | | |
| a. Organization chart | -> | Excluded |
| b. Primary office to handle project and staff description of office and benefits of office | -> | 1 |
| 2. Key Team Leaders Project commitment table | -> | Excluded |

ADDENDUM NO. 1

ISSUE DATE: July 1, 2014

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

RFQ 484-071414: Atlanta Traffic Signal Operations

Note please review carefully!

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

NOTE: A signed acknowledgment of this addendum (this page) MUST be attached to your PROPOSAL.

Firm Name _____

Signature _____ Date _____

Typed Name and Title _____

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

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

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

| | Question | Answer |
|---|---|--|
| 1 | For the 245 traffic signals currently associated with the RTOP program, are all 245 expected to be removed from the RTOP program and placed in the ATOP program? | The scope of this project is any signal on a state route within the city limits of Atlanta. 245 of these signals are currently operated under the Department's Regional Traffic Operations Program (RTOP). These signals will remain under the RTOP program; however the Atlanta Traffic Signal Operations program will be available to assist the 245 RTOP signals as needed. But the total scope of this project is any signal on a state route within the city limits of Atlanta (currently 418 signals). The split of signals and their RTOP designation is intended to demonstrate the level of effort that will be required in this project. |
| 2 | On page 2 of the RFQ Section 1.A - Overview, it states that the Atlanta Traffic Signal Operations Program project limits currently consist of the following signals though subject to change: <ul style="list-style-type: none">• 173 traffic signals not affiliated with the Regional Traffic Operations Program• 245 traffic signals currently affiliated with the Regional Traffic Operations Program | The scope of this project is any signal on a state route within the city limits of Atlanta. 245 of these signals are currently operated under the Department's Regional Traffic Operations Program (RTOP). These signals will remain under the RTOP program; however the Atlanta Traffic Signal Operations program will be available to assist the 245 RTOP signals as needed. But the total scope of this project is any signal on a state route within the city limits of Atlanta (currently 418 signals). The split of signals and their RTOP designation is |

| | | |
|---|--|---|
| | Are all 245 traffic signals as defined above and in the RFQ expected to be removed from the Regional Traffic Operations Program and placed in the Atlanta Signal Operations Program and be combined with the above and RFQ stated 173 signals not affiliated with the Regional Traffic Operations Program, for a total Atlanta Signal Operations Program count of 418 signals? | intended to demonstrate the level of effort that will be required in this project. |
| 3 | Can you provide clarification on the differences between the roles of the Key Resources: "Traffic Engineer" and "Signal Engineer"? | The 'Traffic Engineer' is meant to be a key role whose experience and expertise are focused primarily on traffic design elements, such as signal warrants, lane configurations, pavement markings, etc. The 'Signal Engineer' is meant to be a key role whose experience and expertise are focused primarily on the operation of traffic signals, such as phasing, signal timing, and high-level signal components. |
| 4 | Page 2, Section I.A. – The RFQ lists 2 sets of project limits, including: - 173 signals not affiliated with RTOP - 245 signals currently affiliated with RTOP Please clarify if each project listed above will be awarded as a separate contract | There will be one (1) contract awarded with this RFQ. |
| 5 | Page 3, Section I.E. - The RFQ states, "GDOT anticipates one (1) On-Call IDIQ contract to be awarded to (1) firm, for each project/contract identified. The RFQ is not clear as to how many project/contracts are included. Will there be more than one contract awarded?" | Section E – Contract Term and Type, page 2, states GDOT anticipates award of one (1) contract. The project/P. I. number is identified in Exhibit I, page 14. |
| 6 | Page 6, Section VI.B.1.c. – Is there a limit to the number of Relevant Engineering Experience projects to be included for the Project Manager? | No, there is not a limit to the number of relevant engineering experience projects for the Project Managers. However, there is a two (2) page limit allocated for Project Manager experience. |
| 7 | Page 7, Section VI.B. 4. – Do all the subconsultants on the team need to meet all required Area Classes listed in Exhibit I? | No, there are no specified Area Class requirements for the subconsultants. However, as stated in Exhibit I, Item 5, page 14, the Prime <u>MUST</u> meet all of the Area Classes identified. |
| 8 | Page 9, Section VIII.A. – The RFQ states two (2) submittals are required, a hard copy (original plus five copies) and an electronic submittal. However, Section VIII.B. only provides instructions for submitting the hard copies. How is the electronic submittal to be delivered? | Electronic submittals are to be submitted on a CD and labeled to include Firm Name, RFQ #, Project Description, Contract and P. I.# . This submission will be a .pdf of your hard copy submission saved on CD. |
| 9 | Page 9, Section VIII.A. – This paragraph states, "See Attachment 1 for a summary of how the submittals should be prepared". There is no Attachment 1; is this statement referring to the Page 20 of the RFQ? | Yes, the Attachment 1 header was inadvertently omitted from the page. |

| | | |
|----|--|---|
| 10 | Page 14, Exhibit I, 6.C. – Please clarify that the Consultant will not be required to provide any routine, emergency and preventative maintenance activities, and that the Consultant's role will be limited to providing work orders and oversight of the maintenance work. | The consultant will be expected to provide some ground-level preventative maintenance. |
| 11 | Page 14, Exhibit I, 6.E. – With respect to 6.C., this section includes CCTV installation. Will there be other construction/installation activities required of the Consultant? | The consultant shall only be expected to provide technical assistance, configuration, and/or design for CCTV installation. The only level of installation that will be expected of the consultant is that which is associated with ground-level preventative maintenance. |
| 12 | Page 14, Exhibit I, 6.G. – Please clarify whether the Consultant will be responsible for receiving citizen complaints or just providing responses and addressing issues forwarded to the Consultant by the Department. | The consultant will be expected to both receive citizen complaints and provide responses that come from the Department. |
| 13 | Page 14, Exhibit I, 6.F. – Will the Consultant be responsible for creating performance measures and evaluating signal timing performance through data collection, such as conducting travel time runs? | Yes, the Consultant will be responsible for creating both signal timing and performance measures with regards to operations as part of this project. |
| 14 | Page 15, Exhibit I, 7.A-C - Please clarify what qualifications are needed for the following positions: Traffic Engineer, Signal Engineer and Signal Technician. | The Department prefers that the Traffic Engineer and the Signal Engineer positions be licensed engineers in the State of Georgia. It is preferred that the Signal Technician position be IMSA Field Technician Level 2 Certified. All key roles should have relevant experience that demonstrates capability to fulfill the demands of the project. |

