



## Interoffice Memo

**DATE:** December 11, 2019

**FROM:** Curtis Scott, Transportation Services Procurement Manager

**TO:** Treasury Young, Procurement Administrator

**SUBJECT** RFQ-484-052819; Batch #1 – 2019 Engineering Design Services, Contract #9 -  
PI# 0015690, Muscogee County  
Ranking Approval

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

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

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

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

1. **CHA Consulting, Inc.**
2. **Vanasse Hangen Brustlin, Inc.**
3. **TranSystems Corporation**
4. **Barge Design Solutions, Inc.**
5. **Clark Patterson Engineers, Surveyor and Architects, P.C.**

The Selection Committee recommends the selection of the top ranked firm, **CHA Consulting, Inc.**

Concurrence with Award from Responsible Division Director:

Certification Procurement Requirements Met:

  
\_\_\_\_\_  
Albert Shelby, Director of Program Delivery

  
\_\_\_\_\_  
Treasury Young, Procurement Administrator

CS:dk

Attachments



## **Georgia Department of Transportation**

### **Request for Qualifications**

**To Provide**

**Batch #1 – 2019 Engineering Design Services**

**RFQ-484-052819**

**Qualifications Due: May 28, 2019**

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

# REQUEST FOR QUALIFICATIONS

484-052819

## Batch #1 – 2019 Engineering Design Services

### I. General Project Information

#### A. Overview

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

Contract	County	PI #	Project Description
1	Glynn	0014914	CR 583/SEA ISLAND ROAD @ DUNBAR CREEK ON ST SIMONS ISLAND
2	Butts	0016126	SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON (Bridge Design in-house)
	Butts	0016127	SR 36 @ NORRIS CREEK 3.2 MI SW OF JACKSON
3	McDuffie & Wilkes	0016128	SR 80 @ LITTLE RIVER 12.9 MI NW OF THOMSON
4	Monroe	0016129	SR 18 @ NS #718484D 13 MI E OF FORSYTH
	Jones & Monroe	0016130	SR 18 @ OCMULGEE RIVER 13 MI E OF FORSYTH
5	Monroe	0013120	SR 74 @ SR 42
6	Chatham	0015151	SR 204 FROM SR 21 TO CS 1201/RIO ROAD @ 25 LOCS
7	Baldwin	0015667	SR 22 @ SR 24
8	Butts	0015688	SR 16 @ CR 291/ENGLAND CHAPEL ROAD
9	Muscookee	0015690	SR 22/US 80 @ SR 22 SPUR

This Request for Qualifications (RFQ) seeks to identify potential providers for the Scope of Services for the project/contract listed in Exhibit I-1 thru Exhibit I-9. Firms that respond to this RFQ, and are determined by GDOT to be sufficiently qualified, may be deemed eligible, and invited to offer a technical approach and/or possibly present and/or interview for these services. All respondents to this RFQ are subject to instructions communicated in this document, and are cautioned to completely review the entire RFQ and follow instructions carefully. GDOT reserves the right to reject any or all Statements of Qualifications or Technical Approach, and to waive technicalities and informalities at the discretion of GDOT.

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

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

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

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

For more information on the GDOT DBE Program please contact:

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

**D. Scope of Services**

Under the terms of the resulting Agreements, the selected consultants will provide full engineering design services as well as associated engineering related services, for the GDOT Project identified. The anticipated scope of work for the project/contract is included in **Exhibit I-1 thru Exhibit I-9**.

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

**E. Contract Term and Type**

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

**F. Contract Amount**

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

**II. Selection Method**

**A. Method of Communication**

All general communication of relevant information regarding this solicitation will be made via the Georgia Procurement Registry (GPR) under RFQ-484-052819. All firms are responsible for checking the GPR on a regular basis for updates, clarifications, and announcements. GDOT reserves the right to communicate via electronic-mail with the primary contact listed in the Statements of Qualifications. Other specific communications will be made as indicated in the remainder of this RFQ.

**B. Phase I - Selection of Finalists**

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

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

**C. Finalist Notification for Phase II**

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

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

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

**E. Final Selection**

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

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

**III. Schedule of Events**

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

<b>PHASE I</b>	<b>DATE</b>	<b>TIME</b>
a. GDOT issues public advertisement of <b>RFQ-484-052819</b>	4/26/2019	-----
b. Deadline for submission of written questions and requests for clarification	5/13/2019	2:00 PM
c. Deadline for submission of Statements of Qualifications	5/28/2019	2:00 PM
d. GDOT completes evaluation and issues notification and other information to finalist firms	TBD	
<b>PHASE II</b>		
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 – 30%**

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

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

**C. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%**

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

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

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

**A. Technical Approach – 40%**

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

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

**B. Past Performance – 10%**

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

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

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

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

### **A. Administrative Requirements**

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

#### **1. Basic company information:**

- a. **Company name.**
  - b. **Company Headquarter Address.**
  - c. **Contact Information** - Name and all contact information (telephone number(s) and e-mail address) of primary proposing contact (this will be the individual with whom the Department will direct all communications).
  - d. **Company website** (if available).
  - e. **Georgia Addresses** - Identify and provide addresses for the offices located in the State of Georgia.
  - f. **Staff** - List the number and disciplines of staff members employed in each office in the State of Georgia.
  - g. **Ownership** - Provide form of ownership, including state of residency or incorporation, and number of years in business. Is the Offeror a sole proprietorship, partnership, corporation, limited liability Corporation, or other structure?
2. **Certification Form** - Complete the Certification Form (*Exhibit "II" enclosed with RFQ*), and provide a notarized original within the firm's Statement of Qualifications. This is to be submitted for the Prime **ONLY**.
  3. **Georgia Security and Immigration Compliance Act Affidavit** – Complete the form (*Exhibit "III" enclosed with RFQ*), and provide a notarized original within the firm's Statement of Qualifications. This is to be submitted for the Prime **ONLY**.
  4. **Addenda** - Signed cover page of any Addenda issued for the Prime **ONLY**.

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

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



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

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

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

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

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

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



**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. This chart may be submitted on a 11" x 17" page. **(Excluded from the page count)**
  - b. **Primary Office** - Identify and discuss the primary office which will be responsible for handling the specific project and the number and types of staff within the office and how this office could benefit the project and promote efficiency. **This information to be included on the one (1) page allowed combined with the Narrative on Additional Resource Areas and Ability.**
  - c. **Narrative on Additional Resource Areas and Ability** – Respondents are to provide information regarding additional resource areas identified as important to the project, to discuss how the key areas will integrate and work together on the project, to discuss any information which is pertinent to these areas, to provide a narrative regarding how the organization of the team, including the PM and Key Team Leaders can deliver the project on schedule given their workload capacity. (GDOT recognizes that some individuals may be able to meet the schedule while carrying heavier project loads.) Respondents may discuss the advantages of your team and the abilities of the team members which will enable the project to meet the proposed schedule as identified in **Exhibit I** (where applicable). If there is no proposed schedule, discuss the advantages of the team and the abilities of the team members which will enable the project to move as expeditiously as possible. **Respondents submitting more than the one (1) page allowed (combined for C1.b. and C1.c.), will be subject to disqualification.**
  
2. **Project Manager Commitment Table** - Provide a list of ALL projects (GDOT, other governments and private contracts – Information may be validated and any firm determined not to be listing all projects may be subject to disqualification) on which the proposed project manager is currently committed, to enable the Department to ascertain the project manager’s availability. Utilize a table similar to the following format with a minimum of all criteria indicated to provide the requested information:

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

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

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

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

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

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

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

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

### **A. Technical Approach**

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

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

### **B. Past Performance**

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

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

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

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

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

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

Contract 1: [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%201%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%201%20)

Contract 2: [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%202%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%202%20)

Contract 3: [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%203%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%203%20)

Contract 4: [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%204%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%204%20)

Contract 5: [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%205%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%205%20)

Contract 6: [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%206%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%206%20)

Contract 7: [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%207%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%207%20)

Contract 8: [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%208%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%208%20)

Contract 9: [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%209%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%209%20)

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

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

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

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

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

### C. Questions and Requests for Clarification

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

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

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

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

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

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

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

**Contract 1:** [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%201%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%201%20)  
**Contract 2:** [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%202%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%202%20)  
**Contract 3:** [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%203%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%203%20)  
**Contract 4:** [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%204%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%204%20)  
**Contract 5:** [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%205%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%205%20)  
**Contract 6:** [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%206%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%206%20)  
**Contract 7:** [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%207%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%207%20)  
**Contract 8:** [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%208%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%208%20)  
**Contract 9:** [mailto:tsp\\_soq\\_tech\\_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%209%20](mailto:tsp_soq_tech_submittal@dot.ga.gov?subject=RFQ%20484-052819%20Contract%209%20)

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

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

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

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

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

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

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



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

#### D. Questions and Requests for Clarification

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

### X. GDOT Terms and Conditions

#### A. Statement of Agreement

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

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

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

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

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

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

### C. Non-Discrimination and DBE Requirements

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

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

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

For more information on the GDOT DBE Program please contact:

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

### D. Audit and Accounting System Requirements

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

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

### E. Submittal Costs and Confidentiality

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

## F. Award Conditions

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

## G. Debriefings

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

## H. Right to Cancel or Change RFQ

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

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

## I. Substitutions, Alternates, Exceptions, and Extensions

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

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

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

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



**EXHIBIT I-1**

**Contract 1**

1. Project Numbers: NA
2. PI Number: 0014914
3. County: Glynn
4. Description: CR 583/SEA ISLAND ROAD @ DUNBAR CREEK ON ST SIMONS ISLAND
5. Required Area Classes:

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

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

Number	Area Class
3.01	Rural Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01a	Minor Bridge Design
	(OR)
4.01b	Minor Bridge Design
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Survey
5.02	Engineering Surveying
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan

## 6. Scope:

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

The Consultant shall provide:

- A. Complete Field Surveys:
  - 1. Provide Survey Control Package.
  - 2. Provide Inroads Survey Database.
  - 3. Staking for Bridge Site Inspection.
  - 4. Staking for ROW acquisition.
  
- B. Concept Report:
  - 1. Traffic Studies.
  - 2. Cost Estimates.
  - 3. Initial Concept Meeting Preparation and Attendance.
  - 4. Practical Alternatives Review (PAR) Activities.
  - 5. Concept Meeting Preparation and Attendance.
  - 6. Approved Concept Report.
  - 7. Concept Design Data Book.
  - 8. Public Involvement Plan (for GDOT's approval).
  
- C. Environmental Document:
  - 1. Necessary Environmental Special Studies surveys reports and assessment of effects (i.e., Air, Noise, History, Ecology, and Archaeology).
  - 2. NEPA documents:
    - a. Categorical Exclusion.
    - b. Environmental Assessment/Finding of No Significant Impact (EA/FONSI).
    - c. Section 4f coordination.
    - d. One NEPA document reevaluation for Construction.
  - 3. Preparation of a Section 404 Permit application.
  - 4. Section 408 Coordination.
  - 5. Aquatic Survey.
  - 6. Stream Buffer Variance.
  - 7. Preparation of a Vegetative Buffer application.
  - 8. Public Involvement (1 possible detour/PIOH).
  - 9. Prepare for and attend the Preliminary Field Plan Review (PFPR) and Final Field Plan Review (FFPR).
  
- D. Preliminary Design:
  - 1. Complete Preliminary Roadway Plans, including but not limited to:
    - a. Preliminary Bridge Plans.
    - b. Preliminary Signing and Marking Plans.
    - c. Preliminary ESPCP.
    - d. Preliminary Utility Plans.
    - e. Preliminary Staging Plans.
    - f. Drainage Design including MS4, if applicable.

2. Bridge Hydraulic Study.
  3. BFI Report.
  4. Pavement Evaluation/UST/Soil Survey.
  5. Constructability Meeting participation.
  6. Cost Estimation with annual updates.
  7. Location and Design Report.
  8. PFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
- E. Right-of-Way (ROW) Plans:
1. Prepare ROW plans and coordinate ROW staking.
  2. Right of Way revisions during acquisition, as needed.
- F. Utilities:
- Subsurface Utility Engineering.
- G. Final Design:
1. Complete Final Roadway Plans, including but not limited to:
    - a. Final Bridge Plans (LRFD).
    - b. Final Signing and Marking Plans.
    - c. Final ESPCP.
    - d. Final Utility Plans.
    - e. Final Staging Plans.
    - f. Final Drainage Design including MS4, if applicable.
  2. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  3. Corrected FFPR Plans.
  4. CES Final cost estimate.
  5. Final PS&E Package.
  6. Amendments & Revisions.
- H. Construction;
1. Use on Construction Revisions.
  2. Review Shop Drawings.
- I. Quality Control/Quality Assurance Reviews for all deliverables.
- J. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (additional meetings may be required to resolve major project issues).
7. Key Team Leaders:
- A. Roadway Design.
  - B. Bridge Design.
  - C. NEPA Lead.
8. The following milestone dates are proposed:
- A. Preliminary Engineering (PE) Notice to Proceed – Q4 FY 2020.
  - B. Limited Concept report submittal – Q1 FY 2021 (about 4 months duration).
  - C. PFPR – Q2 FY 2022.
  - D. FFPR – Q3 FY 2023.
  - E. Let Contract – Q1 FY 2024.

**EXHIBIT I- 2**

**Contract 2**

1. Project Numbers: NA
2. PI Numbers: 0016126 and 0016127
3. County: Butts
4. Description: SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON and  
SR 36 @ NORRIS CREEK 3.2 MI SW OF JACKSON
5. Required Area Classes:

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

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

Number	Area Class
3.01	Rural Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01a	Minor Bridge Design
	(OR)
4.01b	Minor Bridge Design
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Survey
5.02	Engineering Surveying
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.03	Hydraulic and Hydrologic Studies (Soils & Foundation)
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan

## 6. Scope:

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

Bridge design and H&H activities will be performed by GDOT's Bridge Design Office for PI# 0016126 only. The Consultant will be responsible for the bridge design and H&H on PI# 0016127; the BFI for both bridges, and all non-bridge hydraulics for both projects.

The Consultant shall provide:

### A. Complete Field Surveys:

1. Provide Survey Control Package.
2. Provide Inroads Survey Database.
3. Staking for Bridge Site Inspection.
4. Staking for ROW acquisition.

### B. Concept Report:

1. Traffic Studies.
2. Cost Estimates.
3. Initial Concept Meeting Preparation and Attendance.
4. Concept Meeting Preparation and Attendance.
5. Approved Concept Report.
6. Concept Design Data Book.
7. Public Involvement Plan (for GDOT's approval).

### C. Environmental Document:

1. Necessary Environmental Special Studies surveys reports and assessment of effects (i.e., Air, Noise, History, Ecology, and Archaeology).
2. NEPA documents:
  - a. Categorical Exclusion.
  - b. EAFONSI.
  - c. Section 4f coordination.
  - d. One NEPA document reevaluation for Construction.
3. Preparation of a Section 404 Permit application.
4. Section 408 Coordination.
5. Aquatic Survey.
6. Stream Buffer Variance.
7. Preparation of a Vegetative Buffer application.
8. Public Involvement (1 possible detour/PIOH).
9. Prepare for and attend the PFPR and FFPR.

### D. Preliminary Design:

1. Complete Preliminary Roadway Plans, including but not limited to:
  - a. Preliminary Bridge Plans.
  - b. Preliminary Signing and Marking Plans.
  - c. Preliminary ESPCP.
  - d. Preliminary Utility Plans.
  - e. Preliminary Staging Plans.

- f. Drainage Design including MS4, if applicable.
    2. Bridge Hydraulic Study (for PI# 0016127 only).
    3. BFI Report (both bridges).
    4. Pavement Evaluation/UST/Soil Survey.
    5. Constructability Meeting participation.
    6. Cost Estimation with annual updates.
    7. Location and Design Report.
    8. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  - E. Right-of-Way (ROW) Plans:
    1. Prepare ROW plans and coordinate ROW staking.
    2. Right of Way revisions during acquisition, as needed.
  - F. Utilities:
    - Subsurface Utility Engineering.
  - G. Final Design:
    1. Complete Final Roadway Plans, including but not limited to:
      - a. Final Bridge Plans (LRFD).
      - b. Final Signing and Marking Plans.
      - c. Final ESPCP.
      - d. Final Utility Plans.
      - e. Final Staging Plans.
      - f. Final Drainage Design including MS4.
    2. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
    3. Corrected FFPR Plans.
    4. CES Final cost estimate.
    5. Final PS&E Package.
    6. Amendments & Revisions.
  - H. Construction:
    1. Use on Construction Revisions.
    2. Review Shop Drawings.
  - I. Quality Control/Quality Assurance Reviews for all deliverables.
  - J. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (additional meetings may be required to resolve major project issues).
7. Key Team Leaders:
- A. Roadway Design.
  - B. Bridge Design.
  - C. NEPA Lead.
8. The following milestone dates are proposed:
- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 2020.
  - B. Limited Concept report submittal – Q3 FY 2020 (about 4 months duration).
  - C. FFPR – Q2 FY 2021.
  - D. FFPR – Q1 FY 2023.
  - E. Let Contract – Q2 FY 2023.

**EXHIBIT I- 3****Contract 3**

1. Project Numbers: NA
2. PI Numbers: 0016128
3. Counties: McDuffie and Wilkes
4. Description: SR 80 @ LITTLE RIVER 12.9 MI NW OF THOMSON
5. Required Area Classes:

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

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

Number	Area Class
3.01	Rural Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01a	Minor Bridge Design
	(OR)
4.01b	Minor Bridge Design
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Survey
5.02	Engineering Surveying
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.03	Hydraulic and Hydrologic Studies (Soils & Foundation)
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan



## 6. Scope:

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

The Consultant shall provide:

- A. Complete Field Surveys:
  - 1. Provide Survey Control Package.
  - 2. Provide Inroads Survey Database.
  - 3. Staking for Bridge Site Inspection.
  - 4. Staking for ROW acquisition.
- B. Concept Report:
  - 1. Traffic Studies.
  - 2. Cost Estimates.
  - 3. Initial Concept Meeting Preparation and Attendance.
  - 4. Concept Meeting Preparation and Attendance.
  - 5. Approved Concept Report.
  - 6. Concept Design Data Book.
  - 7. Public Involvement Plan (for GDOT's approval).
- C. Environmental Document:
  - 1. Necessary Environmental Special Studies surveys reports and assessment of effects (i.e., Air, Noise, History, Ecology, and Archaeology).
  - 2. NEPA documents:
    - a. Categorical Exclusion.
    - b. EA/FONSI.
    - c. Section 4f coordination.
    - d. One NEPA document reevaluation for Construction.
  - 3. Preparation of a Section 404 Permit application.
  - 4. Section 408 Coordination.
  - 5. Aquatic Survey.
  - 6. Stream Buffer Variance.
  - 7. Preparation of a Vegetative Buffer application.
  - 8. Public Involvement (1 possible detour/PIOH).
  - 9. Prepare for and attend the PFPR and FFPR.
- D. Preliminary Design:
  - 1. Complete Preliminary Roadway Plans, including but not limited to:
    - a. Preliminary Bridge Plans.
    - b. Preliminary Signing and Marking Plans.
    - c. Preliminary ESPCP.
    - d. Preliminary Utility Plans.
    - e. Preliminary Staging Plans.
    - f. Drainage Design including MS4, if applicable.
  - 2. Bridge Hydraulic Study.
  - 3. BFI Report.

4. Pavement Evaluation/UST/Soil Survey.
  5. Constructability Meeting participation.
  6. Cost Estimation with annual updates.
  7. Location and Design Report.
  8. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
- E. Right-of-Way (ROW) Plans:
1. Prepare ROW plans and coordinate ROW staking.
  2. Right of Way revisions during acquisition, as needed.
- F. Utilities:  
Subsurface Utility Engineering.
- G. Final Design:
1. Complete Final Roadway Plans, including but not limited to:
    - a. Final Bridge Plans (LRFD).
    - b. Final Signing and Marking Plans.
    - c. Final ESPCP.
    - d. Final Utility Plans.
    - e. Final Staging Plans.
    - f. Final Drainage Design including MS4, if applicable.
  2. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  3. Corrected FFPR Plans.
  4. CES Final cost estimate.
  5. Final PS&E Package.
  6. Amendments & Revisions.
- H. Construction:
1. Use on Construction Revisions.
  2. Review Shop Drawings.
- I. Quality Control/Quality Assurance Reviews for all deliverables.
- J. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (additional meetings may be required to resolve major project issues).
7. Key Team Leaders:
- A. Roadway Design.
  - B. Bridge Design.
  - C. NEPA Lead.
8. The following milestone dates are proposed:
- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 2020.
  - B. Limited Concept report submittal – Q3 FY 2020 (about 4 months duration).
  - C. FFPR – Q2 FY 2021.
  - D. FFPR – Q1 FY 2023.
  - E. Let Contract – Q2 FY 2023.

**EXHIBIT I-4**

**Contract 4**

1. Project Numbers: NA
2. PI Numbers: 0016129 and 0016130
3. Counties: Monroe & Jones
4. Description: SR 18 @ NS #718484D 13 MI E OF FORSYTH and  
SR 18 @ OCMULGEE RIVER 13 MI E OF FORSYTH
5. Required Area Classes:

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

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

Number	Area Class
3.01	Rural Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01a	Minor Bridge Design (OR)
4.01b	Minor Bridge Design
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Survey
5.02	Engineering Surveying
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan

## 6. Scope:

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

The Consultant shall provide:

- A. Complete Field Surveys:
  - 1. Provide Survey Control Package.
  - 2. Provide Inroads Survey Database.
  - 3. Staking for Bridge Site Inspection.
  - 4. Staking for ROW acquisition.
- B. Concept Report:
  - 1. Traffic Studies.
  - 2. Cost Estimates.
  - 3. Initial Concept Meeting Preparation and Attendance.
  - 4. PAR Activities.
  - 5. Concept Meeting Preparation and Attendance.
  - 6. Approved Concept Report.
  - 7. Concept Design Data Book.
  - 8. Public Involvement Plan (for GDOT's approval).
- C. Environmental Document:
  - 1. Necessary Environmental Special Studies surveys reports and assessment of effects (i.e., Air, Noise, History, Ecology, and Archaeology).
  - 2. NEPA documents:
    - a. Categorical Exclusion.
    - b. EA/FONSI.
    - c. Section 4f coordination.
    - d. One NEPA document reevaluation for Construction.
  - 3. Preparation of a Section 404 Permit application.
  - 4. Section 408 Coordination.
  - 5. Aquatic Survey.
  - 6. Stream Buffer Variance.
  - 7. Preparation of a Vegetative Buffer application.
  - 8. Public Involvement (1 possible detour/PIOH).
  - 9. Prepare for and attend the PFPR and FFPR.
- D. Preliminary Design:
  - 1. Complete Preliminary Roadway Plans, including but not limited to:
    - a. Preliminary Bridge Plans.
    - b. Preliminary Signing and Marking Plans.
    - c. Preliminary ESPCP.
    - d. Preliminary Utility Plans.
    - e. Preliminary Staging Plans.
    - f. Drainage Design including MS4, if applicable.
  - 2. Bridge Hydraulic Study.

3. BFI Report.
  4. Pavement Evaluation/UST/Soil Survey.
  5. Constructability Meeting participation.
  6. Cost Estimation with annual updates.
  7. Location and Design Report.
  8. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
- E. Right-of-Way (ROW) Plans:
1. Prepare ROW plans and coordinate ROW staking.
  2. Right of Way revisions during acquisition, as needed.
- F. Utilities:
- Subsurface Utility Engineering.
- G. Final Design:
1. Complete Final Roadway Plans, including but not limited to:
    - a. Final Bridge Plans (LRFD).
    - b. Final Signing and Marking Plans.
    - c. Final ESPCP.
    - d. Final Utility Plans.
    - e. Final Staging Plans.
    - f. Final Drainage Design including MS4, if applicable.
  2. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  3. Corrected FFPR Plans.
  4. CES Final cost estimate.
  5. Final PS&E Package.
  6. Amendments & Revisions.
- H. Construction:
1. Use on Construction Revisions.
  2. Review Shop Drawings.
- I. Quality Control/Quality Assurance Reviews for all deliverables.
- J. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (additional meetings may be required to resolve major project issues).
7. Key Team Leaders:
- A. Roadway Design.
  - B. Bridge Design.
  - C. NEPA Lead.
8. The following milestone dates are proposed:
- A. Preliminary Engineering (PE) Notice to Proceed – Q4 FY 2020.
  - B. Limited Concept report submittal – Q1 FY 21 (about 4 months duration).
  - C. FFPR – Q2 FY 2022.
  - D. FFPR – Q3 FY 2023.
  - E. Let Contract – Q1 FY 2024.

**EXHIBIT I- 5****Contract 5**

1. Project Numbers: NA
2. PI Numbers: 0013120
3. County: Monroe
4. Description: SR 74 @ SR 42
5. Required Area Classes:

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

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

Number	Area Class
3.01	Two-Lane or Multi-lane Rural Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.06	Traffic Operations Studies
3.07	Traffic Operations Design
3.08	Landscape Architecture Design
3.12	Hydraulic and Hydrological Studies (Roadway)
3.15	Highway Lighting
5.01	Land Surveying
5.02	Engineering Surveying
5.03	Geodetic Surveying
5.04	Aerial Photography
5.05	Photogrammetry
5.06	Topographic Remote Sensing
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.03	Hydraulic and Hydrologic Studies (Soils & Foundation)
9.01	Erosion, Sedimentation, and Pollution Control Plan

## 6. Scope:

The project will construct a Single Lane Roundabout at the intersection of SR 74 and SR 42. GDOT performed an Intersection Control Evaluation (ICE) in 2017. The Single Lane Roundabout was preferred over the Conventional All-Way Stop (AWSC), however, it recommended the AWSC could be constructed as an interim measure, if needed.

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

The Consultant shall provide:

### A. Concept Report:

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

### B. Environment Document:

1. Necessary Environmental Special Studies survey reports and assessment of effects for Ecology, History, Archaeology, Air, and Noise.
2. Agency coordination including multiple meetings to ensure consistency of expectations, design, and clearance limits.
3. NEPA documents:
  - a. Environmental Approval.
  - b. NEPA Reevaluations, as required.
4. Preparation of Section 404 Permit Application.
5. Section 7 Coordination.
6. Protected Species Surveys including Aquatic & Terrestrial Surveys, as required.
7. Preparation of a Vegetative Buffer application.
8. Public Involvement (Public Information Open House (PIOH)) and associated coordination with GDOT.
9. Prepare for and attend the Preliminary Field Plan Review (PFPR), Constructability Reviews, and Final Field Plan Review (FFPR).
10. Certification for Right-of-Way.
11. Certification for Let.
12. TPro and P6 Updates.
13. Preparation of Environmental Commitments Table "Green Sheet" and Environmental Resource Impact Table (ERIT).

### C. Preliminary Design, include but not limited to:

1. Complete Preliminary Roadway Plans, including but not limited to:
  - a. Preliminary Signing and Marking Plans.
  - b. Preliminary Signal Plans.
  - c. Preliminary Staging & Erosion Control Plans.
2. Cost Estimation System (CES) Preliminary cost estimate with annual updates.
3. Quality Assurance/Quality Control (QA/QC) Reviews.
4. Location and Design Report.
5. PFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
6. Traffic Studies.
7. Preliminary Construction plans.
8. Pavement Evaluation/UST & Monitoring wells/Soil Survey.



9. Pavement Type selection.
  10. Constructability Review meeting.
  11. Approved Pavement Design.
  12. SUE Plans (Quality Level B).
- D. Survey:
1. Aerial Photogrammetry/Mapping.
  2. Survey Control.
  3. Complete Survey Database.
  4. Property Information and Owners (with updates).
  5. Complete stream hydraulic surveys streams.
  6. Extend survey limits (if necessary).
  7. Survey package report.
- E. Right-of-Way Plans:
1. Prepare, Revise and deliver final Right-of-Way plans.
  2. Coordinated field review of right of way plans and staking.
  3. Right of Way revisions during acquisitions.
  4. Coordination with the GDOT Right of Way Office during acquisitions.
  5. Location & Design Approval.
- F. Final Design:
1. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  2. Erosion Control Plans.
  3. Quality Assurance/Quality Control Reviews.
  4. Corrected FFPR Plans.
  5. Cost Estimation System (CES) Final cost estimate.
  6. Final Plans, Specifications, and Estimates (PS&E) Package.
  7. Amendments & Revisions.
  8. Final Design Data Book.
  9. Complete Final Roadway Plans. Including but not limited to:
    - a. Final Signing and Marking Plans.
    - b. Final Signal Plans.
    - c. Final Staging & Erosion Plans.
  10. Utility Plans.
  11. Update all Environmental Special Studies Reports and NEPA reevaluation:
    - a. History.
    - b. Ecology.
    - c. Archaeology.
    - d. Air.
    - e. Noise.
    - f. Freshwater Aquatic and other protected species surveys as needed.
  12. Pavement Evaluation.
  13. Special Provisions.
- G. Construction:
1. Use on Construction Revisions.
  2. Site Condition Revisions.
- H. Quality Assurance/Quality Control Reviews for all deliverables.
- I. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (additional meetings may be required to resolve major project issues).
- J. Prepare, reproduce, and distribute Field Plan Review (FPR) Packages, address/respond to comments, and make changes. The Consultant shall provide written responses to all Field Plan Review Reports to the Department's project manager no later than 48 hours prior to the distribution deadline.

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

7. Key Team Leaders:

- A. Roadway Lead.
- B. NEPA Lead.

8. An expected schedule includes the following milestone dates:

- A. Notice to Proceed: Q2 FY 2020.
- B. Concept Report Q4 FY 2021.
- C. Right of Way Authorization: Q3 FY 2021.
- D. Construction Authorization: Q4 FY 2022.

**EXHIBIT I-6****Contract 6**

1. Project Numbers: NA
2. PI Numbers: 0015151
3. County: Chatham
4. Description: SR 204 FROM SR 21 TO CS 1201/RIO ROAD @ 25 LOCS
5. Required Area Classes:

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

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

Number	Area Class
3.01	Two-Lane or Multi-lane Rural Roadway Design
3.02	Two-Lane or Multi-lane Urban Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.06	Traffic Operations Studies
3.07	Traffic Operations Design
3.12	Hydraulic and Hydrological Studies (Roadway)
3.13	Facilities for Bicycles and Pedestrians
3.15	Highway Lighting
5.01	Land Surveying
5.02	Engineering Surveying
5.03	Geodetic Surveying
5.04	Aerial Photography
5.05	Photogrammetry
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.03	Hydraulic and Hydrologic Studies (Soils & Foundation)
9.01	Erosion, Sedimentation, and Pollution Control Plan

## 6. Scope:

The purpose of this project is to address several issues identified in the Road Safety Audit of SR 204 due to concerns with pedestrian safety. The project is proposed to be pedestrian and signal upgrades in and around Savannah and will be funded with Federal safety dollars. The following reflect recommendations made in the report.

Install ADA-compliant pedestrian facilities. Install obstacles in medians to deter mid-block pedestrian crossings and encourage use of permitted pedestrian facilities. Add crosswalks and make push buttons more accessible. Implement ADA improvements in all quadrants at Abercorn Street @ E. Jackson Boulevard. Close driveways closest to intersections. Replace the painted islands with concrete islands to break up deceleration lanes, or extend right-turn storage onto Eisenhower Dr. at Abercorn Street @ Eisenhower Drive. Replace painted median with concrete along right-turn lane on southbound Abercorn Street at Abercorn Street @ West Montgomery Cross Road/SR 204 Spur. Pedestrian lighting as mentioned in the RSA. Evaluate and install RCUT's as mentioned in the RSA. Consider alternatives for frontage road access.

As programmed, the project does not have a ROW phase.

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

The Consultant shall provide:

### A. Concept Report:

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

### B. Environment Document:

1. Necessary Environmental Special Studies survey reports and assessment of effects for Ecology, History, Archaeology, Air, and Noise.
2. Agency coordination including multiple meetings to ensure consistency of expectations, design, and clearance limits.
3. NEPA documents:
  - a. Environmental Approval.
  - b. NEPA Reevaluations, as required.
4. Preparation of Section 404 Permit Application.
5. Section 7 Coordination.
6. Protected Species Surveys including Aquatic & Terrestrial Surveys, as required.
7. Preparation of a Vegetative Buffer application.
8. Public Involvement (Public Information Open House (PIOH)) and associated coordination with GDOT.
9. Prepare for and attend the Preliminary Field Plan Review (PFPR), Constructability Review, and Final Field Plan Review (FFPR).
10. Certification for Right-of-Way.
11. Certification for Let.
12. TPro and P6 Updates.
13. Preparation of Environmental Commitments Table "Green Sheet" and Environmental Resource Impact Table (ERIT).