SUBMISSION & PRESCREENING CHECKLIST

| | |
|------------------------|-----------------------------------|
| SOLICITATION | RFQ 484-071414 |
| SOLICITATION TITLE: | Atlanta Traffic Signal Operations |
| SOLICITATION DUE DATE: | July 14, 2014 |
| SOLICITATION TIME DUE: | 2:00pm |



| No. | Consultants | Date | Time | Exhibit II - Certification | Exhibit III - GSICAA | Signed Addendum if Applicable | Compliant with Page # Limitations | Compliant with Required Format | Meets Required Area Classes | Comments |
|-----|---|----------------------|--------------------|----------------------------|----------------------|-------------------------------|-----------------------------------|--------------------------------|-----------------------------|---|
| 1 | GCA, Inc. | 7/14/2014 | 11:15 AM | X | X | X | X | X | X | |
| 2 | Gresham, Smith and Partners | 7/11/2014 | 1:34 PM | X | X | X | X | X | X | |
| 3 | Kimley-Horn and Associates, Inc. | 7/11/2014 | 1:11 PM | X | X | X | X | X | X | |
| 4 | Parsens-Brinckerhoff, Inc. (f/k/a/PB Americas, Inc.) | 7/14/2014 | 8:40 AM | X | X | X | X | NO | X | DISQUALIFIED--More than (3) key team leads identified--Key Team Leads--titles not identified. |
| 5 | URS Corporation | 7/14/2014 | 11:57 AM | No | X | X | X | X | X | |
| 6 | Wolverton & Associates, Inc. | 7/14/2014 | 10:59 AM | X | X | X | X | X | X | |

SOQ AREA CLASS CHECKLIST

Solicitation #: RFQ 484-071414

Solicitation Title: Atlanta Traffic Signal Operations

| Primes and Subconsultants | | 3.06 | 3.07 | 3.09 | Certificate Expires | Comments |
|---------------------------|---|------|------|------|---------------------|---------------------|
| 1 | GCA Inc | X | X | X | 6/30/2017 | |
| | Jacobs Engineering Group Inc. | X | X | X | 5/31/2016 | |
| | URS Corporation | X | X | X | 6/30/2015 | |
| | Gude Management Group, LLC | | | | 12/31/2015 | |
| 2 | Gresham, Smith and Partners | X | X | X | 9/30/2014 | |
| | AECOM Technical Services, Inc. | X | X | X | 1/31/2015 | |
| | Foresite Group, Inc. | X | X | X | 5/31/2015 | |
| | Southeastern Engineering, Inc. | X | X | X | 12/31/2015 | |
| | RJ Haynie and Associates, Inc. | | | | | |
| 3 | Kimley-Horn and Associates, Inc. | X | X | X | 9/30/2015 | |
| | Atkins North America, Inc | X | X | X | 6/30/2017 | |
| | Parsons Transportation Group, Inc. | X | X | X | 2/28/2015 | |
| | Southeastern Engineering, Inc. | X | X | X | 12/31/2015 | |
| | Carlson Construction | | | | | |
| | Brooks Berry Haynie & Associates | | | | | |
| | Temple, Inc. | | | | | |
| | All Traffic Data Services, Inc. | | | | | |
| 4 | Parsons Brinckerhoff, Inc. (f/k/a/PB Americas, Inc.) | X | X | X | 12/31/2014 | DISQUALIFIED |
| | Grice Consulting Group, LLC | X | X | X | 4/30/2015 | |
| | Parsons Transportation Group, Inc. | X | X | X | 2/28/2015 | |
| | Stantec Consulting Services, Inc. | X | X | X | 12/31/2014 | |
| | Wilburn Engineering, LLC | X | X | X | 9/30/2014 | |
| 5 | URS Corporation | X | X | X | 6/30/2015 | |
| | GCA Inc | X | X | X | 6/30/2017 | |
| | Jacobs Engineering Group Inc. | X | X | X | 5/31/2016 | |
| 6 | Wolverton & Associates, Inc. | X | X | X | 3/31/2017 | |
| | ARCADIS U.S., Inc. | X | X | X | 6/30/2017 | |
| | Southeastern Engineering, Inc. | X | X | X | 12/31/2015 | |

GDOT GUIDE FOR SELECTION COMMITTEE MEMBERS

RFQ 484-071414

Atlanta Traffic Signal Operations

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

Coordination and Communication

Rhonda Badgett 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 Tuesday, July 29, 2014. The completed forms must be turned in at the conclusion of the meeting.

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

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

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

Phase II

Evaluation of Technical Approach and Past Performance

- Finalists will be required to submit a written response which must detail the Technical approach (including design concepts and use of alternative methods).
- Past Performance - Procurement will be checking references and will provide the results of the reference checks to the Selection Committee. The Selection Committee will also be allowed to bring any information for consideration they have available regarding the Firm's performance on any project/contract.