- C. Preliminary Design, include but not limited to:
1. Complete Preliminary Roadway Plans, including but not limited to:
    - a. Preliminary Signing and Marking Plans.
    - b. Preliminary Signal Plans.
    - c. Preliminary Staging & Erosion Control Plans.
  2. Cost Estimation System (CES) Preliminary cost estimate with annual updates.
  3. Quality Assurance/Quality Control (QA/QC) Reviews.
  4. Location and Design Report.
  5. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  6. Traffic Studies.
  7. Preliminary Construction plans.
  8. Pavement Evaluation/UST & Monitoring wells/Soil Survey.
  9. Pavement Type selection.
  10. Constructability Review meeting.
  11. Approved Pavement Design.
  12. SUE Plans (Quality Level B).
- D. Survey:
1. Aerial Photogrammetry/Mapping.
  2. Survey Control.
  3. Complete Survey Database.
  4. Property Information and Owners (with updates).
  5. Complete stream hydraulic surveys streams.
  6. Extend survey limits (if necessary).
  7. Survey package report.
- E. Right-of-Way Plans:
1. Prepare, Revise and deliver final Right-of-Way plans.
  2. Coordinated field review of right of way plans and staking.
  3. Right of Way revisions during acquisitions.
  4. Coordination with the GDOT Right of Way Office during acquisitions.
  5. Location & Design Approval.
- F. Final Design:
1. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  2. Erosion Control Plans.
  3. Quality Assurance/Quality Control Reviews.
  4. Corrected FFPR Plans.
  5. Cost Estimation System (CES) Final cost estimate.
  6. Final Plans, Specifications, and Estimates (PS&E) Package.
  7. Amendments & Revisions.
  8. Final Design Data Book.
  9. Complete Final Roadway Plans. Including but not limited to:
    - a. Final Signing and Marking Plans.
    - b. Final Signal Plans.
    - c. Final Staging & Erosion Plans.
  10. Utility Plans:
  11. Update all Environmental Special Studies Reports and NEPA reevaluation:
    - a. History.
    - b. Ecology.
    - c. Archaeology.
    - d. Air.
    - e. Noise.
    - f. Freshwater Aquatic and other protected species surveys, as needed.
  12. Pavement Evaluation.
  13. Special Provisions.

- G. Construction:
    - 1. Use on Construction Revisions.
    - 2. Site Condition Revisions.
  - H. Quality Assurance/Quality Control Reviews for all deliverables.
  - I. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (additional meetings may be required to resolve major project issues).
  - J. Prepare, reproduce, and distribute Field Plan Review (FPR) Packages, address/respond to comments, and make changes. The Consultant shall provide written responses to all Field Plan Review Reports to the Department's project manager no later than 48 hours prior to the distribution deadline.
  - K. Prepare, reproduce, and distribute preliminary and final plans and all supporting disciplines (signing and marking, erosion control, R/W, utilities,) as well as all special provisions, all design files, and supporting documentation.
7. Key Team Leaders:
- A. Roadway Lead.
  - B. NEPA Lead.
8. An expected schedule includes the following milestone dates:
- A. Notice to Proceed: Q2 FY 2020.
  - B. PFPR Request: Q1 FY 2022.
  - C. Construction Authorization: Q4 FY 2023.

**EXHIBIT I-7**

**Contract 7**

1. Project Numbers: NA
2. PI Numbers: 0015667
3. County: Baldwin
4. Description: SR 22 @ SR 24
5. Required Area Classes:

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

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

Number	Area Class
3.01	Two-Lane or Multi-lane Rural Roadway Design
3.02	Two-Lane or Multi-lane Urban Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.06	Traffic Operations Studies
3.07	Traffic Operations Design
3.08	Landscape Architecture Design
3.12	Hydraulic and Hydrological Studies (Roadway)
3.15	Highway Lighting
5.01	Land Surveying
5.02	Engineering Surveying
5.03	Geodetic Surveying
5.04	Aerial Photography
5.05	Photogrammetry
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan

## 6. Scope:

The purpose of this project is to construct a roundabout at the intersection of SR 22 (Sparta Highway) and SR 24, approximately 4 miles east of Milledgeville. Federal funds will be utilized.

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

The Consultant shall provide:

- A. Concept Report:
  - 1. Traffic studies.
  - 2. Conceptual right of way cost estimate utilizing vendor from GDOT's Right-of-Way services prequalified contractor list.
  - 3. Conceptual construction cost estimate.
  - 4. Prepare concept layouts and alignments alternatives.
  - 5. Initial Concept meeting Preparation and Attendance.
  - 6. Approved Concept Report.
  - 7. Concept Design Data Book.
  - 8. Concept Meeting Preparation and Attendance.
  - 9. Public Involvement Plan (for GDOT's approval).
- B. Environment Document:
  - 1. Necessary Environmental Special Studies survey reports and assessment of effects for Ecology, History, Archaeology, Air, and Noise.
  - 2. Agency coordination including multiple meetings to ensure consistency of expectations, design, and clearance limits.
  - 3. NEPA documents:
    - a. Environmental Approval.
    - b. NEPA Reevaluations, as required.
  - 4. Preparation of Section 404 Permit Application.
  - 5. Section 7 Coordination.
  - 6. Protected Species Surveys including Aquatic & Terrestrial Surveys, as required.
  - 7. Preparation of a Vegetative Buffer application.
  - 8. Public Involvement (Public Information Open House (PIOH)) and associated coordination with GDOT.
  - 9. Prepare for and attend the Preliminary Field Plan Review (PFPR), Constructability Review, and Final Field Plan Review (FFPR).
  - 10. Certification for Right-of-Way.
  - 11. Certification for Let.
  - 12. TPro and P6 Updates.
  - 13. Preparation of Environmental Commitments Table "Green Sheet" and Environmental Resource Impact Table (ERIT).
- C. Preliminary Design, include but not limited to:
  - 1. Complete Preliminary Roadway Plans, including but not limited to:
    - a. Preliminary Signing and Marking Plans.
    - b. Preliminary Signal Plans.
    - c. Preliminary Staging & Erosion Control Plans.
  - 2. Cost Estimation System (CES) Preliminary cost estimate with annual updates.
  - 3. Quality Assurance/Quality Control (QA/QC) Reviews.
  - 4. Location and Design Report.
  - 5. PFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  - 6. Traffic Studies.
  - 7. Preliminary Construction plans.
  - 8. Pavement Evaluation/UST & Monitoring wells/Soil Survey.
  - 9. Pavement Type selection.



10. Constructability Review meeting.
11. Approved Pavement Design.
12. SUE Plans (Quality Level B).

## D. Survey:

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

## E. Right-of-Way Plans:

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

## F. Final Design:

1. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
2. Erosion Control Plans.
3. Quality Assurance/Quality Control Reviews.
4. Corrected FFPR Plans.
5. Cost Estimation System (CES) Final cost estimate.
6. Final Plans, Specifications, and Estimates (PS&E) Package.
7. Amendments & Revisions.
8. Final Design Data Book.
9. Complete Final Roadway Plans. Including but not limited to:
  - a. Final Signing and Marking Plans.
  - b. Final Signal Plans.
  - c. Final Staging & Erosion Plans.
10. Utility Plans.
11. Update all Environmental Special Studies Reports and NEPA reevaluation:
  - a. History.
  - b. Ecology.
  - c. Archaeology.
  - d. Air.
  - e. Noise.
  - f. Freshwater Aquatic and other protected species surveys, as needed.
12. Pavement Evaluation.
13. Special Provisions.

## G. Construction:

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

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

- I. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (additional meetings may be required to resolve major project issues).
- J. Prepare, reproduce, and distribute Field Plan Review (FPR) Packages, address/respond to comments, and make changes. The Consultant shall provide written responses to all Field Plan Review Reports to the Department's project manager no later than 48 hours prior to the distribution deadline.

- K. Prepare, reproduce, and distribute preliminary and final plans and all supporting disciplines (signing and marking, erosion control, R/W, utilities,) as well as all special provisions, all design files, and supporting documentation.
- 7. Key Team Leaders:
  - A. Roadway Lead.
  - B. NEPA Lead.
- 8. An expected schedule includes the following milestone dates:
  - A. Notice to Proceed: Q2 FY 2020.
  - B. ROW Authorization: Q2 FY 2022.
  - C. Construction Authorization: Q2 FY 2023.

**EXHIBIT I-8**

**Contract 8**

1. Project Numbers: NA
2. PI Numbers: 0015688
3. County: Butts
4. Description: SR 16 @ CR 291/ENGLAND CHAPEL ROAD
5. Required Area Classes:

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

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

Number	Area Class
3.01	Two-Lane or Multi-lane Rural Roadway Design
3.02	Two-Lane or Multi-lane Urban Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.06	Traffic Operations Studies
3.07	Traffic Operations Design
3.08	Landscape Architecture Design
3.12	Hydraulic and Hydrological Studies (Roadway)
3.15	Highway Lighting
5.01	Land Surveying
5.02	Engineering Surveying
5.03	Geodetic Surveying
5.04	Aerial Photography
5.05	Photogrammetry
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan

## 6. Scope:

The purpose of this project is to construct a single lane roundabout at the intersection of SR 16 and CR 291/England Chapel Road. The intersection is currently stop-controlled and construction would include pedestrian crossings and sidewalks. Federal funds will be utilized.

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

The Consultant shall provide:

- A. Concept Report:
  - 1. Traffic studies.
  - 2. Conceptual right of way cost estimate utilizing vendor from GDOT's Right-of-Way services prequalified contractor list.
    - 1. Conceptual construction cost estimate.
    - 2. Prepare concept layouts and alignments alternatives.
    - 3. Initial Concept meeting Preparation and Attendance.
    - 3. Approved Concept Report.
    - 4. Concept Design Data Book.
    - 5. Concept Meeting Preparation and Attendance.
    - 6. Public Involvement Plan (for GDOT's approval).
- B. Environment Document:
  - 1. Necessary Environmental Special Studies survey reports and assessment of effects for Ecology, History, Archaeology, Air, and Noise.
  - 2. Agency coordination including multiple meetings to ensure consistency of expectations, design, and clearance limits.
  - 3. NEPA documents:
    - a. Environmental Approval.
    - b. NEPA Reevaluations, as required.
  - 4. Preparation of Section 404 Permit Application.
  - 5. Section 7 Coordination.
  - 6. Protected Species Surveys including Aquatic & Terrestrial Surveys, as required.
  - 7. Preparation of a Vegetative Buffer application.
  - 8. Public Involvement (Public Information Open House (PIOH)) and associated coordination with GDOT.
  - 9. Prepare for and attend the Preliminary Field Plan Review (PFPR), Constructability Review, and Final Field Plan Review (FFPR).
  - 10. Certification for Right-of-Way.
  - 11. Certification for Let.
  - 12. TPro and P6 Updates.
  - 13. Preparation of Environmental Commitments Table "Green Sheet" and Environmental Resource Impact Table (ERIT).
- C. Preliminary Design, include but not limited to:
  - 1. Complete Preliminary Roadway Plans, including but not limited to:
    - a. Preliminary Signing and Marking Plans.
    - b. Preliminary Signal Plans.
    - c. Preliminary Staging & Erosion Control Plans.
  - 2. Cost Estimation System (CES) Preliminary cost estimate with annual updates.
  - 3. Quality Assurance/Quality Control (QA/QC) Reviews.
  - 4. Location and Design Report.
  - 5. PFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  - 6. Traffic Studies.
  - 7. Preliminary Construction plans.
  - 8. Pavement Evaluation/UST & Monitoring wells/Soil Survey.

9. Pavement Type selection.
10. Constructability Review meeting.
11. Approved Pavement Design.
12. SUE Plans (Quality Level B).

D. Survey:

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

E. Right-of-Way Plans:

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

F. Final Design:

1. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
2. Erosion Control Plans.
3. Quality Assurance/Quality Control Reviews.
4. Corrected FFPR Plans.
5. Cost Estimation System (CES) Final cost estimate.
6. Final Plans, Specifications, and Estimates (PS&E) Package.
7. Amendments & Revisions.
8. Final Design Data Book.
9. Complete Final Roadway Plans. Including but not limited to:
  - a. Final Signing and Marking Plans.
  - b. Final Signal Plans.
  - c. Final Staging & Erosion Plans.
10. Utility Plans.
11. Update all Environmental Special Studies Reports and NEPA reevaluation:
  - a. History.
  - b. Ecology.
  - c. Archaeology.
  - d. Air.
  - e. Noise.
  - f. Freshwater Aquatic and other protected species surveys, as needed.
12. Pavement Evaluation.
13. Special Provisions.

G. Construction:

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

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

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

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

- K. Prepare, reproduce, and distribute preliminary and final plans and all supporting disciplines (signing and marking, erosion control, R/W, utilities,) as well as all special provisions, all design files, and supporting documentation.
- 7. Key Team Leaders:
  - A. Roadway Lead.
  - B. NEPA Lead.
- 8. An expected schedule includes the following milestone dates:
  - A. Notice to Proceed: Q2 FY 2020.
  - B. ROW Authorization: Q2 FY 2022.
  - C. Construction Authorization: Q1 FY 2023.

**EXHIBIT I-9**

**Contract 9**

1. Project Numbers: NA
2. PI Numbers: 0015690
3. County: Muscogee
4. Description: SR 22/US 80 @ SR 22 SPUR
5. Required Area Classes:

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

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

Number	Area Class
3.01	Two-Lane or Multi-lane Rural Roadway Design
3.02	Two-Lane or Multi-lane Urban Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.06	Traffic Operations Studies
3.07	Traffic Operations Design
3.08	Landscape Architecture Design
3.12	Hydraulic and Hydrological Studies (Roadway)
3.15	Highway Lighting
5.01	Land Surveying
5.02	Engineering Surveying
5.03	Geodetic Surveying
5.04	Aerial Photography
5.05	Photogrammetry
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan

## 6. Scope:

The purpose of the project is to construct two multi-lane roundabouts with Federal Safety Dollars. The first roundabout would be constructed at the intersection of SR 22 @ SR 22 SPUR. The second roundabout would be constructed at SR 22 @ Technology Parkway. Railroad coordination is anticipated.

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

The Consultant shall provide:

- A. Concept Report:
  - 1. Traffic studies.
  - 2. Conceptual right of way cost estimate utilizing vendor from GDOT's Right-of-Way services prequalified contractor list.
  - 3. Conceptual construction cost estimate.
  - 4. Prepare concept layouts and alignments alternatives.
  - 5. Initial Concept meeting Preparation and Attendance.
  - 6. Approved Concept Report.
  - 7. Concept Design Data Book.
  - 8. Concept Meeting Preparation and Attendance.
  - 9. Public Involvement Plan (for GDOT's approval).
  
- B. Environment Document:
  - 1. Necessary Environmental Special Studies survey reports and assessment of effects for Ecology, History, Archaeology, Air, and Noise.
  - 2. Agency coordination including multiple meetings to ensure consistency of expectations, design, and clearance limits.
  - 3. NEPA documents:
    - a. Environmental Approval.
    - b. NEPA Reevaluations, as required.
  - 4. Preparation of Section 404 Permit Application.
  - 5. Section 7 Coordination.
  - 6. Protected Species Surveys including Aquatic & Terrestrial Surveys, as required.
  - 7. Preparation of a Vegetative Buffer application.
  - 8. Public Involvement (Public Information Open House (PIOH)) and associated coordination with GDOT.
  - 9. Prepare for and attend the Preliminary Field Plan Review (PFPR), Constructability Review, and Final Field Plan Review (FFPR).
  - 10. Certification for Right-of-Way.
  - 11. Certification for Let.
  - 12. TPro and P6 Updates.
  - 13. Preparation of Environmental Commitments Table "Green Sheet" and Environmental Resource Impact Table (ERIT).
  
- C. Preliminary Design, include but not limited to:
  - 1. Complete Preliminary Roadway Plans, including but not limited to:
    - a. Preliminary Signing and Marking Plans.
    - b. Preliminary Signal Plans.
    - c. Preliminary Staging & Erosion Control Plans.
  - 2. Cost Estimation System (CES) Preliminary cost estimate with annual updates.
  - 3. Quality Assurance/Quality Control (QA/QC) Reviews.
  - 4. Location and Design Report.
  - 5. PFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  - 6. Traffic Studies.
  - 7. Preliminary Construction plans.
  - 8. Pavement Evaluation/UST & Monitoring wells/Soil Survey.



9. Pavement Type selection.
10. Constructability Review meeting.
11. Approved Pavement Design.
12. SUE Plans (Quality Level B).

D. Survey:

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

E. Right-of-Way Plans:

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

F. Final Design:

1. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
2. Erosion Control Plans.
3. Quality Assurance/Quality Control Reviews.
4. Corrected FFPR Plans.
5. Cost Estimation System (CES) Final cost estimate.
6. Final Plans, Specifications, and Estimates (PS&E) Package.
7. Amendments & Revisions.
8. Final Design Data Book.
9. Complete Final Roadway Plans. Including but not limited to:
  - a. Final Signing and Marking Plans.
  - b. Final Signal Plans.
  - c. Final Staging & Erosion Plans.
10. Utility Plans.
11. Update all Environmental Special Studies Reports and NEPA reevaluation:
  - a. History.
  - b. Ecology.
  - c. Archaeology.
  - d. Air.
  - e. Noise.
  - f. Freshwater Aquatic and other protected species surveys, as needed.
12. Pavement Evaluation.
13. Special Provisions.