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

GDOT SELECTION COMMITTEE PRELIMINARY SCORING AND RANKING OF SUBMITTALS

| | | | |
|---|-----------------------------------|----|--|
| Solicitation Title: | Atlanta Traffic Signal Operations | 1 | Wolverton & Associates, Inc. |
| Solicitation #: | RFQ 484-071414 | 2 | Kimley-Horn and Associates, Inc. |
| PHASE I - Individual Committee Member Preliminary Scoring based on Published Criteria | | 3 | URS Corporation |
| (This Page For GDOT Use) | | 4 | GCA, Inc. |
| | | 5 | Gresham, Smith and Partners |
| | | 6 | Parsons Brinckerhoff, Inc. (DB/FPB Americas, Inc.) |
| | | 7 | |
| | | 8 | |
| | | 9 | |
| | | 10 | |
| | | 11 | |
| | | 12 | |
| | | 13 | |
| | | 14 | |
| | | 15 | |
| | | 16 | |

| | | | | |
|--|-------------------------------|-----------|---|---------------------|
| Evaluation Criteria | Experience and Qualifications | | Resource availability and Workload Capacity | |
| | 200 | 300 | 200 | 300 |
| Phase One Evaluator 1 Individual | | | | |
| SUBMITTING FIRMS | | ▼ | ▼ | Total Score Ranking |
| GCA, Inc. | Marginal | Good | 375 | 3 |
| Gresham, Smith and Partners | Marginal | Adequate | 275 | 5 |
| Kimley-Horn and Associates, Inc. | Good | Excellent | 500 | 1 |
| Parsons Brinckerhoff, Inc. (DB/FPB Americas, Inc.) | Poor | Poor | 0 | 6 |
| URS Corporation | Marginal | Good | 350 | 4 |
| Wolverton & Associates, Inc. | Excellent | Excellent | 500 | 1 |
| Maximum Points allowed = | | 200 | 300 | 600 % |

Evaluator 1

| | | | | |
|--|-------------------------------|-----------|---|---------------------|
| Evaluation Criteria | Experience and Qualifications | | Resource availability and Workload Capacity | |
| | 200 | 300 | 200 | 300 |
| Phase One Evaluator 2 Individual | | | | |
| SUBMITTING FIRMS | | ▼ | ▼ | Total Score Ranking |
| GCA, Inc. | Good | Adequate | 300 | 4 |
| Gresham, Smith and Partners | Marginal | Adequate | 275 | 5 |
| Kimley-Horn and Associates, Inc. | Good | Excellent | 500 | 1 |
| Parsons Brinckerhoff, Inc. (DB/FPB Americas, Inc.) | Poor | Poor | 0 | 6 |
| URS Corporation | Good | Good | 375 | 3 |
| Wolverton & Associates, Inc. | Excellent | Excellent | 500 | 1 |
| Maximum Points allowed = | | 200 | 300 | 600 % |

Evaluator 2

| | | | | |
|--|-------------------------------|-----------|---|---------------------|
| Evaluation Criteria | Experience and Qualifications | | Resource availability and Workload Capacity | |
| | 200 | 300 | 200 | 300 |
| Phase One Evaluator 3 Individual | | | | |
| SUBMITTING FIRMS | | ▼ | ▼ | Total Score Ranking |
| GCA, Inc. | Good | Adequate | 300 | 4 |
| Gresham, Smith and Partners | Good | Adequate | 300 | 4 |
| Kimley-Horn and Associates, Inc. | Adequate | Good | 325 | 3 |
| Parsons Brinckerhoff, Inc. (DB/FPB Americas, Inc.) | Poor | Poor | 0 | 6 |
| URS Corporation | Good | Excellent | 450 | 1 |
| Wolverton & Associates, Inc. | Good | Good | 375 | 2 |
| Maximum Points allowed = | | 200 | 300 | 600 % |

Evaluator 3

| | | | | |
|--|-------------------------------|-----------|---|---------------------|
| Evaluation Criteria | Experience and Qualifications | | Resource availability and Workload Capacity | |
| | 200 | 300 | 200 | 300 |
| Phase One Evaluator 4 Individual | | | | |
| SUBMITTING FIRMS | | ▼ | ▼ | Total Score Ranking |
| GCA, Inc. | Good | Adequate | 300 | 4 |
| Gresham, Smith and Partners | Adequate | Adequate | 250 | 5 |
| Kimley-Horn and Associates, Inc. | Good | Good | 375 | 3 |
| Parsons Brinckerhoff, Inc. (DB/FPB Americas, Inc.) | Poor | Poor | 0 | 6 |
| URS Corporation | Good | Good | 425 | 2 |
| Wolverton & Associates, Inc. | Excellent | Excellent | 500 | 1 |
| Maximum Points allowed = | | 200 | 300 | 600 % |

Evaluator 4



| | | | |
|-----------------------------|-----------------------|-----------------------------|--------------------------------------|
| GDOT Solicitation #: | RFQ 484-071414 | Phase of Evaluation: | PHASE I - Preliminary Ratings |
| Evaluator #: | 1 | | |

Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned.

- Poor** = Does Not have minimum qualifications/availability = 0% of the Available Points
- Marginal** = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points
- Adequate** = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points
- Good** = More than meets minimum qualifications/availability and exceeds in some aspects = 75% of Available Points
- Excellent** = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points

Firm Name: GCA, Inc.

Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% Assigned Rating: → ~~Good~~ **marginal**

Comments:

- PM: 34 years of experience → design experience was only on first on-call, statewide
- Signal timing experience - lots of projects
- Most of the experience is with operational projects and not design. No mention of permits or design experience.
- Team is heavy operations, limited design
- TEC experience
- Signal tech: no IMSA Level 2 (or none listed)

Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% Assigned Rating: → ~~Good~~ **good**

Comments:

- Project Objective: seems to think this project is more of a timing project
- MTM
- Asset management approach
- "Function as a public works department"
- DBE goal
- Construction management DBE

Firm Name: Gresham, Smith and Partners

Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% Assigned Rating: → ~~Good~~ **marginal**

Comments:

- PM: operations and design exp., though more local than GDOT
- 70% avail.
- Signal engineer lacking in GDOT experience... mostly NCDOT listed
- Signal Tech: NO IMSA certification

Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% Assigned Rating: → ~~Good~~ **adequate**

Comments:

- Program delivery in this project? Why?
- Just the Signal tech group performing the baseline conditions?
- Signaleng.

Firm Name: Kimley-Horn and Associates, Inc.

Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% Assigned Rating: → ~~Good~~ **good**

Comments:

- PM: good ops experience, limited design - though not inadequate
- SE: multi-state, extensive experience

Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% Assigned Rating: → ~~Good~~ **excellent**

Comments:

- Actually mention signal permits



| | | | | | |
|---|--|----------------------|--|-------------------------------|--|
| GDOT Solicitation #: | | Phase of Evaluation: | | PHASE I - Preliminary Ratings | |
| Evaluator #: | | | | | |
| Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned. | | | | | |
| <p>Poor = Does Not have minimum qualifications/availability = 0% of the Available Points</p> <p>Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points</p> <p>Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points</p> <p>Good = More than meets minimum qualifications/availability and exceeds in some aspects = 75% of Available Points</p> <p>Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points</p> | | | | | |
| Firm Name: Wolverton & Associates, Inc. URS | | | | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | | | | Assigned Rating | |
| | | | | → | |
| <p>Comments</p> <p>PM design, operations, field work PM mostly operational experience, some design - great PM - Signal tech - <u>no IMSA</u></p> | | | | marginal | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | | | | Assigned Rating | |
| | | | | → | |
| <p>Comments</p> <p>- questionable availability for the team</p> | | | | good | |
| Firm Name: Wolverton Wolverton | | | | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | | | | Assigned Rating | |
| | | | | → | |
| <p>Comments</p> <p>TE: What is the signal design exp? PM has it, but team leaders are mostly operational. PM</p> | | | | excellent | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | | | | Assigned Rating | |
| | | | | → | |
| <p>Comments</p> <p>- mentions permits</p> | | | | excellent | |

#2

| GDOT Solicitation #: | RFQ 484-071414 | Phase of Evaluation: | PHASE I - Preliminary Ratings |
|---|--|----------------------|-------------------------------|
| Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned. | | | |
| Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points Adequate = Meets minimum qualifications/availability and is generally capable of performing work = 50% of Available Points Good = More than meets minimum qualifications/availability and exceeds in some aspects = 75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points | | | |
| Firm Name: GCA, Inc. | | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | | Assigned Rating | 135 |
| Comments | ACTRA TACTICS KNOWLEDGE ? ACTRA/TACTICS/CENTRACS/STREETWISE AUTHORIZING 12 th TRAFFIC SIGNAL DESIGN GUIDELINE MANUAL (CONSISTENT STATE WIDE) EXPERIENCE W/ GDOT CONTRACT/INVOICE REQUIREMENTS (DWAYNE - NO IMSA II) CONTROLLER FIRMWARE KNOWLEDGE (MARIO FRIEND - EDITING OF 687) | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | | Assigned Rating | |
| Comments | PM - HIGH AVAILABILITY TE - AVAILABILITY ?? COMPLETELY COMMITTED SE - AVAILABILITY ?? ST - DWAYNE - HIGH AVAIL | | |
| Firm Name: Gresham, Smith and Partners | | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | | Assigned Rating | 240 |
| Comments | WROTE REVISIONS OF 682, 926, 975, 976, 939, 940 REVISED ITS STANDARD DETAIL DRAWINGS WORKED ON 30+ GDOT PROJECTS SE - MULTISTATE EXPERIENCE | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | | Assigned Rating | |
| Comments | PM - 70% AVAILABLE TE - ?? SE - ?? ST - ?? | | |
| Firm Name: Kenley-John and Associates, Inc. | | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | | Assigned Rating | |
| Comments | PM - PE/IMSA II & PE IN FOUR STATES, FYA EXPERIENCE ODE TIMING SUCCESS CUSTOMER SERVICE EXPERIENCE TE - KNOWLEDGE OF ALL DEPARTMENT STANDARDS LISTED SE - IMSA II, PE ST - IMSA II, EIT | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | | Assigned Rating | |
| Comments | PM - 80% AVAILABLE TE - 100% AVAILABLE SE - 75% AVAILABLE ST - 80% AVAILABLE | | |

MARG

ADQ

MARG

ADQ

GOOD

EXC

115 GOOD

(NO IMSA II)