G. Construction:

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

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

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

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

- K. Prepare, reproduce, and distribute preliminary and final plans and all supporting disciplines (signing and marking, erosion control, R/W, utilities) as well as all special provisions, all design files, and supporting documentation.
- 7. Key Team Leaders:
  - A. Roadway Lead.
  - B. NEPA Lead.
- 8. An expected schedule includes the following milestone dates:
  - A. Notice to Proceed: Q2 FY 2020.
  - B. ROW Authorization: Q2 FY 2022.
  - C. Construction Authorization: Q2 FY 2023.

**EXHIBIT II  
CERTIFICATION FORM**

I, \_\_\_\_\_, being duly sworn, state that I am \_\_\_\_\_ (title) of \_\_\_\_\_ (firm) and hereby duly certify that I have read and understand the information presented in the attached proposal and any enclosure and exhibits thereto.

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

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

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

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

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

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

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

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

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

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

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

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

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

Sworn and subscribed before me

This \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
NOTARY PUBLIC

My Commission Expires: \_\_\_\_\_

\_\_\_\_\_  
NOTARY SEAL

**EXHIBIT III**

**GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT**

Consultant's Name:	
Address:	
Solicitation No./Contract No.:	<u>RFQ-484-052819</u>
Solicitation/Contract Name:	<u>Batch 1 - 2019 Engineering Design Services</u>

**CONSULTANT AFFIDAVIT**

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

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

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

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

\_\_\_\_\_  
Name of Consultant

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

\_\_\_\_\_  
Printed Name (of Authorized Officer or Agent of Consultant)

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

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

\_\_\_\_\_  
Date Signed

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE

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

\_\_\_\_\_  
Notary Public

[NOTARY SEAL]

My Commission Expires: \_\_\_\_\_

**EXHIBIT IV  
Area Class Summary Example**

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

Area Class #	Area Class Description	DBE - Yes/No ->						
		Prime Consultant Name	Sub-Consultant #1 Name	Sub-Consultant #2 Name	Sub-Consultant #3 Name	Sub-Consultant #4 Name	Sub-Consultant #5 Name	Sub-Consultant #6 Name
	<b>Prequalification Expiration Date</b>							
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							
1.06(h)	Bat Surveys							
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)							
1.08	Airport Master Planning (AMP)							
1.09	Location Studies							
1.10	Traffic 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 (AI)							
2.10	Mass Transit Program (Systems Marketing)							
3.01	Two-Lane or Multi-Lane Rural Roadway Design							
3.02	Two-Lane or Multi-Lane Urban Roadway Design							
3.03	Multi-Lane Urban Roadway Widening and Reconstruction							
3.04	Multi-Lane Rural Interstate Limited Access Design							
3.05	Multi-lane Urban Interstate Limited Access Design							
3.06	Traffic Operations Studies							
3.07	Traffic Operations Design							
3.08	Landscape Architecture Design							

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

ATTACHMENT 1

Submittal Formats for GDOT Batch 1 - 2019 Engineering Design Services

# of Pages Allowed

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

**ADDENDUM NO. 1**

**ISSUE DATE: 5/1/2019**

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

**RFQ 484- 052819 – Batch #1 – 2019 Engineering Design Services**

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

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

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

Firm Name \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Typed Name and Title \_\_\_\_\_

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

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

**The purpose of this Addendum is to modify the original RFQ.**

I. Section I. A. Overview - Project Table is deleted in its entirety and replaced with the following:

Contract	County	Pi #	Project Description
1	Glynn	0014914	CR 583/SEA ISLAND ROAD @ DUNBAR CREEK ON ST SIMONS ISLAND
2	Butts	0016126	SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON
	Butts	0016127	SR 36 @ NORRIS CREEK 3.2 MI SW OF JACKSON
3	McDuffie & Wilkes	0016128	SR 80 @ LITTLE RIVER 12.9 MI NW OF THOMSON (Bridge Design in-house)
4	Monroe	0016129	SR 18 @ NS #718484D 13 MI E OF FORSYTH
	Jones & Monroe	0016130	SR 18 @ OCMULGEE RIVER 13 MI E OF FORSYTH
5	Monroe	0013120	SR 74 @ SR 42
6	Chatham	0015151	SR 204 FROM SR 21 TO CS 1201/RIO ROAD @ 25 LOCS
7	Baldwin	0015667	SR 22 @ SR 24
8	Butts	0015688	SR 16 @ CR 291/ENGLAND CHAPEL ROAD
9	Muscogee	0015690	SR 22/US 80 @ SR 22 SPUR



II. Exhibit I-2, Contract 2 is deleted in its entirety and replaced with the following:

**EXHIBIT I- 2**

**Contract 2**

1. Project Numbers: NA
2. PI Numbers: 0016126 and 0016127
3. County: Butts
4. Description: SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON and  
 SR 36 @ NORRIS CREEK 3.2 MI SW OF JACKSON
5. Required Area Classes:

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

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

Number	Area Class
3.01	Rural Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.12	Hydraulic and Hydrological Studies (Roadway)
4.01a	Minor Bridge Design
	(OR)
4.01b	Minor Bridge Design
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Survey
5.02	Engineering Surveying
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.03	Hydraulic and Hydrologic Studies (Soils & Foundation)
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan

6. Scope:

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

The Consultant shall provide:

A. Complete Field Surveys:

1. Provide Survey Control Package.
2. Provide Inroads Survey Database.
3. Staking for Bridge Site Inspection.
4. Staking for ROW acquisition.

B. Concept Report:

1. Traffic Studies.
2. Cost Estimates.
3. Initial Concept Meeting Preparation and Attendance.
4. Concept Meeting Preparation and Attendance.
5. Approved Concept Report.
6. Concept Design Data Book.
7. Public Involvement Plan (for GDOT's approval).

C. Environmental Document:

1. Necessary Environmental Special Studies surveys reports and assessment of effects (i.e., Air, Noise, History, Ecology, and Archaeology).
2. NEPA documents:
  - a. Categorical Exclusion.
  - b. EA/FONSI.
  - c. Section 4f coordination.
  - d. One NEPA document reevaluation for Construction.
3. Preparation of a Section 404 Permit application.
4. Section 408 Coordination.
5. Aquatic Survey.
6. Stream Buffer Variance.
7. Preparation of a Vegetative Buffer application.
8. Public Involvement (1 possible detour/PIOH).
9. Prepare for and attend the PFPR and FFPR.

D. Preliminary Design:

1. Complete Preliminary Roadway Plans, including but not limited to:
  - a. Preliminary Bridge Plans.
  - b. Preliminary Signing and Marking Plans.
  - c. Preliminary ESPCP.
  - d. Preliminary Utility Plans.
  - e. Preliminary Staging Plans.
  - f. Drainage Design including MS4, if applicable.
2. Bridge Hydraulic Study.

3. BFI Report.
  4. Pavement Evaluation/UST/Soil Survey.
  5. Constructability Meeting participation.
  6. Cost Estimation with annual updates.
  7. Location and Design Report.
  8. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
- E. Right-of-Way (ROW) Plans:
1. Prepare ROW plans and coordinate ROW staking.
  2. Right of Way revisions during acquisition, as needed.
- F. Utilities:  
Subsurface Utility Engineering.
- G. Final Design:
1. Complete Final Roadway Plans, including but not limited to:
    - a. Final Bridge Plans (LRFD).
    - b. Final Signing and Marking Plans.
    - c. Final ESPCP.
    - d. Final Utility Plans.
    - e. Final Staging Plans.
    - f. Final Drainage Design including MS4.
  2. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  3. Corrected FFPR Plans.
  4. CES Final cost estimate.
  5. Final PS&E Package.
  6. Amendments & Revisions.
- H. Construction:
1. Use on Construction Revisions.
  2. Review Shop Drawings.
- I. Quality Control/Quality Assurance Reviews for all deliverables.
- J. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (additional meetings may be required to resolve major project issues).
7. Key Team Leaders:
- A. Roadway Design.
  - B. Bridge Design.
  - C. NEPA Lead.
8. The following milestone dates are proposed:
- A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 2020.
  - B. Limited Concept report submittal – Q3 FY 2020 (about 4 months duration).
  - C. FFPR – Q2 FY 2021.
  - D. FFPR – Q1 FY 2023.
  - E. Let Contract – Q2 FY 2023.

III. Exhibit I-3, Contract 3 is deleted in its entirety and replaced with the following:

**EXHIBIT I- 3**

**Contract 3**

1. Project Numbers: NA
2. PI Numbers: 0016128
3. Counties: McDuffie and Wilkes
4. Description: SR 80 @ LITTLE RIVER 12.9 MI NW OF THOMSON
5. Required Area Classes:

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

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

Number	Area Class
3.01	Rural Roadway Design

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

Number	Area Class
1.06(a)	NEPA
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)
1.10	Traffic Analysis
3.12	Hydraulic and Hydrological Studies (Roadway)
5.01	Land Survey
5.02	Engineering Surveying
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.03	Hydraulic and Hydrologic Studies (Soils & Foundation)
6.05	Hazardous Waste Site Assessment Studies
9.01	Erosion, Sedimentation, and Pollution Control Plan

6. Scope:

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

The Consultant shall provide:

- A. Complete Field Surveys:
  - 1. Provide Survey Control Package.
  - 2. Provide Inroads Survey Database.
  - 3. Staking for ROW acquisition.
  
- B. Concept Report:
  - 1. Traffic Studies.
  - 2. Cost Estimates.
  - 3. Initial Concept Meeting Preparation and Attendance.
  - 4. Concept Meeting Preparation and Attendance.
  - 5. Approved Concept Report.
  - 6. Concept Design Data Book.
  - 7. Public Involvement Plan (for GDOT's approval).
  
- C. Environmental Document:
  - 1. Necessary Environmental Special Studies surveys reports and assessment of effects (i.e., Air, Noise, History, Ecology, and Archaeology).
  - 2. NEPA documents:
    - a. Categorical Exclusion.
    - b. EA/FONSI.
    - c. Section 4f coordination.
    - d. One NEPA document reevaluation for Construction.
  - 3. Preparation of a Section 404 Permit application.
  - 4. Section 408 Coordination.
  - 5. Aquatic Survey.
  - 6. Stream Buffer Variance.
  - 7. Preparation of a Vegetative Buffer application.
  - 8. Public Involvement (1 possible detour/PIOH).
  - 9. Prepare for and attend the PFPR and FFPR.
  
- D. Preliminary Design:
  - 1. Complete Preliminary Roadway Plans, including but not limited to:
    - a. Preliminary Signing and Marking Plans.
    - b. Preliminary ESPCP.
    - c. Preliminary Utility Plans.
    - d. Preliminary Staging Plans.
    - e. Drainage Design including MS4, if applicable.
  - 2. Pavement Evaluation/UST/Soil Survey.
  - 3. Constructability Meeting participation.
  - 4. Cost Estimation with annual updates.
  - 5. Location and Design Report.

6. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
  - E. Right-of-Way (ROW) Plans:
    1. Prepare ROW plans and coordinate ROW staking.
    2. Right of Way revisions during acquisition, as needed.
  - F. Utilities:

Subsurface Utility Engineering.
  - G. Final Design:
    1. Complete Final Roadway Plans, including but not limited to:
      - a. Final Signing and Marking Plans.
      - b. Final ESPCP.
      - c. Final Utility Plans.
      - d. Final Staging Plans.
      - e. Final Drainage Design including MS4, if applicable.
    2. FFPR participation, report, and responses (all plans sets and other information requested by Engineering Services).
    3. Corrected FFPR Plans.
    4. CES Final cost estimate.
    5. Final PS&E Package.
    6. Amendments & Revisions.
  - H. Construction:
    1. Use on Construction Revisions.
    2. Review Shop Drawings.
  - I. Quality Control/Quality Assurance Reviews for all deliverables.
  - J. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (additional meetings may be required to resolve major project issues).
7. Key Team Leaders:
    - A. Roadway Design.
    - B. NEPA Lead.
  8. The following milestone dates are proposed:
    - A. Preliminary Engineering (PE) Notice to Proceed – Q2 FY 2020.
    - B. Limited Concept report submittal – Q3 FY 2020 (about 4 months duration).
    - C. FFPR – Q2 FY 2021.
    - D. FFPR – Q1 FY 2023.
    - E. Let Contract – Q2 FY 2023.

**ADDENDUM NO. 2**

**ISSUE DATE: 5/16/2019**

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

**RFQ 484-052819 – Batch #1 – 2019 Engineering Design Services**

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

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

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

Firm Name \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Typed Name and Title \_\_\_\_\_

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

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

**The purpose of this Addendum is to modify the original RFQ to include the Project Consideration Checklist.**

**Project Consideration Checklist -- RFQ-484-052819 Batch 1 - 2019**

This form must be completed and included in the Statement of Qualifications as the last page with applicable boxes checked.  
 This form will NOT be counted in the maximum number of pages.

ALL The submitted team meets the prequalification requirements for all projects and would like to be considered on all projects.  
**OR**  
 The submitted team meets the prequalification requirements and would like to be considered on the following checked contracts.

Contract	County	PI #	Project Description
1	Glynn	0014914	CR 583/SEA ISLAND ROAD @ DUNBAR CREEK ON ST SIMONS ISLAND
2	Butts	0016126	SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON
	Butts	0016127	SR 36 @ NORRIS CREEK 3.2 MI SW OF JACKSON
3	McDuffie & Wilkes	0016128	SR 80 @ LITTLE RIVER 12.9 MI NW OF THOMSON (Bridge Design in-house)
	Monroe	0016129	SR 18 @ NS #718484D 13 MI E OF FORSYTH
4	Jones & Monroe	0016130	SR 18 @ OCMULGEE RIVER 13 MI E OF FORSYTH
	Monroe	0013120	SR 74 @ SR 42
5	Chatham	0015151	SR 204 FROM SR 21 TO CS 1201/RIO ROAD @ 25 LOCS
6	Baldwin	0015667	SR 22 @ SR 24
7	Butts	0015688	SR 16 @ CR 291/ENGLAND CHAPEL ROAD
8	Muscogee	0015690	SR 22/US 80 @ SR 22 SPUR
9			



## SUBMISSION & PRESCREENING CHECKLIST

SOLICITATION #:	<b>RFQ-484-052819</b>
SOLICITATION TITLE:	<b>Batch #1 - 2019 Engineering Design Services, Contract 9</b>
SOLICITATION DUE DATE:	<b>May 28, 2019</b>
SOLICITATION TIME DUE:	<b>2:00pm</b>



No.	Consultants	Date	Time	Exhibit II - Certification	Exhibit III - GSICAA	Signed Addendum if Applicable	Compliant with Page # Limitations	Compliant with Required Format
1	Alfred Benesch & Company	5/28/2019	9:54 AM	X	X	X	X	X
2	Barge Design Solutions, Inc.	5/28/2019	10:29 AM	X	X	X	X	X
3	CALYX Engineers and Consultants, Inc.	5/28/2019	11:43 AM	X	X	X	X	X
4	CHA Consulting, Inc.	5/28/2019	12:53 PM	X	X	X	X	X
5	Clark Patterson Engineers, Surveyor and Architects, P.C.	5/28/2019	1:53 PM	X	X	X	X	X
6	CROY Engineering, LLC	5/28/2019	9:03 AM	X	X	X	X	X
7	Development Planning & Engineering, Inc.	5/27/2019	7:08 PM	X	X	X	X	X
8	EXP US Services, Inc.	5/28/2019	7:34 AM	X	X	X	X	X
9	Freese and Nichols, Inc.	5/24/2019	12:37 AM	X	X	X	X	X
10	Heath & Lineback Engineers, Inc.	5/28/2019	1:13 PM	X	X	X	X	X
11	Hussey, Gay, Bell & DeYoung, Inc.	5/28/2019	12:42 PM	X	X	X	X	X
12	International Design Services, Inc. d/b/a IDS Global, Inc. - Disqualified	5/28/2019	1:44 PM	X	X	X	No	No
13	KCI Technologies, Inc.	5/28/2019	1:49 PM	X	X	X	X	X
14	Kimley-Horn and Associates, Inc.	5/28/2019	12:08 PM	X	X	X	X	X
15	Michael Baker International, Inc.	5/28/2019	12:48 PM	X	X	X	X	X
16	Moreland Altobelli Associates, Inc.	5/28/2019	1:17 PM	X	X	X	X	X
17	Mott MacDonald, LLC	5/28/2019	12:29 PM	X	X	X	X	X
18	MSA Professional Services, Inc. dba Ourston	5/28/2019	10:13 AM	X	X	No	X	X
19	Neel-Schaffer, Inc.	5/28/2019	10:03 AM	X	X	X	X	X
20	Pond & Company	5/28/2019	1:18 PM	X	X	X	X	X
21	R.K. Shah & Associates, Inc.	5/28/2019	11:50 AM	X	X	X	X	X
22	RS&H, Inc.	5/28/2019	8:24 AM	X	X	X	X	X
23	Southeastern Engineering, Inc.	5/28/2019	11:10 AM	X	X	X	X	X
24	Stantec Consulting Services, Inc.	5/28/2019	1:57 PM	X	X	X	X	X
25	T.Y. Lin International, Inc.	5/28/2019	1:57 PM	X	X	No	X	X
26	Thompson Engineering, Inc.	5/28/2019	9:53 AM	X	X	X	X	X
27	TranSystems Corporation	5/28/2019	1:45 PM	X	X	X	X	X
28	Vanasse Hangen Brustlin, Inc.	5/28/2019	11:26 AM	X	X	X	X	X
29	Vaughn & Melton Consulting Engineers, Inc.	5/28/2019	11:52 AM	X	X	X	X	X
30	Woods Environment & Infrastructure Solutions, Inc.	5/28/2019	1:27 PM	X	X	X	X	X