DWAYNE - EDIT/REVIEW OF 687, 975, 92

ADQ

MARG

PE, LOWER BUDGET PROJECTS

ADQ

GOOD

EXC

EXCELLENT

GOOD

| GDOT Solicitation #: | | Phase of Evaluation: | PHASE I - Preliminary Ratings |
|---|---|----------------------|-------------------------------|
| Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned. | | | |
| Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points Adequate = Meets minimum qualifications/availability and is generally capable of performing work = 50% of Available Points Good = More than meets minimum qualifications/availability and exceeds in some aspects = 75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points | | | |
| Firm Name: Wolverson & Associates, Inc. | | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | | Assigned Rating | |
| Comments | PM - IMSA I - FIBER, PTOE FYA EXPERIENCE. ALL REQ'D SPECS ON GPTQ SUBCOMMITTEE - REVISING 687, SIGNAL DESIGN, ITS DESIGN, FYA GUIDELINES TE - PE, IMSA II - ALL REQ'D SPECS SE - PE, PTOE, IMSA III ST - IMSA II GDOT TERMS EXPERIENCE (INVENTORY TICKETING, CUST SERVICE) | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | | Assigned Rating | |
| Comments | PM - 80% AVAILABLE (130 HOURS PER MONTH) KEY TEAM LEADERS - 50-80% AVAILABLE AT AUTO (8-140 HOURS MONTH) | | |
| Firm Name: URS Corporation | | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | | Assigned Rating | |
| Comments | PM - PE IMSA I FIELD SR19/ATL STREET CAR (DOWNTOWN NETWORK) CUSTOMER SERVICE EXPERIENCE - FAMILIAR W/ QPL JEFF LEBEL - LED GPTQ IN RE-WRITE OF 687 (NO IMSA I/PE) IMSA II - DEN READ IMSA III GREAT BANK HIGH PROFILE PROJECTS | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | | Assigned Rating | |
| Comments | PM - HIGHLY AVAILABLE URS - CORRIDOR MANAGERS ACTIVE IN ATOP AREA FIBER TECHNICIANS, SENIOR SIGNAL/ITS TECH W/ 25+ EXPERIENCE | | |

EXC

EXC

GOOD

GOOD



| | | | |
|--|----------------------------------|-----------------------------|--------------------------------------|
| GDOT Solicitation #: | RFQ 484-071414 | Phase of Evaluation: | PHASE I - Preliminary Ratings |
| Evaluator #: | #3 | | |
| Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned. | | | |
| Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points Good = More then meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points | | | |
| Firm Name: | GCA, Inc. | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | Assigned Rating | → | Good |
| Comments: Currently overseeing the Mtop Program, working knowledge city signal timing plans and city communications infrastuature. Good experience in traffic engineering and 34 years specialized in traffic operations. | | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | Assigned Rating | → | Adequate |
| Comments: key team leaders have working knowledge of our signal systems and challenges we faced to manage traffic daily. Experience is revelant to manage the Atlanta Traffic Signal Operations Services. More details concerning the time and workload capacity to manage the project. | | | |
| Firm Name: | Gresham, Smith and Partners | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | Assigned Rating | → | Good |
| Comments: The company project manager have a vast background in signal design, traffic operations, intelligent transportation systems and ITS designs with more than 25 years of experience. However, the city 's current infrastuature knowlegde is essential for a successful operations and timing of ATOP program. | | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | Assigned Rating | → | Adequate |
| Comments: The primes resources and workload is adequate. More details could have been discuss concerning the key leaders time and workload capacity to support Atlanta Traffic Signal Operations program. | | | |
| Firm Name: | Kimley-Horn and Associates, Inc. | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | Assigned Rating | → | Adequate |
| Comments: The project manager have the skill set and revelent engineering background to support the Atlanta Traffic Signal Operations program. | | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | Assigned Rating | → | Good |
| Comments: key team leaders have working knowledge of traffic signal systems, educational back ground and good understanding of the signal operations in Atlanta. | | | |



| | | | |
|---|------------------------------|----------------------|-------------------------------|
| GDOT Solicitation #: | | Phase of Evaluation: | PHASE I - Preliminary Ratings |
| Evaluator #: | #3 | | |
| Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned. | | | |
| Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points Good = More then meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points | | | |
| Firm Name: | Wolverton & Associates, Inc. | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | Assigned Rating | → | Good |
| <i>Comments: Engineering experience support the plan ATOP program is solid and relevant to the proposed Atlanta Traffic Signal Operations planned by GDOT. The project manager have over 25 years of experience and proven -proficient traffic engineer.</i> | | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | Assigned Rating | → | Good |
| <i>Comments: The key leaders and working resources are in place to be successful in managing the Atlanta Traffic Signal Operations program. Team leaders would do a good job managing the project.</i> | | | |
| Firm Name: | URS Corporation | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | Assigned Rating | → | Good |
| <i>Comments: The qualification meet the required standards to support the Atlanta Traffic Signal Operations program, experienced in working on city timing projects and system design. Oversee the Atlanta Street Car Project and RTOP programs. Good Timing plan development and Implementation experience.</i> | | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | Assigned Rating | → | Excellent |
| <i>Comments: Key Team Leaders have the experience and workload capacity to effectively manage the Atlanta Traffic Signal Operations program. Resources are available to effectively manage the Atlanta Traffic Signal Operations project.</i> | | | |



| | | | |
|---|----------------------------------|----------------------|-------------------------------|
| GDOT Solicitation #: | #4 RFQ 484-071414 | Phase of Evaluation: | PHASE I - Preliminary Ratings |
| Evaluator #: | 4 | | |
| Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned. | | | |
| Poor = Does Not have minimum qualifications/availability = 0% of the Available Points Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points Good = More than meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points | | | |
| Firm Name: | GCA, Inc. | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | Assigned Rating | —————> | Good |
| <i>Firm has related experience with similar projects. All staff are qualified. I would like to have seen someone with a signal communication background proposed on the team. Although not considered in the scoring I am concerned that there are too many subconsultants to manage on a project of this size and that the signal technician is over qualified.</i> | | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | Assigned Rating | —————> | Adequate |
| <i>There needed to be more signal technicians available for the project. There was very little information included about the challenges the project will contain.</i> | | | |
| Firm Name: | Gresham, Smith and Partners | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | Assigned Rating | —————> | Adequate |
| <i>Firm has some limited experience with similar projects. All staff are qualified. I would like to have seen someone with a signal communication background proposed on the team.</i> | | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | Assigned Rating | —————> | Adequate |
| <i>There needed to be more signal technicians available for the project. There was very little information included about the challenges the project will contain.</i> | | | |
| Firm Name: | Kimley-Horn and Associates, Inc. | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | Assigned Rating | —————> | Good |
| <i>Firm has RTOP deep experience, which will be like the proposed project. All staff are qualified. Some roles in existing projects were misrepresented in the SOQ.</i> | | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | Assigned Rating | —————> | Good |
| <i>There were adequate staff levels for each role in the project. All staff were qualified.</i> | | | |