# GDOT GUIDE FOR SELECTION COMMITTEE MEMBERS

RFQ 484-052819

Batch #1 – 2019 Engineering Design Services

Contract #9, PI #0015690

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

## **Coordination and Communication**

Douglas Kirkland 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 – (30% or 300 Points)**
- **PM, Key Team Leader(s), and Prime's Resources and Workload Capacity – (20% or 200 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**  
v. 3-24-15

**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 **Monday, July 01, 2019**. 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.**

#### **Evaluation Meeting:**

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

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

#### **FINAL SCORING AND SELECTION**

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

**GDOT SELECTION COMMITTEE PRELIMINARY SCORING AND RANKING OF SUBMITTALS**

<b>Solicitation Title:</b>	<b>Batch #1 - 2019 Engineering Design Services, Contract 9</b>	1	<b>Vanasse Hangen Brustlin, Inc.</b>
<b>Solicitation #:</b>	<b>RFQ-484-052819</b>	2	<b>CHA Consulting, Inc.</b>
<b>PHASE I - Individual Committee Member Preliminary Scoring based on Published Criteria</b>			3
<b>(This Page For GDOT Use)</b>			4
			5
			6
			7
			8
<b>SUBMITTING FIRMS</b>	<b>(RANKING)</b>	9	
	<b>Sum of</b>		
	<b>Individual</b>	<b>Group</b>	
	<b>Rankings</b>	<b>Ranking</b>	
<b>Alfred Benesch &amp; Company</b>	27	7	11
<b>Barge Design Solutions, Inc.</b>	23	5	12
<b>CALYX Engineers and Consultants, Inc.</b>	46	21	13
<b>CHA Consulting, Inc.</b>	9	2	14
<b>Clark Patterson Engineers, Surveyor and Architects, P.C.</b>	23	6	15
<b>CROY Engineering, LLC</b>	42	19	16
<b>Development Planning &amp; Engineering, Inc.</b>	39	15	17
<b>EXP US Services, Inc.</b>	48	23	18
<b>Freese and Nichols, Inc.</b>	37	12	19
<b>Heath &amp; Lineback Engineers, Inc.</b>	33	10	20
<b>Hussey, Gay, Bell &amp; DeYoung, Inc.</b>	46	22	21
<b>International Design Services, Inc. d/b/a IDS Global, Inc. - Disqualified</b>	90	30	22
<b>KCI Technologies, Inc.</b>	40	16	23
<b>Kimley-Horn and Associates, Inc.</b>	37	11	24
<b>Michael Baker International, Inc.</b>	32	9	25
<b>Moreland Altobelli Associates, Inc.</b>	48	24	26
<b>Mott MacDonald, LLC</b>	44	20	27
<b>MSA Professional Services, Inc. dba Ourston</b>	31	8	28
<b>Neel-Schaffer, Inc.</b>	55	27	29
<b>Pond &amp; Company</b>	38	13	30
<b>R.K. Shah &amp; Associates, Inc.</b>	61	29	
<b>RS&amp;H, Inc.</b>	54	26	
<b>Southeastern Engineering, Inc.</b>	39	14	
<b>Stantec Consulting Services, Inc.</b>	16	4	
<b>T.Y. Lin International, Inc.</b>	60	28	
<b>Thompson Engineering, Inc.</b>	50	25	
<b>TranSystems Corporation</b>	11	3	
<b>Vanasse Hangen Brustlin, Inc.</b>	7	1	
<b>Vaughn &amp; Melton Consulting Engineers, Inc.</b>	40	17	
<b>Woods Environment &amp; Infrastructure Solutions, Inc.</b>	40	18	



Evaluation Criteria

Experience and Qualifications

Resources and Workload Capacity

# Evaluator 1

SUBMITTING FIRMS	Maximum Points allowed =		Phase One Evaluator 1 Individual	
	300	200	Total Score	Ranking
Alfred Benesch & Company	Adequate	Good	300	14
Barge Design Solutions, Inc	Adequate	Good	300	14
CALYX Engineers and Consultants, Inc	Adequate	Adequate	250	22
CHA Consulting, Inc	Good	Good	375	1
Clark Patterson Engineers, Surveyor and Architects, P.C	Good	Adequate	325	11
CROY Engineering, LLC	Adequate	Good	300	14
Development Planning & Engineering, Inc	Good	Adequate	325	11
EXP US Services, Inc	Good	Good	375	1
Freese and Nichols, Inc	Good	Good	375	1
Heath & Lineback Engineers, Inc	Adequate	Adequate	250	22
Hussey, Gay, Bell & DeYoung, Inc	Adequate	Good	300	14
International Design Services, Inc d/b/a IDS Global, Inc - Di	0	0	0	30
KCI Technologies, Inc	Good	Good	375	1
Kimley-Horn and Associates, Inc	Adequate	Adequate	250	22
Michael Baker International, Inc	Good	Adequate	325	11
Moreland Altobelli Associates, Inc	Good	Good	375	1
Mott MacDonald, LLC	Adequate	Adequate	250	22
MSA Professional Services, Inc dba Ourston	Adequate	Adequate	250	22
Neel-Schaffer, Inc	Adequate	Adequate	250	22
Pond & Company	Adequate	Good	300	14
R K Shah & Associates, Inc	Adequate	Good	300	14
RS&H, Inc	Adequate	Adequate	250	22
Southeastern Engineering, Inc	Adequate	Good	300	14
Stantec Consulting Services, Inc	Good	Good	375	1
T.Y. Lin International, Inc	Adequate	Good	300	14
Thompson Engineering, Inc	Adequate	Adequate	250	22
TianSystems Corporation	Good	Good	375	1
Vanasse Hangen Brustlin, Inc	Good	Good	375	1
Vaughn & Melton Consulting Engineers, Inc	Good	Good	375	1
Woods Environment & Infrastructure Solutions, Inc	Good	Good	375	1
<b>Maximum Points allowed =</b>	<b>300</b>	<b>200</b>	<b>500</b>	<b>%</b>



GDOT Solicitation #:	RFQ-484-052819, Contract #9	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: <u>2</u>			
<i>Required Comments include Assign Ratings (opinion and explanation for ratings below) to each Section. Comments must be written in the boxes provided and should justify the rating assigned.</i>			
<b>Poor = Does Not have minimum qualifications/availability = 0% of the Available Points</b> <b>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</b> <b>Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points</b> <b>Good = More than meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points</b> <b>Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points</b>			
<b>Firm Name:</b> <u>WJL Design &amp; Company</u>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	→	<b>Adequate</b>
<i>verb tense issues - relevant PM experience includes a project that has barely started (0013572) and includes more design experience than project management experience - primes experience does not highlight any significant project management aspects - additional narrative very generic</i>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	→	<b>Good</b>
<i>KTL's &gt;50% available</i>			
<b>Firm Name:</b> <u>WJL Design &amp; Company, Inc.</u>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	→	<b>Adequate</b>
<i>sentence fragments, missing commas, and at least four spelling errors in PM experience section - project management aspects were generic - descriptions mainly focused on design aspects - additional narrative called for weekly conference calls and monthly project reviews</i>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	→	<b>Good</b>
<i>KTL's &gt;50% available</i>			
<b>Firm Name:</b> <u>DALEX Engineers and Consultants, Inc.</u>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	→	<b>Adequate</b>
<i>10 projects were listed for the PM, but he was the project manager for only 3. The descriptions did not identify the project management activities he performed. The prime's experience listed one specific project management activity in coordinating with a stakeholder, Cobb County schools. The description of activities for 721000 lists anticipated actions rather than actual actions. The additional narrative mentioned specific approaches, but they were very routine/typical.</i>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	→	<b>Adequate</b>
<i>KTL's 25% to 75% available</i>			
<b>Firm Name:</b> <u>CH2M Hill</u>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	→	<b>Good</b>
<i>delivered Poplar Road interchange @ I-85 on an accelerated schedule - extensive utility coordination and community involvement efforts on 00007694 - managed several local/state funded intersection improvements - Roadway KTL not registered PE at time of SOQ (in progress) - US31 reconstruction required extensive public outreach, local agency coordination, community leader focus group - extensive utility coordination on 96th street corridor roundabouts - will implement project-specific work plan to meet milestones - will use CHA's PM Dashboard App</i>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	→	<b>Good</b>
<i>KTL's 50% to 100% available</i>			
<b>Firm Name:</b> <u>CH2M Hill</u>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	→	<b>Good</b>

Evaluator #2

0010327 required extensive coordination with very active/vocal City of Decatur, and PM created public involvement strategy - For Dunwoody projects, PM managed grant coordination application and funding through coordination with SRTA, ARC, Marta, FTA (grammatical error in this section) - prime coordinated with Augusta Housing Development on Old Savannah Road project -

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating Adequate

KTL's 25% to 75% available

Firm Name: DRO Engineering, LLC

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating Adequate

transitioned from NEPA to GEPA due to funding change on Wastover project - overall, few specific aspects of project management were included

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating Good

KTL's >50% available

Firm Name: Development Planning & Engineering, Inc.

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating Good

PM's experience lacked specific project management examples, only 1 out of 4 clearly defined him as the project manager - PM is past member of GPTQ Program Delivery Subcommittee - Prime's experience was largely a repeat of PM's experience and also lacked specific project management examples - Additional narrative highlighted PM's effort to advertise complex project early

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating Adequate

KTL's 25% to 75% available

Firm Name: EXP US Services, Inc.

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating Good

PM's experience lists no specific examples of project management - Prime's experience appears to take credit for the PM's experience with a previous employer, and few specific project management actions are listed. PM closely coordinated with Cherokee County for road closure on 632850 - The additional narrative states that EXP will be proactive to identify and solve issues, but no specifics are listed.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating Good

KTL's 50% to 100% available

Firm Name: Brown and Calhoun, Inc.

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating Good

PM's experience is extensive, but few specific examples are provided. The SR74 project in Monroe County was listed, but the project did not move forward, and no highlights of the management effort were provided. PM scoped and managed 3 on-call contracts having as many as 20 task orders active concurrently. Prime's experience includes East Rosedale Street, a high-profile project that became an example for improved project delivery. It included a fast-track, 10 month schedule and extensive coordination with governments and citizens. Prime coordinated stakeholder workshops and Citizens Advisory Committee on Central City Bridges and Roundabout.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating Good

KTL's >75% Available



Evaluator #1

<b>Firm Name:</b> [Redacted]		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 50%	Assigned Rating	Adequate
<i>PM for Jodeco and Lake Dow roundabouts, 0001038, 721290, 210700, 262750 - routine PM tasks listed; prime's experience includes several similar projects, but no specific project management efforts were highlighted; noted that design is already specifically defined as roundabout but that would do ICE - did not note that it is federal safety dollars; emphasized need for early coordination with locals;</i>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Adequate
<i>KTL's 25% to 75% available</i>		

<b>Firm Name:</b> [Redacted]		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 50%	Assigned Rating	Adequate
<i>PM demonstrated knowledge of specific project management software (P6, CES, Citrix) additional narrative was largely a repeat; PM's project-management experience included only design elements; Prime's experience included several projects but only highlighted design aspects; additional narrative indicates PM has experience in every district except D3;</i>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Good
<i>KTL's &gt;50% available</i>		

<b>Firm Name:</b> [Redacted]		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 50%	Assigned Rating	Disqualified
<i>Disqualified</i>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Disqualified
<i>Disqualified</i>		

<b>Firm Name:</b> [Redacted]		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 50%	Assigned Rating	Good
<i>PM's project management experience demonstrates much coordination, but no specific project management efforts were highlighted; Prime's experience also demonstrates extensive coordination but does not go into detail about specific project management efforts; PM will provide weekly reports and hold monthly progress meetings; prime stated a list of risks and mitigation strategies would be prepared, but no examples were provided;</i>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Good
<i>KTL's 50% to 75% available</i>		

<b>Firm Name:</b> [Redacted]		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 50%	Assigned Rating	Adequate
<i>PM coordinated with county water and sewer, most of the PM's provided project management experience focused on design/engineering elements. The second project listed included an almost identical description of tasks as the first project. The final four projects listed the PM as a reviewer instead of the project manager. The prime's first project listed is only about half complete. Most highlighted details were design aspects. Public involvement was stated to be a high priority, but no unique efforts were discussed. Druhan Blvd project included coordination with locals and VDOT. The VDOT LAP Process was listed with the experience in GDOT processes, but there was no comparison of VDOT's process to GDOT's. The rest of the highlights of the prime's experience included mostly design aspects. The additional narrative did not provide any specific project management strategies.</i>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Adequate

Evaluator #1

KTL's 25% to 75% available

Firm Name: <b>Michael Baker International, Inc.</b>	
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating <b>Good</b>

*PM's experience listed routine and generalized project management aspects. The prime's experience was similar. Routine project management activities were mentioned, but no unique highlights were provided. The additional narrative mentions a Project Management Plan but does not provide details.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating <b>Adequate</b>
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KTL's 25% to 75% available

Firm Name: <b>Michael Baker International, Inc.</b>	
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating <b>Good</b>

*PM coordinated with Cobb DOT, GDOT, Cumberland CID, Henry County, and a hospital authority. The rest of his experience primarily focused on design aspects. No specific project management efforts were provided. The Environmental team lead listed his training classes under registration and certifications. The prime's first project appears to not have been constructed and no explanation is provided. The prime listed the same coordination efforts as the PM. No specific project management efforts were provided. Prime will develop a project management plan and procurement strategy schedule. Prime will do early utility coordination and provide a public involvement plan.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating <b>Good</b>
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KTL's 50% to 75% available

Firm Name: <b>Michael Baker International, Inc.</b>	
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating <b>Adequate</b>

*The Environmental Lead has a BS degree, but the type is not specified. The Roadway lead is not registered in GA and only has an associates degree. PM's list of project management experience primarily highlights design aspects. Routine project management aspects were briefly mentioned. PM managed two task order contracts, but did not provide any procurement details. Prime's experience listed primarily design aspects. Routine project management aspects were briefly mentioned. Additional narrative did not offer any specific project management strategies.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating <b>Adequate</b>
---	---------------------------------

KTL's 25% to 75% available

Firm Name: <b>Michael Baker International, Inc.</b>	
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating <b>Adequate</b>

*PM's project management experience was only a list of projects. Prime's experience did not describe any specific project management efforts. How can MSA and Kimley Horn both bid on this project if they have merged? In the additional narrative, prime calls layouts previously prepared by GDOT impractical. No project management strategies are provided.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating <b>Adequate</b>
---	---------------------------------

KTL's 25% to 75% available

Firm Name: <b>Michael Baker International, Inc.</b>	
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating <b>Adequate</b>


Evaluator #1

*PM's and prime's experience did not provide any specific project management efforts. Any mentions of project management elements were routine aspects. Additional narrative provided no project management strategies.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating  Adequate

**KTL's 25% to 75% available**

**Firm Name:**          Firm's Name & Company

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating  Adequate

*PM's and prime's experience only discussed design elements. Additional narrative calls out scope, schedule, and budget but offers no specific strategies to manage. Environmental team leader's education is in engineering.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating  Good

**KTL's 50% to 100% available**

**Firm Name:**          Firm's Name & Company

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating  Adequate

*Environmental KTL's sheet was formatted much differently than others in the SOQ. PM's experience mentions routine project management elements. Prime's experience only lists design elements. PM is also QCQA Person. The additional narrative states that the prime has completed all projects within budget and schedule, but no specific efforts are highlighted.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating  Good