| | | | |
|---|------------------------------|----------------------|-------------------------------|
| GDOT Solicitation #: | | Phase of Evaluation: | PHASE I - Preliminary Ratings |
| Evaluator #: | ## | | |
| Evaluation Committees should assign Ratings (options and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned. | | | |
| Poor = Does Not have minimum qualifications/availability = 0% of the Available Points | | | |
| Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points | | | |
| Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points | | | |
| Good = More than meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points | | | |
| Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points | | | |
| Firm Name: | Wolverton & Associates, Inc. | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | Assigned Rating | —————> | Excellent |
| <i>Excellent project manager experience. Firm has deep RTOP experience.</i> | | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | Assigned Rating | —————> | Excellent |
| <i>There were adequate staff levels for each role in the project. Firm understood the goals of the project and proposed staff that would meet those goals.</i> | | | |
| Firm Name: | URS Corporation | | |
| Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 20% | Assigned Rating | —————> | Good Excellent |
| <i>Excellent project manager experience. Not relected in the score but I am concerned that there are too many subconsultants for a project of this size.</i> | | | |
| Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 30% | Assigned Rating | —————> | Good |
| <i>There were adequate staff levels for each role in the project. All staff were qualified.</i> | | | |

Phase I - Summary Comments
RFQ 484-071414 Atlanta Traffic Signal Operations

| | | | |
|--|----------------------------------|--|-----------|
| RFQ | RFQ 484-071414 | PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS | |
| Firm | Wolverton & Associates, Inc. | # of Evaluators | |
| Experience and Qualifications | | Assigned Rating | Excellent |
| <p>Evaluators agree experience and qualifications of firm is excellent. Project manager has solid operational and project relevance experience. All key team leads demonstrated good familiarity with the City of Atlanta signal systems as well as knowledge of signal permit process. All team members are International Municipal Signal Association (IMSA) certified. Signal technician has extensive signal background. Overall team appears to lack design experience.</p> | | | |
| Resources availability and Workload Capacity | | Assigned Rating | Excellent |
| <p>Evaluators agree resource availability and workload capacity is excellent. Organization chart provides adequate depth and resource availability to meet project needs. Key team leads appear to have over 50% availability for this project. Firm understands project and presented resources to handle the goals of this project.</p> | | | |
| RFQ | RFQ 484-071414 | PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS | |
| Firm | Kimley-Horn and Associates, Inc. | # of Evaluators | |
| Experience and Qualifications | | Assigned Rating | Good |
| <p>Evaluators agree the experience and qualifications of the firm is good. Project manager has good work experience on similar projects and firm presented good team for project. However, it appears that firm did not put the right people in right role.</p> | | | |
| Resources availability and Workload Capacity | | Assigned Rating | Excellent |
| <p>Evaluation team agree resource availability and workload capacity is excellent. Organization chart provided more than adequate resources to meet the needs of this project. Signal engineer will be available 75% for this and other projects, which is somewhat confusing.</p> | | | |
| RFQ | RFQ 484-071414 | PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS | |
| Firm | URS Corporation | # of Evaluators | |
| Experience and Qualifications | | Assigned Rating | Good |
| <p>Evaluators agree the experience and qualifications of the firm is good. Project manager has very good background and prior work experience working on City of Atlanta traffic signals and street car project. Signal technician is not International Municipal Signal Association (IMSA) certified which is a requirement of the project. Firm has two (2) major subconsultants slated for this project, which can create coordination issues. Firm discussed Regional Transportation Operations Program (RTOP) corridor managers for this project.</p> | | | |
| Resources availability and Workload Capacity | | Assigned Rating | Good |
| <p>Evaluators agree resource availability and workload capacity is good. Organization chart was adequate but current resources appear to be somewhat stretched on projects and present questionable availability for this project. Project manager has the availability, other key leads appear to have several large active projects.</p> | | | |

| RFQ | RFQ 484-071414 | PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS | |
|---|--|---|--|
| Firm | GCA, Inc. | # of Evaluators | |
| Experience and Qualifications | Assigned Rating | Marginal | |
| <p>Evaluators agree the experience and qualifications presented in SOQ is marginal. Project manager nor key team leads have signal communications background. Project manager does not have broad signal experience, primarily signal technician. Signal engineer does have some experience in the Atlanta area. Signal technician is not International Municipal Signal Association (IMSA) certified as required. Basic certification requirements were not met. Traffic engineer has some experience but location not specified. Very little information on their understanding of project.</p> | | | |
| Resources availability and Workload Capacity | Assigned Rating | Adequate | |
| <p>Evaluation team agree resource availability and workload capacity is adequate. Organization chart was very weak lacking sufficient detail and depth.</p> | | | |
| RFQ | RFQ 484-071414 | PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS | |
| Firm | Gresham, Smith and Partners | # of Evaluators | |
| Experience and Qualifications | Assigned Rating | Marginal | |
| <p>The evaluation team agree experience and qualifications is marginal. Signal technician is not International Municipal Signal Association (IMSA) certified which is requirement of the position. Program manager has vast background and work experience as well as considerable knowledge of the project. Signal engineer lives out-of-state. Firm has limited experience with similar projects. Would like to see someone with signal communications background in project. Firm did not present adequate background knowledge of City of Atlanta traffic signals and infrastructure.</p> | | | |
| Resources availability and Workload Capacity | Assigned Rating | Adequate | |
| <p>Evaluators agree resource availability and workload capacity of firm is adequate. Organization chart is somewhat confusing with same resource(s) being used in multiple roles overstating actual project resources. Availability is questionable due to design and organization chart presentation. Very little information on challenges of the project- questions whether they fully understand project.</p> | | | |
| RFQ | RFQ 484-071414 | PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS | |
| Firm | Parsons Brinckerhoff, Inc. (f/k/a/PB Americas, Inc.) | # of Evaluators | |
| Experience and Qualifications | Assigned Rating | Poor | |
| <p>Firm disqualified - too many key resources submitted</p> | | | |
| Resources availability and Workload Capacity | Assigned Rating | Poor | |
| <p>Firm disqualified - too many key resources submitted</p> | | | |



August 7, 2014

NOTICE TO SELECTED FINALISTS

To: Kimley-Horn and Associates, Inc.; URS Corporation and Wolverton & Associates, Inc.