**KTL's 50% to 75% available**

**Firm Name:**          Firm's Name & Company

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating  Adequate

*PM is founding member of ASHE-GA section and serves on ACEC sub-committee and on Procurement committee. PM states that he responded and mitigated to maintain the schedule on BB#1 2016, but he does not go into detail. PM lists several instances of coordination between multiple agencies but does not highlight any specific efforts. Prime's experience lists only design elements. Additional narrative calls out meeting the schedule; however, no specific strategy is provided other than the team members being largely available.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating  Adequate

**KTL's < 50% available**



Evaluator #1

<b>Firm Name:</b> Southeastern Engineering, Inc.	
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating  Adequate
<i>PM's first listed project has just started along with two of his other projects. PM has served on VE and FPR teams. PM served as Cobb project manager doing 20+ local projects. PM states that he worked on some FPR's as a sub with no oversight from the prime. Why did this happen? PM states that the prime is a sub on both PTIP contracts. Isn't this a conflict of interest and a disqualification from bidding on this project? Prime's experience primarily focused on design aspects. Additional narrative talks about project management aspects but does not provide specific project management strategies for this project. PM's workload has discrepancies with regard to quarterly vs every fourth month vs every four months.</i>	
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating  Good
KTL's 50% to 75% available	

<b>Firm Name:</b> Summit Contracting Services, Inc.	
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating  Good
<i>PM's project management experience is only a list of projects. Prime's experience lists coordination efforts with agencies and contractual management. Prime's experience lists extensive public involvement including maintaining a website. Other routine project management elements are also listed. Additional narrative indicates PM will conduct weekly coordination meetings to discuss scope, schedule, budget, design concerns, successes, setbacks, weekly goals, staffing adjustments. PM will setup an informal weekly "check-in" call with GDOT PM. Survey, SUE, and ENV fieldwork will begin early.</i>	
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating  Good
KTL's 50% to 75% available	

<b>Firm Name:</b> T.Y. Lin International, Inc.	
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating  Adequate
<i>PM's and Prime's project management experience contained only design aspects. Routine project management elements were briefly mentioned, but no specific strategies were provided. The additional narrative states that the PM will monitor and update the schedule monthly, but no proactive approach is described.</i>	
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating  Good
KTL's 50% to 75% available	

<b>Firm Name:</b> Thompson Engineering, Inc.	
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating  Adequate
<i>PM's project management experience included mostly design aspects. Routine project management tasks were briefly mentioned. PM states that he has met scope, schedule, and budget but does not go into detail. Roadway KTL is not a GA PE at time of SOQ. Prime's experience lists mostly design aspects. Routine project management tasks were briefly mentioned.</i>	
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating  Adequate
KTL's 25% to 75% available	

<b>Firm Name:</b> TruSystems Corporation	
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating  Good

Evaluator #1

**PM's experience mostly listed design aspects; however, some specific PM elements were mentioned. PM coordinated with Environmental Services, NPS, and FHWA to obtain LT concurrence. PM conducted extensive public involvement including neighborhoods, NPS, local agencies, and a multi-lingual community. Prime's experience included a collaborative stakeholder involvement process and planning study to generate zoning and development recommendations that were adopted as an ordinance by the Town of Mount Pleasant. Additional narrative states that PM will push for traffic and ICE to be completed early and also work closely with GDOT PM to quickly agree on scope and fee to minimize negotiation time.**

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Good
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**KTL's >50% available**

**Firm Name:** *Veritas Hampton Bayler, Inc.*

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Good
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**SOQ headings B1d and B1e for PM are mis-labeled. PM's experience lists mostly design aspects. Specific project management highlights are not provided. PM has participated on committees responsible for major revisions to PDP. PM has served on GPTQ Steering and Consultant Relations Committee. Section B1e contains a misspelled word "serveson". Prime's experience lists mainly design elements. Routine project management tasks were briefly mentioned. PM will hold internal monthly status calls and monthly meetings with GDOT PM and will report critical risks immediately.**

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Good
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**KTL's >50% available**

**Firm Name:** *Vantage & Motion Consulting Engineers, Inc.*

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Good
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**PM facilitated positive public opinion through continuous communication during design, during construction, and after construction. Prime has experience coordinating with several agencies. Prime's experience lists project management efforts but does not provide many details about specific efforts. Additional narrative states prime uses Microsoft project to allocate resources months in advance. PM's coordinate through company-wide video conferencing via EasyMeeting on a weekly basis and are able to reallocate under- or over-utilized staff resources on a weekly basis across five-state region. Two Roadway KTL's were provided. Why?**

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Good
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**KTL's >50% available**

**Firm Name:** *Woodward Clyde & Associates, Inc.*

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Good
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**PM coordinated with GDOT and the Augusta MPO to obtain federal funds. PM mentioned other routine project management experience. Prime's experience lists mostly design-related elements, but the Clarkston project used significant public outreach including a website and workshops. Additional narrative states a PMP will be developed.**

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Good
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**KTL's >50% available**

Evaluation Criteria

Experience and Qualifications

Resources and Workload Capacity

# Evaluator 2

SUBMITTING FIRMS	Maximum Points allowed =	300	200	Phase One	
		▼	▼	Total Score	Ranking
Alfred Benesch & Company		Adequate	Adequate	250	10
Barge Design Solutions, Inc.		Good	Adequate	325	3
CALYX Engineers and Consultants, Inc.		Adequate	Adequate	250	10
CHA Consulting, Inc.		Adequate	Good	300	7
Clark Patterson Engineers, Surveyor and Architects, P C		Adequate	Adequate	250	10
CROY Engineering, LLC		Adequate	Adequate	250	10
Development Planning & Engineering, Inc		Adequate	Adequate	250	10
EXP US Services, Inc.		Marginal	Adequate	175	21
Freese and Nichols, Inc.		Adequate	Adequate	250	10
Heath & Lineback Engineers, Inc.		Good	Adequate	325	3
Hussey, Gay, Bell & DeYoung, Inc.		Marginal	Adequate	175	21
International Design Services, Inc d/b/a IDS Global, Inc - Di		0	0	0	30
KCI Technologies, Inc.		Marginal	Adequate	175	21
Kimley-Horn and Associates, Inc.		Excellent	Good	450	1
Michael Baker International, Inc.		Adequate	Adequate	250	10
Moreland Altobelli Associates, Inc.		Marginal	Adequate	175	21
Mott MacDonald, LLC		Marginal	Good	225	19
MSA Professional Services, Inc dba Ourston		Good	Adequate	325	3
Neel-Schaffer, Inc.		Marginal	Good	225	19
Pond & Company		Adequate	Adequate	250	10
R K Shah & Associates, Inc.		Marginal	Adequate	175	21
RS&H, Inc.		Marginal	Adequate	175	21
Southeastern Engineering, Inc		Adequate	Good	300	7
Stantec Consulting Services, Inc.		Adequate	Good	300	7
T Y Lin International, Inc.		Marginal	Adequate	175	21
Thompson Engineering, Inc.		Adequate	Adequate	250	10
TranSystems Corporation		Good	Good	375	2
Vanasse Hangen Brustlin, Inc.		Good	Adequate	325	3
Vaughn & Melton Consulting Engineers, Inc.		Marginal	Adequate	175	21
Woods Environment & Infrastructure Solutions, Inc.		Marginal	Adequate	175	21
<b>Maximum Points allowed =</b>	<b>300</b>	<b>200</b>	<b>500</b>	<b>%</b>	





GDOT Solicitation #:	RFQ-484-052819, Contract #9	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 2			
<small>Evaluation Committees shall evaluate ratings, weights and assignability for ratings below to each criterion. Comments must be entered in the boxes provided and should justify the rating assigned.</small>			
<small>Poor = Does Not have minimum qualifications/availability = 0% of the Available Points            Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points            Adequate = Meets minimum qualification/availability and is generally capable of performing work = 50% of Available Points            Good = More than meets minimum qualifications/availability and exceeds in some aspects =75% of Available Points            Excellent = Fully meets qualifications/availability and exceeds in several or all areas = 100% of Available Points</small>			
<b>Firm Name:</b> <i>Urban Research &amp; Consulting</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	<b>Adequate</b>
<p><i>The PM and Roadway lead list previous experience with roundabout design, although this experience is limited. Other projects listed seem complimentary to a roundabout design. Overall, the key team leads show sufficient experience to complete this project.</i></p>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	<b>Adequate</b>
<p><i>The org chart lists a single role for QC/QA. The org chart does appear to show sufficient breadth and depth for the completion of this work, in other regards though. The additional resources narrative does not highlight additional resources that might contribute to this project. The key team leads show sufficient availability to complete this project.</i></p>			
<b>Firm Name:</b> <i>Design Design Solutions, Inc.</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	<b>Good</b>
<p><i>The PM and Roadway lead list several projects where they were involved in key aspects of roundabout design in the past. In addition, the NEPA lead lists experience with roundabout projects. The key team leads in general show more than sufficient experience for this project.</i></p>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	<b>Adequate</b>
<p><i>The org chart lists sufficient breadth and depth to complete this project. The additional resources narrative further discusses some key team leads in addition to highlighting some team members that have been involved in peer reviews of other roundabouts in the past. The key team leads show sufficient availability for this project.</i></p>			
<b>Firm Name:</b> <i>CAI's Engineering and Consulting, Inc.</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	<b>Adequate</b>
<p><i>The PM and Roadway lead list experience with some roundabout projects in the past. In addition, other projects listed are of a type that are similar to intersection improvement in general. The NEPA lead does not specify experience with roundabouts in the past. A highlight of a project with similar public outreach might also have been beneficial.</i></p>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	<b>Adequate</b>
<p><i>The additional resources narrative did not highlight additional resources other than the key team leads that might be beneficial to the delivery of this project. The org chart seems to show sufficient breadth. The availability chart seems to show sufficient availability for the key team leads to complete this project.</i></p>			
<b>Firm Name:</b> <i>CH2M Consulting, Inc.</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	<b>Adequate</b>
<p><i>The PM and roadway lead list experience with roundabout design in the past. In particular, the roadway lead lists several past projects. However, he lists his experience as PM on those projects and not the roadway lead. The NEPA lead does not list specific experience with roundabouts in the past.</i></p>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	<b>Good</b>
<p><i>The additional resources narrative highlights a roundabout reviewer for traffic and roundabouts. The org chart in general is more than sufficient in terms of depth and breadth. The key team leads list very limited current commitments, so their availability is more than sufficient for this project.</i></p>			
<b>Firm Name:</b> <i>ICM Partners, Consultants, Engineers and Architects, P.C.</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	<b>Adequate</b>

Evaluator #2

The PM does not list experience with past roundabout projects. The Roadway lead lists some past experience with roundabouts, but more detail should be given as to the specifics of the projects. The NEPA lead does not list experience with roundabout projects.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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The additional resources narrative lists the number of support staff, but does not give extra details about any personnel that are likely to play a role on this project. QA teams are established on the org chart and the chart seems to convey sufficient breadth and depth to complete this project. The key team leads show sufficient availability to complete this project.

Firm Name: CRO Engineering, LLC
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A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Adequate
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The PM and Roadway Lead list experience with past and current roundabout projects. The NEPA lead does not list roundabout project experience specifically, but PIOH is highlighted in each project listed.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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The additional resources narrative discusses survey, utility coordination, and QA. The QA discussion focuses on constructability which will be beneficial. It would also be helpful to highlight past experience with roundabout specific challenges that might be overcome with these reviews. The org chart seems sufficient to complete the project. The key team leads show sufficient availability as well.

Firm Name: Transportation Planning & Engineering, Inc.
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A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Adequate
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The PM and Roadway lead list some experience with past roundabout projects. The NEPA lead does not specify experience with roundabout design projects.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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The org chart indicates multiple QA personnel, but specific roles are not specified. The org chart does seem sufficient for this project, though. The additional resources narrative does not highlight additional resources that will contribute to the project, but does list possible challenges to the project. The key team shows more than sufficient availability for this project.

Firm Name: D & H Associates
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A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Marginal
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The PM lists experience with roundabout projects. No other key team lead lists experience with roundabout design projects. The Prime experience includes only projects with the PM listed as contributing at other agencies which seems to indicate these projects were not completed by the firm. The role described on the projects listed do not seem to coincide with PM duties.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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The org chart lists a single role for QA. It is unclear if that resource is experienced in Roundabout reviews. The additional resources narrative does not include additional resources that will contribute to this project. The key team leads list more than sufficient availability to successfully complete this project.

Firm Name: F & S Engineering, Inc.
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A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Adequate
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The PM and NEPA do not specify previous roundabout project experience. The Roadway lead lists some roundabout experience but more detail could be given about the design of the roundabout and how it is similar to this project.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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The org chart lists a single role for QA. More depth could be provided for some areas. The additional resources narrative lists several resources that are likely to contribute to this project. It would be helpful to list not just their role, but why their experience or knowledge makes them a good fit in their role. The key team leads show sufficient availability for this project.

Firm Name: G & S Engineering, Inc.
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A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Good
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Evaluator #2

*The PM and Roadway Design lead list experience with past roundabout design projects. The Roadway lead in particular shows a lot of experience in roundabout design. The NEPA lead does not specifically list roundabout projects as past experience.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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*The org chart lists several personnel that will be involved in QA. Lighting does not seem to be included in the org chart but likely required on this project. The key team leads show sufficient availability for this project.*

Firm Name: [Redacted]			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Marginal

*The Pm shows limited experience with roundabout projects. Neither the Roadway Design nor the NEPA lead list experience with roundabout projects.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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*The org chart lists a single QA resource with no specific role specified. The org chart seem to have sufficient depth for this project. The additional resources narrative does not include a discussion on additional resources other than the key team leads. The key team leads show sufficient availability for this project.*

Firm Name: [Redacted]			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	

**Disqualified**

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	
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**Disqualified**

Firm Name: [Redacted]			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Marginal

*The Pm shows limited experience with roundabout projects. Neither the Roadway Design nor the NEPA lead list experience with roundabout projects.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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*The org chart lists a single QA resource with no specific role specified. The org chart seem to have sufficient depth for this project. The additional resources narrative does not include a discussion on additional resources other than the key team leads. The key team leads show sufficient availability for this project.*

Firm Name: [Redacted]			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Excellent

*All key team leads list a wealth of experience on previous roundabout projects. The PM lists experience as a PM and QA reviewer on several roundabout projects. The Roadway lead lists experience as a roadway lead and peer reviewer on past roundabout project. The NEPA lead lists experience as a NEPA lead on past roundabout project and highlights aspects of each including document type and outreach performed.*

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Good
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*The additional resources narrative identifies several resources in addition to the key team leads that will be beneficial to this project and likely to contribute. The org chart shows sufficient breadth and depth while indicating roles for QA. The key team leads show more than sufficient availability for this project.*

Firm Name: [Redacted]			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Adequate

Evaluator #2

The key team lead list at least some previous experience with roundabouts. The Roadway lead lists only one previous project as experience on a similar roundabout project. The key team generally shows sufficient experience to complete this project.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating Adequate

The org chart shows sufficient breadth and depth for this contract. Unclear why a bridge QA role was identified. The additional resources narrative included some discussion about QA role and sub firms, but more discussion could've been had on roundabout specific additional resources that would contribute to this project. The key team leads show sufficient availability for this project.

Firm Name: [Redacted]

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating Marginal

The key team leads list extremely limited experience with roundabouts. The PM list a project. The Roadway lead lists a roundabout project in which he acted as a roadway design (not lead). The Roadway Lead does not list a project in which he acted a Roadway Lead. The NEPA lead does not list experience with roundabout projects or any projects with slightly higher public involvement plans.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating Adequate

The org chart indicates multiple QA personnel as well as a role for peer review of the roundabout. The availability chart indicates the key team leads have sufficient availability for the project.

Firm Name: [Redacted]

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating Marginal

The PM shows some experience with roundabout design. The Roadway lead lists numerous previous roundabout projects. The Roadway lead however, does not possess a GA PE. The NEPA lead does not list experience with roundabout projects.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating Good

The org chart indicates a role for peer review of the roundabout. The rest of the org chart generally shows sufficient breadth and depth for this project. The key team shows more than sufficient availability for this project.

Firm Name: [Redacted]

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating Good

The PM and Roadway leads list many projects as examples of previous roundabout experience. The NEPA lead, however, does not list previous roundabout experience.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating Adequate

The org chart lists multiple QA personnel but specific roles are not identified. The org chart in general shows sufficient depth for this project. The additional resources narrative speaks to some subs proposed for this contract as well as QA resources. The availability chart lists sufficient availability for this project.

Firm Name: [Redacted]

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating Marginal

The PM and NEPA lead list experience with some previous roundabout projects. The roadway lead does not provide any experience with a roundabout in the past.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20% Assigned Rating Good

The org chart indicates multiple personnel for QA and specifies their role on the QA team. The org chart in general shows sufficient depth for this contract. The additional resources narrative lists additional resources in the area of QA, Hydraulics and others that will benefit this project. The availability chart indicates this key team leads have more than sufficient availability for this project.

Firm Name: [Redacted]

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30% Assigned Rating Adequate

Evaluator #2

The PM and Roadway lead list several projects that were roundabouts or contained roundabouts where they were involved. The NEPA did not furnish an example of a previous roundabout project.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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The org chart lists a single role for QA. The org chart in general seems to show sufficient breadth and depth for this project. The additional resources narrative does not identify additional resources that may contribute to this project. The availability chart indicates the Pm is fully available.

Firm Name: [REDACTED]			
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A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Marginal
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No key team lead provided experience with previous roundabout projects. The key team did provide examples of projects of mainly widening projects. The role on the listed projects for the roadway Lead was unclear.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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The org chart shows sufficient breadth and depth for this contract. The additional resources narrative discussed some extra support staff that are available but did not highlight how any particular resource might be included to combat a potential project challenge. The availability chart indicate the team is available for this project.

Firm Name: [REDACTED]			
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A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Marginal
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None of the key team leads list experience with previous roundabout projects in the past. They do list experience with bridges and widenings, but roundabout experience would be beneficial for this project.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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The org chart is sufficient for this project. The additional resources narrative mainly discusses availability of the key team leads. The availability of the key team leads is sufficient for this project.



<b>Firm Name:</b> Southeastern Engineering, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	<b>Adequate</b>
<p><b>The Pm and NEPA lead do not list experience as a PM or NEPA lead on a similar roundabout project. The roadway design lead does list a lot of experience with roundabout projects in the past.</b></p>		

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	<b>Good</b>
<p><b>The org chart indicates QA roles for design and separate peer review for the roundabout design. The org chart overall looks to have sufficient breadth and depth for the project. The additional resources narrative highlights A of roundabouts. The availability chart indicates all key team leads have more than sufficient availability for this project.</b></p>		

<b>Firm Name:</b> Wenter Consulting Services, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	<b>Adequate</b>
<p><b>The PM lists involvement on roundabout projects but this seems mainly focused on feasibility, analysis work. The Roadway lead lists past experience on roundabout projects, but the role listed is mainly PM and not roadway design lead. The NEPA lead does not list experience with roundabout projects specifically.</b></p>		

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	<b>Good</b>
<p><b>The org chart shows multiple levels of QA and specifies role for each. The org chart shows more than sufficient breadth and depth for the project. The additional resources narrative highlights resources that will be beneficial for QA of the roundabout design. The availability chart indicates that key team leads are more than sufficiently available for this project.</b></p>		

<b>Firm Name:</b> T.Y. Li International, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	<b>Marginal</b>
<p><b>The PM shows some experience with roundabout design or staging. The NEPA and roadway lead do not list experience with roundabouts. The roadway lead in particular shows limited experience with similar projects.</b></p>		

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	<b>Adequate</b>
<p><b>The org chart lists a single resource for QA and does not reflect the various roles required on this project. The org chart shows a minimum depth for this project. The additional resources narrative describes additional resources that are available to the firm but no resources that are likely to mitigate a potential project challenge. The key team members show sufficient availability for this project.</b></p>		

<b>Firm Name:</b> Thomas Engineering, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	<b>Adequate</b>
<p><b>The PM and NEPA leads do not demonstrate experience with roundabout projects. The roadway lead does list past experience with projects similar to this one. The Prime does not list any similar roundabout project as past experience.</b></p>		

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	<b>Adequate</b>
<p><b>The org chart lists a single resource for QA and does not reflect the various roles required on this project. The org chart shows sufficient depth for this project. The additional resources narrative highlights firm capacity but does not identify specific resources that may be beneficial based on potential project risks. The availability chart demonstrates sufficient availability of key team leads.</b></p>		

<b>Firm Name:</b> ITecSystems Corporation		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	<b>Good</b>

**All key team leads and prime demonstrate experience with roundabout projects in a capacity similar to the role they are proposed on this project.**

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	—————→	Good
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**The org chart lists multiple roles for QA and provides more than sufficient depth. The availability chart shows more than sufficient availability for this project. The additional resources narrative highlight roundabout QA in its proposed resources.**

<b>Firm Name:</b> Vanasse Hangen Brustlin, Inc.			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	—————→	Good

**Key team leads other than NEPA demonstrate past experience with similar roundabout project. Prime also lists good experience with similar roundabout projects.**

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	—————→	Adequate
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**The org chart lists a single resource for QA for this project. The org chart shows good breadth and depth other than QA. The additional resources narrative lists QA resources that will be beneficial on this project, though. The key team shows sufficient availability for this project in the availability chart.**

<b>Firm Name:</b> Vaughn & Melton Consulting Engineers, Inc.			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	—————→	Marginal

**The experience of the PM as pre-con engineer may be beneficial to the project but does not demonstrate past experience as a PM on a similar roundabout project. The roadway design leads also do not demonstrate past experience on a similar roundabout project. Nor does the NEPA lead.**

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	—————→	Adequate
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**The org chart lists multiple roles for QA and provides more than sufficient depth. The availability chart shows more than sufficient availability for this project. The additional resources narrative highlights sub consultant working relationships but does not specify additional resources targeted for potential challenges this project is likely to have.**

<b>Firm Name:</b> Woods Environmental & Infrastructure Solutions, Inc.			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	—————→	Marginal

**The PM lists limited experience as a PM on similar roundabout projects. The roadway design leads also do not demonstrate past experience on a similar roundabout project. Nor does the NEPA lead.**

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	—————→	Adequate
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**The org chart lists separate roles for QA and other independent reviews. Overall the org chart has sufficient depth and breadth. The additional resources narrative highlights QA roles and team availability. The availability chart generally shows sufficient availability for this project.**

Evaluation Criteria

Experience and Qualifications  
Resources and Workload Capacity

# Evaluator 3

SUBMITTING FIRMS	Maximum Points allowed =		Phase One Evaluator 3 Individual	
	300	200	Total Score	Ranking
Alfred Benesch & Company	Adequate	Good	300	3
Barge Design Solutions, Inc.	Good	Marginal	275	6
CALYX Engineers and Consultants, Inc.	Marginal	Adequate	175	14
CHA Consulting, Inc.	Good	Excellent	425	1
Clark Patterson Engineers, Surveyor and Architects, P.C.	Good	Adequate	325	2
CROY Engineering, LLC	Marginal	Marginal	125	18
Development Planning & Engineering, Inc.	Marginal	Marginal	125	18
EXP US Services, Inc.	Poor	Marginal	50	26
Freese and Nichols, Inc.	Poor	Marginal	50	26
Heath & Lineback Engineers, Inc.	Adequate	Adequate	250	8
Hussey, Gay, Bell & DeYoung, Inc.	Adequate	Marginal	200	11
International Design Services, Inc d/b/a IDS Global, Inc - Di	0	0	0	30
KCI Technologies, Inc.	Marginal	Marginal	125	18
Kimley-Horn and Associates, Inc.	Marginal	Adequate	175	14
Michael Baker International, Inc.	Adequate	Marginal	200	11
Moreland Altobelli Associates, Inc.	Poor	Marginal	50	26
Mott MacDonald, LLC	Adequate	Good	300	3
MSA Professional Services, Inc dba Ourston	Good	Marginal	275	6
Neel-Schaffer, Inc.	Marginal	Adequate	175	14
Pond & Company	Marginal	Adequate	175	14
R K Shah & Associates, Inc.	Poor	Marginal	50	26
RS&H, Inc.	Adequate	Marginal	200	11
Southeastern Engineering, Inc.	Marginal	Marginal	125	18
Stantec Consulting Services, Inc.	Adequate	Adequate	250	8
T Y Lin international, Inc.	Marginal	Poor	75	25
Thompson Engineering, Inc.	Marginal	Marginal	125	18
TranSystems Corporation	Adequate	Adequate	250	8
Vanasse Hangen Brustlin, Inc.	Adequate	Good	300	3
Vaughn & Melton Consulting Engineers, Inc.	Marginal	Marginal	125	18
Woods Environment & Infrastructure Solutions, Inc.	Marginal	Marginal	125	18
<b>Maximum Points allowed =</b>	<b>300</b>	<b>200</b>	<b>500</b>	<b>%</b>





GDOT Solicitation #:	RFQ-484-052819, Contract #9	Phase of Evaluation:	PHASE I - Preliminary Ratings
Evaluator #: 3	3		
<small>Evaluation Committees should assign Rating (A through E) and justification for ratings entered to each Section. Comments must be entered in the COMMENTS column and should identify the items assigned.</small>			
<small>Poor = Does Not have minimum qualifications/availability = 0% of the Available Points            Marginal = Meets Minimum qualifications/availability but one or more major considerations are not addressed or is lacking in some essential aspects = Score 25 % of Available Points            Adequate = Meets minimum 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</small>			
<b>Firm Name:</b> <i>Arifal Engineers &amp; Company</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	→	<b>Adequate</b>
<p><i>The PM and Road Design Lead have relevant (though limited) experience but do not discuss challenges with avoidance and minimization of environmental resources with their stated experience. Roundabout experience was limited for the PM and KTLs. Only the PM discussed experience design in coordination with a railroad, which will be a major consideration for this project. The Prime Experience pictured three completed roundabout projects, none of which were near Georgia, bringing into question the experience of this project team for this type of project.</i></p>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	→	<b>Good</b>
<p><i>Depth of the org chart was sufficient but there was only a single dedicated QCQA assigned (none specifically for environmental). Workload capacity for PM and KTLs was sufficient.</i></p>			
<b>Firm Name:</b> <i>Barco Design Associates, Inc.</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	→	<b>Good</b>
<p><i>The PM and KTLs have significant roundabout experience and discuss environmental challenges overcome. However, neither the PM, KTLs or Prime discuss any experience coordinating design efforts with railroads, which will be a major consideration for this project.</i></p>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	→	<b>Marginal</b>
<p><i>There was no shown depth of the org chart in environmental areas classes. There was no dedicated environmental QCQA. Workload capacity for PM and KTLs was sufficient.</i></p>			
<b>Firm Name:</b> <i>HALTX Engineers and Consultants, Inc.</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	→	<b>Marginal</b>
<p><i>Of the seven projects described by the PM, it is stated that he only served in the PM role for two. Project experience for the PM and Roadway Design KTL were summaries of each project rather than focused on the roles of each. Additionally, coordination for environmental and with railroads, which will be a major component of this project, were limited to non-existent.</i></p>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	→	<b>Adequate</b>
<p><i>Lead and support firms in multiple area classes demonstrates depth of resources. However, there was no dedicated environmental QCQA. Workload capacity for PM and KTLs was sufficient.</i></p>			
<b>Firm Name:</b> <i>CH2M Hill</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	→	<b>Good</b>
<p><i>The PM and Roadway KTL state experience with roundabout projects and coordination with railroads, which will be a major consideration for this project, but lack discussion of environmental considerations. The Prime experience states a number of roundabout and intersection improvement projects but shared experience of the PM and KTLs is lacking.</i></p>			
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	→	<b>Excellent</b>
<p><i>Depth of the org chart was impressive, as were dedicated constructability SMEs and a QCQA team that included environmental. The inclusion of "additional resources" on the org chart was also a plus. Great availability of PM and KTLs, especially roadway design KTL.</i></p>			
<b>Firm Name:</b> <i>Chas Pittman Engineers, Surveyors and Planners, P.C.</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	→	<b>Good</b>

Eva/leader #3

The PM has limited experience with roundabouts but does state relevant experience coordinating with railroads, which will be a major consideration for this project, and in incorporating environmental into the design process. The Roadway KTL states 8 years of experience in roundabout design and lists a number of relevant projects but does not state experience coordinating with railroads or environmental. The NEPA KTL states detailed experience coordinating environmental teams and navigating complex environmental challenges to design. The Prime experience is relevant regarding both roundabouts and railroads but does not show any overlap of the PM or KTLs.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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The org chart shows limited depth in cultural resource area classes and does not include a dedicated environmental QCQA. The dedicated roundabout review team is a plus. Availability for the project team is generally good.

Firm Name: [Redacted] Engineering, LLC

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Marginal
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The PM states experience with roundabout projects but lacks coordination with railroads, which will be a major consideration for this project, and any significant discussion of environmental considerations outside of those due to changing funding types (despite the page space to do so). The Roadway KTL has limited experience (8 years) and only lists one roundabout project and no mention of coordination with environmental through the PDP. The Prime experience states a number of relevant roundabout projects, but does not show any overlap of the PM or KTLs.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Marginal
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The org chart does not specify staff for most environmental area classes and it is unclear if depth is present. There is also no dedicated environmental QCQA. Availability of PM and KTLs is sufficient.

Firm Name: [Redacted] Consulting & Engineering, Inc.

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Marginal
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The PM has relevant design and PM experience, but does not detail a history of environmental coordination for the avoidance and minimization of environmental resources. The Road KTL has limited relevant experience and doesn't even described the customary nod towards environmental, which is familiarity with the Environmental Procedures Manual. The Environmental KTL has sufficient relevant experience. Neither the PM nor KTLs describe any stated experience coordinating with railroads, which will be a major component of this project. The Prime describes numerous shared project experience with the PM and Roadway KTL.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Marginal
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The limited org chart raises concerns over redundancy and depth of staff. Though there is depth in the QCQA team, there is not a dedicated QCQA for environmental. Availability of PM and KTLs is sufficient.

Firm Name: [Redacted] Services, Inc.

A Project manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Poor
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The PM details extensive PM and design experience, as well as some roundabout experience. However, the PM mentions "environmental permitting" and mentions a design change due to a historical resource but otherwise does not detail any involvement in coordination with Environmental. The Road KTL states no relevant roundabout experience and limited mention of his firm's involvement with environmental. The Environmental KTL states descriptions of projects but very limited detail about the types of environmental avoidance and minimization, documentation, coordination, and permitting that were involved with each. The Prime experience shows only involvement by the PM and not from either of the KTLs. There is no mention of coordination with railroads, which is a major consideration for this project.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Marginal
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The redundancy of subconsultants is sufficient but it is unclear which staff within the org chart are capable of taking on each area class, raising concerns with depth of staff. Great availability of PM and KTLs.

Firm Name: [Redacted] and [Redacted] Inc.

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Poor
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The PM, while clearly accomplished, states limited relevant intersection improvement/roundabout experience and barely mentions coordination with Environmental. The Road KTL states limited relevant experience and no mention of experience coordinating with Environmental. It is also unclear if the Roadway KTL served as the designer for the relevant roundabout projects that were listed or if it was someone else within the firm. It would be preferable to see fewer projects listed for the NEPA KTL in favor of more content of what each project involved. It is unclear if the PM or KTLs have had any relevant experience coordinating with railroads. The Prime's experience is mostly not relevant to this project and only the Roadway KTL has stated involvement in these projects, though not in her proposed role for this project.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Marginal
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The redundancy of subconsultants is sufficient but the org chart is very limited, raising concerns of depth. Availability of PM and KTLs seems sufficient.

Firm Name: [Redacted] Engineers, Inc.

A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Adequate
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Evaluator #3

The PM states limited experience with roundabout projects and railroad coordination, but does not provide much support for his claim of "extensive knowledge of the NEPA process and environmental issues." On one project the PM states that "design avoided environmentally sensitive areas," but that project had no identified cultural resources or ecological resources outside of waters, which were impacted. The Roadway KTL has limited stated roundabout experience and does not detail specific environmental considerations for any of his supporting projects. The NEPA KTL states sufficient experience leading an environmental team. The Prime states sufficient roundabout experience and shared experience of the PM and Roadway KTL.

A Project Manager, Key Team Leader(s) and Prime's Resource and Workload Capacity - 20%	Assigned Rating		Adequate
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The org chart shows sufficient depth at each area class, but despite a dedicated QCQA team, does not include an environmental QCQA. The availability of the PM and KTLs is sufficient.

<b>Firm Name:</b> [Redacted]			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating		Adequate

The PM and Road Design Lead have relevant (though limited) experience but do not discuss challenges with avoidance and minimization of environmental resources with their stated experience. Roundabout experience was limited for the PM and KTLs. Only the Roadway KTL generally discussed experience design in coordination with a railroad, which will be a major consideration for this project. The Prime experience stated relevant intersection improvement projects but did not show any shared experience between the PM and KTLs.