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

Re: RFQ 484-071414 – Atlanta Traffic Signal Operations, PI# 0013124, Fulton and DeKalb Count(ies)

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 484-071414), page 8, VII. Instructions for Preparing Technical Response and Past Performance Response – Phase II Response, A&B and page 13, IX. Instructions for Submittal for Phase II – Technical Response 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 Response - 40%

This information will be limited to a maximum of four (4) 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 Managing the Project:
 - a. Propose a practical approach to deliver the project goals as stated in the Scope of Services.
 - b. Describe any innovative concepts and/or methods you or your team would take to make effectively deliver the project goals and the Department's vision for traffic signal operations in Georgia.
 - c. Demonstrate how this has been accomplished on projects you have completed in the past.
 - d. Demonstrate your understanding of the challenges associated with this project.
 - e. Unique challenges of the project and how your firm intends to mitigate these challenges.
2. Provide any specific qualifications, skills, knowledge of the project and project area which may uniquely benefit the firm and project.

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. | 8/7/2014 | ----- |
| 2. D eadline for submission of written questions from finalists (e-mail preferred) | 8/11/2014 | 2:00 PM |
| 3. GDOT Receives Submittals I & 2 for Phase II | 8/13/2014 | 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 Response** 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 Badgett, and congratulations, again, to each of you!

Rhonda Badgett
rbadgett@dot.ga.gov
404-631-1431

SUBMISSION & PRESCREENING CHECKLIST

| | | | |
|-------------------------------|--|-------------|--|
| SOLICITATION #: | RFQ 484-071414 | | |
| SOLICITATION TITLE: | Atlanta Traffic Signal Operations | | |
| SOLICITATION DUE DATE: | August 13, 2014 | | |
| SOLICITATION TIME DUE: | 2:00pm | | |
| Consultants | | | |
| No. | Date | Time | Compliant with Page # Limitations |
| 1 | 8/13/2014 | 11:15 AM | y |
| 2 | 8/13/2014 | 12:37 PM | y |
| 3 | 8/13/2014 | 1:14 PM | y |

Wolverton & Associates, Inc.

Kimley-Horn and Associates, Inc.

URS Corporation

GDOT SELECTION COMMITTEE SCORING AND OVERALL RANKING OF SUBMITTALS

| | | | |
|--|--|----------|---|
| Solicitation Title: | Atlanta Traffic Signal Operations | 1 | Wolverton & Associates, Inc. |
| Solicitation #: | RFQ 484-071414 | 2 | Kimley-Horn and Associates, Inc. |
| PHASE I AND PHASE II -Individual Committee Member Scoring and Overall Ranking based on Published Criteria | | 3 | URS Corporation |

(This Page For GDOT Use)

| SUBMITTING FIRMS | (RANKING) | |
|----------------------------------|-------------|---------------|
| | Sum of | |
| | Total Score | Group Ranking |
| Wolverton & Associates, Inc. | 975 | 1 |
| Kimley-Horn and Associates, Inc. | 825 | 2 |
| URS Corporation | 750 | 3 |

Evaluation Criteria →

Experience and Qualifications
Resources availability and Workload Capacity
Technical Approach - Suitability
Past Performance

| SUBMITTING FIRMS | PHASE I | | PHASE II | | Group Scores and Ranking | |
|----------------------------------|------------|------------|------------|------------|--------------------------|----------|
| | 200 | 300 | 400 | 100 | Total Score | Ranking |
| Wolverton & Associates, Inc. | Excellent | Excellent | Excellent | Good | 975 | 1 |
| Kimley-Horn and Associates, Inc. | Good | Excellent | Good | Good | 825 | 2 |
| URS Corporation | Good | Good | Good | Good | 750 | 3 |
| Maximum Points allowed = | 200 | 300 | 400 | 100 | 1000 | % |

Phase II - Summary Comments
RFQ 484-071414 - Atlanta Traffic Signal Operations

| | | | |
|--|----------------------------------|---------------------------------|-----------|
| RFQ | RFQ 484-071414 | PHASE 2 SUMMARY COMMENTS | |
| Firm | Wolverton & Associates, Inc. | | |
| Technical Approach | | Assigned Rating | Excellent |
| <p>Evaluation team agree that firms' Technical Approach is excellent. Team presented has considerable experience and is very solid and detailed. Firm presented a very concrete plan and has detailed knowledge of the issues facing the project. Team proposed has been on the 'front line' testing the City of Atlanta traffic signals. Overall, good technical approach. Technical Approach fell a little short on providing information on traffic signal maintenance.</p> | | | |
| Past Performance | | Assigned Rating | Good |
| <p>Evaluators agree firm has good past performance record. Firm has very good work history. Past performance rating by TSP not considered due to lack of substantiation/comments by respondent.</p> | | | |
| RFQ | RFQ 484-071414 | PHASE 2 SUMMARY COMMENTS | |
| Firm | Kimley-Horn and Associates, Inc. | | |
| Technical Approach | | Assigned Rating | Good |
| <p>Evaluators agree firms Technical Approach is good. Technical Approach did a good job of laying out issues related to the project but failed to offer any solutions to the issues identified. Firm provided a good baseline approach to what they wanted to do. Would have like more details on their approach to master plan. Firm did not offer approach to how they would execute project only what they propose. Provided good support staff.</p> | | | |
| Past Performance | | Assigned Rating | Good |
| <p>Evaluators agree firm past performance is good. Firm has worked on prior City of Atlanta projects performing work on schedule with no difficulty.</p> | | | |
| RFQ | RFQ 484-071414 | PHASE 2 SUMMARY COMMENTS | |
| Firm | URS Corporation | | |
| Technical Approach | | Assigned Rating | Good |
| <p>Evaluators agree the Technical Approach presented was good. Would have liked to see more details provided in approach. Approach talked about just maintaining traffic signals- there is more to this project than maintaining signals. Firms approach discusses pre-ordering equipment in the field, this cannot be done on this project. Proposed team members are not specialized.</p> | | | |
| Past Performance | | Assigned Rating | Good |
| <p>Evaluators agree firm past performance is good. Firm has performed well on past projects.</p> | | | |

Reference Check

A. Questions (to be answered on 1-10 scale, 10 indicates best)

1. Rate the firm's quality of leadership in PM for your project.

a
b

section average

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

a
b

section average

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

a
b

section average

4. Rate the firm's technical assistance in program management.

a
b

section average

5. Rate the overall success of the project thus far.

a
b

section average

Overall Average

| | Kimley-Horn | URS Corporation | Wolverton & Associates, Inc. | | |
|------------------------|--------------------|------------------------|---|--|--|
| a | 9 | 10 | 6 | | |
| b | 9 | 9 | 9 | | |
| section average | 9 | 9.5 | 7.5 | | |
| | | | | | |
| a | 9 | 10 | 6 | | |
| b | 9 | 8 | 10 | | |
| section average | 9 | 9 | 8 | | |
| | | | | | |
| a | 10 | 10 | 8 | | |
| b | 10 | 9 | 10 | | |
| section average | 10 | 9.5 | 9 | | |
| | | | | | |
| a | 9 | 9 | 7 | | |
| b | 9 | 9 | 9 | | |
| section average | 9 | 9 | 8 | | |
| | | | | | |
| a | 10 | 10 | 7 | | |
| b | 9 | 8 | 10 | | |
| section average | 9.5 | 9 | 8.5 | | |
| Overall Average | 9.3 | 9.2 | 8.2 | | |

Reference Key and Notes – RFO 484-071414

KIMLEY-HORN AND ASSOCIATES, INC.

- a) Perimeter Community Improvement District, (Dunwoody, GA)
Ms. Jennifer Harper, P.E., Program Director 770-390-1790

Notes: No comments provided.

- b) Cobb County Department of Transportation (Marietta, GA)
Mr. Brook Martin, Traffic Signal Systems Manager 770-528-4065

Notes: Very good firm, knowledge of project specifics. Stayed within budget and schedule.
Communicated keeping county personnel informed of project progress.

URS CORPORATION

- a) Department of Transportation, City of Roswell (Roswell, GA)
Muhammad Rauf, City Traffic Engineer, Transportation Dept. 770-594-6525

Notes: Very satisfied with firm and teams' performance. Kept City representatives informed of project's progress. Stayed on budget and met all deliverables timeline.

- b) City of Atlanta, Department of Public Works (Atlanta, GA)
Mr. Rick White, Public Works Sr. Manager, Office of Transportation 404-330-6501

Notes: Firm was proactive in perceiving problem areas and kept 'layered management' informed of project progress. Schedule was delayed due to no fault of their own (snow storms, etc.), budget exceeded due to impacts of schedule delays.

WOLVERTON & ASSOCIATES, INC.

- a) Department of Transportation, City of Columbus (Columbus, GA)
Mr. Walter Dorsey, Traffic Engineer 706-225-3957

Notes: No comments.

- b) State of Georgia, Georgia Department of Transportation (Atlanta, GA)
Ms. Sue Anne Decker, Project Manager, Office of Program Delivery 706-646-7559

Notes: Due to Wolverton's design efforts, firm saved the Department \$500,000.00 in RW cost and 11 months in project schedule by eliminating the need for a RW phase. Additionally, they were able to reduce the impacts to a historic district and worked with SHPO (State Historic Preservation Officer) to keep the environmental document a PCE (Programmatic Categorical Exclusion).

Summary - Reference Score Overall Average

| | <u>Out of 10</u> | <u>Out of 10%</u> (Criteria Weight) |
|--|-------------------------|--|
| 1. Kimley-Horn and Associates, Inc. | 9.3 | 93 |
| 2. URS Corporation | 9.2 | 92 |
| 3. Wolverson & Associates, Inc. | 8.2 | 82 |

[View assistance for SAM.gov](#)

Search Results

Current Search Terms: "Wolverton & Associates Inc.*"

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.

No records found for current search.

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

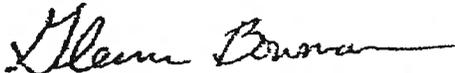
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Note to all Users: This is a Federal Government computer system. Use of this system constitutes consent to monitoring at all times.

**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 |
|---|--|--------------------|
| Wolverton & Associates, Inc. 6745 Sugarloaf Parkway, Suite 100 Duluth, GA 30097 | 4/10/14 | 3/31/17 |
| | SIGNATURE | |
| |  | |

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



SELECTION OF FIRM FOR NEGOTIATIONS

**RFQ-484-071414
Atlanta Traffic Signal Operations**

The Georgia Department of Transportation is pleased to announce the selection of the following firm for the purpose of initiating negotiations regarding the above RFQ:

Wolverton & Associates, Inc.