B Project Manager, Key Team Leader(s) and Prime's Resource and Workload Capacity - 20%	Assigned Rating		Marginal
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The limited org chart raises concerns over redundancy and depth of staff. There is not a dedicated QCQA for environmental. Availability of PM and KTLs is sufficient.

<b>Firm Name:</b> [Redacted]			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating		Disqualified

Disqualified

B Project Manager, Key Team Leader(s) and Prime's Resource and Workload Capacity - 20%	Assigned Rating		Disqualified
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Disqualified

<b>Firm Name:</b> [Redacted]			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating		Marginal

The PM and Roadway KTL state limited experience with roundabout projects and no railroad coordination experience. The specific discussion of environmental project challenges and how they shaped design from the PM was a positive addition. The NEPA KTL states detailed experience coordinating environmental teams and navigating complex environmental challenges to design. The Prime experience stated limited roundabout experience but did show collaboration between the PM and Roadway KTL.

B Project Manager, Key Team Leader(s) and Prime's Resource and Workload Capacity - 20%	Assigned Rating		Marginal
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The limited org chart raises concerns over redundancy and depth of staff. There is not a dedicated QCQA for environmental. Availability of PM and KTLs is sufficient.

<b>Firm Name:</b> [Redacted]			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating		Marginal

The PM states relevant roundabout experience but the role was as QCQA reviewer for many of the projects that were supposed to describe project management experience. Environmental considerations and avoidance and minimization efforts were touched on for two projects, which was a positive, but could have been incorporated into other project summaries. The Roadway KTL states significant roundabout experience but no coordination experience with environmental or railroads. The NEPA KTL lists non-specific project experience that reiterates environmental responsibilities of all projects. There is no stated experience coordinating with railroads, which will be a major consideration for this project. The Prime experience is highlighted by two projects that involve neither the PM nor the KTLs.

B Project Manager, Key Team Leader(s) and Prime's Resource and Workload Capacity - 20%	Assigned Rating		Adequate
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The org chart shows sufficient depth at each area class, but despite a dedicated QCQA team, does not include an environmental QCQA. The availability of the PM and KTLs is sufficient.

<b>Firm Name:</b> [Redacted]			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating		Adequate

Evaluator #3

The PM states relevant roundabout experience. Environmental considerations and avoidance and minimization efforts were touched on, which was a positive, but could have been incorporated into other project summaries. The Roadway KTL states roundabout experience but no coordination experience with environmental or railroads. The NEPA KTL states sufficient experience leading an environmental team. There is no stated experience coordinating with railroads, which will be a major consideration for this project. The Prime experience states relevant roundabout experience and collaboration on projects between the PM and KTLs.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Marginal
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The limited org chart raises concerns over redundancy and depth of staff. There is not a dedicated QCQA for environmental. Availability of PM and KTLs is sufficient.

<b>Firm Name:</b> <i>Michael Baker Corp</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Poor

The PM doesn't state any roundabout or railroad coordination experience and provides limited experience with environmental coordination within the PDP. The Roadway KTL states limited roundabout experience and only 5 years experience (since 2014), which raises concerns about his ability to lead a design team. The NEPA KTL lists non-specific project experience that reiterates environmental responsibilities of all projects. There is no stated experience coordinating with railroads, which will be a major consideration for this project. The Prime experience stated relevant intersection improvement projects but did not show any shared experience between the PM and KTLs.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Marginal
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The limited org chart raises concerns over redundancy and depth of staff. There is not a dedicated QCQA for environmental. Availability of PM and KTLs is sufficient.

<b>Firm Name:</b> <i>Hub Mendenhall LLC</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Adequate

The PM and Roadway KTL state significant experience with roundabout projects but both lack coordination with railroads, which will be a major consideration for this project, and any significant discussion of environmental considerations. The NEPA KTL states sufficient experience leading an environmental team. The Prime experience states a relevant roundabout projects and one with railroad considerations, but does not show any overlap of the PM or KTLs.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Good
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Depth of the org chart was impressive, as were dedicated constructability SMEs and a QCQA team that included environmental. The inclusion of "additional resources" on the org chart was also a plus. Sufficient availability of PM and KTLs.

<b>Firm Name:</b> <i>Deas Environmental Services, Inc. (Deas Corp)</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Good

The PM and KTL state significant experience with roundabouts but none coordinating with environmental or railroads, which will be a major consideration for this project. The NEPA KTL states sufficient experience leading an environmental team. The Prime experience states relevant roundabout projects and significant collaboration between the PM and Roadway KTL.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Marginal
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The redundancy of subconsultants is sufficient but the org chart is very limited, raising concerns of depth, especially for environmental area classes. Despite a dedicated QCQA team, the org chart does not include an environmental QCQA. Availability of PM and KTLs seems sufficient.

<b>Firm Name:</b> <i>Deas Environmental Services, Inc.</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Marginal

The PM states limited roundabout experience. Environmental considerations and avoidance and minimization efforts were touched on, which was a positive, but could have been incorporated into other project summaries. The Roadway KTL states limited relevant experience and no coordination experience with environmental or railroads. The NEPA KTL states sufficient experience leading an environmental team, experience with a historic railroad and significant roundabout experience. There is no stated experience coordinating with railroads by the PM or Roadway KTL, which will be a major consideration for this project. The Prime experience states limited relevant roundabout experience and minimal collaboration on projects between the PM and KTLs.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	→	Adequate
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There was no shown depth of the org chart in environmental areas classes. There was, however, a dedicated environmental QCQA, which was a benefit. Workload capacity for PM and KTLs was sufficient.

<b>Firm Name:</b> <i>Philip &amp; Company</i>			
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	→	Marginal



Evaluator #3

<p><i>The PM and Roadway KTL state relevant roundabout experience but no stated experience coordinating design with environmental or railroads, which will be a major consideration for this project. The NEPA KTL mostly lists non-specific project experience that reiterates environmental responsibilities of all projects. The Prime experience states relevant roundabout experience and collaboration on projects between the Roadway and NEPA KTL.</i></p>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Adequate
<p><i>The redundancy of subconsultants is sufficient but the org chart is very limited, raising concerns of depth, especially for environmental area classes. Despite a dedicated QCQA team, the org chart does not include an environmental QCQA. Great availability of PM and KTLs, especially the PM.</i></p>		
<p><b>Firm Name:</b> <i>W. J. Swan &amp; Associates, Inc.</i></p>		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	Poor
<p><i>Neither the PM nor the Roadway KTL state any experience with roundabouts, railroad coordination, which is a major consideration for this project, or avoidance and minimization of environmental resources as part of the plan development process. Repeated project information from the PM was unnecessary. The NEPA KTL states sufficient experience leading an environmental team. The Prime experience stated coordination of the PM and Roadway KTL on numerous projects.</i></p>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Marginal
<p><i>There was no shown depth of the org chart in environmental areas classes. The QCQA team was just the PM and Roadway KTL who are already expected to provide a level of QCQA and no environmental QCQA was present. Workload capacity for PM and KTLs was sufficient.</i></p>		
<p><b>Firm Name:</b> <i>INXAN INC</i></p>		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	Adequate
<p><i>The PM and Roadway KTL describe limited intersection improvement experience but detail very specifically the challenges, including environmental, that were faced and overcome with each project. There is no stated railroad coordination by the PM or KTLs, which is a major consideration for this project. The NEPA KTL has relevant experience leading an environmental team but could be more specific with project specific challenges that were navigated. The Prime experience stated coordination of the PM and Roadway KTL on numerous projects.</i></p>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Marginal
<p><i>The limited org chart raises concerns over redundancy and depth of staff. Though there is depth in the QCQA team, there is not a dedicated QCQA for environmental. Availability of PM and KTLs is sufficient.</i></p>		

<b>Firm Name:</b> Southeastern Engineering, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	<b>Marginal</b>
<p><i>The PM states limited intersection improvement and environmental coordination experience and no experience with roundabouts and railroad coordination. The Roadway KTL is sufficient roundabout experience but total years of experience is not stated, which raises concern over ability to successfully lead a design team. The Roadway KTL also described very limited experience coordinating with environmental and none coordinating with railroads. The NEPA KTL states sufficient experience leading environmental teams and describes various types of documentation and consultation required for each project but does not give specifics of environmental avoidance and minimization undertaken. The Prime states sufficient intersection improvement experience and collaboration between the PM and Roadway KTL.</i></p>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	<b>Marginal</b>
<p><i>The limited org chart raises concerns over redundancy and depth of staff. Though there is depth in the QCQA team, there is not a dedicated QCQA for environmental. Availability of PM and KTLs is sufficient.</i></p>		
<b>Firm Name:</b> Blanton Consulting Services, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	<b>Adequate</b>
<p><i>The PM and Roadway KTL provide sufficient roundabout experience but do not discuss experience coordinating with environmental or railroads, which will be a major component of this project. The KTL states numerous project experience as the PM instead of the Roadway Design Lead. The NEPA KTL has extensive experience with NEPA and Ecology but does not state any experience coordinating an environmental Team that also includes Archaeology, History, Air and Noise. The Prime states experience with intersection improvements and shows collaboration between the PM and KTLs.</i></p>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	<b>Adequate</b>
<p><i>The org chart shows depth in most areas with the exception of Cultural Resources, Air and Noise, and Public Involvement. The dedicated QCQA team with a designated environmental QCQA is a positive. Availability of PM and KTLs is sufficient.</i></p>		
<b>Firm Name:</b> T.Y. Lin International, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	<b>Marginal</b>
<p><i>The PM states limited experience with roundabout projects and railroad coordination, but does not provide much detail of environmental coordination. The Roadway KTL states limited roundabout experience and environmental coordination but no railroad experience. The NEPA KTL states sufficient experience leading an environmental team. The Prime states limited roundabout experience and collaboration between the PM and Roadway KTL.</i></p>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	<b>Poor</b>
<p><i>The org chart does not specify staff for environmental area classes and it is unclear if depth is present. Additionally, a different NEPA lead is specified than is stated earlier in the SOQ. There is also no dedicated environmental QCQA. Availability of PM and KTLs is sufficient.</i></p>		
<b>Firm Name:</b> Thompson Engineering, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	<b>Marginal</b>
<p><i>The PM states no relevant experience with roundabouts or coordination with environmental or railroads, which is a major component of this project. The Roadway KTL states sufficient roundabout experience but no stated experience with environmental or railroads. The NEPA KTL states sufficient experience leading an environmental team. The Prime states complex projects but none relevant to the proposed roundabout project. The Prime experience only includes involvement of the PM and does not show collaboration with the KTLs.</i></p>		
B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%	Assigned Rating	<b>Marginal</b>
<p><i>The redundancy of subconsultants is sufficient and the org chart shows depth in environmental area classes. The PM is listed as part of the roadway design team. Despite a dedicated QCQA team, the org chart does not include an environmental QCQA. Great availability of PM and NEPA KTL. However, the Roadway KTL has 148 hours committed to projects outside of Georgia, raising serious concerns over availability for this project.</i></p>		
<b>Firm Name:</b> ТрансВиннів Стороннів		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%	Assigned Rating	<b>Adequate</b>



Evaluator #3

The PM states significant experience with roundabouts and details environmental challenges navigated on many projects. The PM also has worked on another roadway improvement project in close proximity to the proposed project, which adds value. The Roadway KTL states experience coordinating with environmental for avoidance and minimization of resources but does not detail significant intersection improvement experience. Neither the PM nor the Roadway KTL states experience coordinating with Railroads, which is a major consideration for this project. The NEPA KTL states sufficient experience leading an environmental team. The Prime states relevant experience, including 180 roundabout projects across the country and states limited collaboration between the PM and Roadway KTL.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Adequate
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The limited org chart raises concerns over redundancy and depth of staff, especially with environmental area classes. The dedicated QCQA team that includes an environmental and roundabout QCQA is a positive. Great availability for the PM and KTLs, especially the PM.

Firm Name: Vanasse Hangen Brustlin, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	Adequate

The PM and KTL state sufficient roundabout experience but do not detail avoidance and minimization of environmental resources or coordination with railroads, which is a significant consideration for this project. The Roadway KTL does not state overall years of experience, which raises concerns about his ability to lead a design team. The NEPA KTL states experience leading a multidisciplinary environmental team, but does not state overall years of experience, which raises concerns about her ability to lead an environmental team. The Prime states relevant roundabout experience and states limited collaboration between the PM and Roadway KTL.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Good
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Depth of the org chart was impressive, as were dedicated roundabout design SMEs and a QCQA team that included environmental. Great availability of PM and KTLs. The 3-year outlook for availability was very helpful for determining availability over the life of this contract.

Firm Name: Vaughn & Nelson Consulting Engineers, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	Marginal

The PM and both Roadway KTLs state limited experience with roundabouts and do not discuss avoidance and minimization of environmental resources or coordination with railroads, which is a major consideration for this project. The NEPA KTL states sufficient experience leading an environmental team. The Prime states limited roundabout experience involving only one of the Roadway KTLs and no other collaborations with the PM or other KTLs.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Marginal
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It is unclear which staff within the org chart are capable of taking on each area class, raising concerns with depth of staff. Sufficient availability of PM and KTLs.

Firm Name: Woods Environmental & Infrastructure Resources, Inc.		
A Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 30%	Assigned Rating	Marginal

The PM and Roadway KTL state limited experience with intersection improvement project and do not detail environmental avoidance and minimization efforts. However, the PM states relevant experience coordinating with railroads, which is a major consideration for this project. The NEPA KTL states sufficient experience leading an environmental team. The Prime states limited intersection improvement experience and minimal collaboration between the PM and KTLs.

B Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 20%	Assigned Rating	Marginal
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There was no shown depth of the org chart in environmental areas classes. There was no dedicated environmental QCQA. Workload capacity for PM and KTLs was sufficient.

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

<b>Solicitation Title:</b>	<b>Batch #1 - 2019 Engineering Design Services, Contract 9</b>	1	<b>CHA Consulting, Inc.</b>
<b>Solicitation #:</b>	<b>RFQ-484-052819</b>	2	<b>Vanasse Hangen Brustlin, Inc.</b>

**PHASE I - Individual Committee Member Scoring and Overall Ranking based on Published Criteria FOR TOP FIFTEEN SUBITTALS**

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SUBMITTING FIRMS	(RANKING)		Score	Ranking	Firm Name
	Score	Ranking			
					6 Stantec Consulting Services, Inc.
					6 Southeastern Engineering, Inc.
					8 MSA Professional Services, Inc. dba Ourston
					9 Alfred Benesch & Company
					9 Michael Baker International, Inc.
					9 Kimley-Horn and Associates, Inc.
					9 Freese and Nichols, Inc.
Vanasse Hangen Brustlin, Inc.	375	2	9		Pond & Company
CHA Consulting, Inc.	425	1	9		Development Planning & Engineering, Inc.
TranSystems Corporation	375	2	15		Heath & Lineback Engineers, Inc.
Stantec Consulting Services, Inc.	300	6			
Barge Design Solutions, Inc.	325	4			
Clark Patterson Engineers, Surveyor and Architects, P.C.	325	4			
Alfred Benesch & Company	250	9			
MSA Professional Services, Inc. dba Ourston	275	8			
Michael Baker International, Inc.	250	9			
Heath & Lineback Engineers, Inc.	200	15			
Kimley-Horn and Associates, Inc.	250	9			
Freese and Nichols, Inc.	250	9			
Pond & Company	250	9			
Southeastern Engineering, Inc.	300	6			
Development Planning & Engineering, Inc.	250	9			

Evaluation Criteria

Experience and Qualifications  
Resources and Workload Capacity

SUBMITTING FIRMS	Phase One Scores and Group Ranking		Total Score	Ranking
	Maximum Points allowed = 300	200		
Vanasse Hangen Brustlin, Inc	Good	Good	375	2
CHA Consulting, Inc	Good	Excellent	425	1
TranSystems Corporation	Good	Good	375	2
Stantec Consulting Services, Inc.	Adequate	Good	300	6
Barge Design Solutions, Inc	Good	Adequate	325	4
Clark Patterson Engineers, Surveyor and Architects, P.C.	Good	Adequate	325	4
Alfred Benesch & Company	Adequate	Adequate	250	9
MSA Professional Services, Inc. dba Ourston	Good	Marginal	275	8
Michael Baker International, Inc	Adequate	Adequate	250	9
Heath & Lineback Engineers, Inc	Adequate	Marginal	200	15
Kimley-Horn and Associates, Inc	Adequate	Adequate	250	9
Freese and Nichols, Inc.	Adequate	Adequate	250	9
Pond & Company	Adequate	Adequate	250	9
Southeastern Engineering, Inc	Adequate	Good	300	6
Development Planning & Engineering, Inc.	Adequate	Adequate	250	9
<b>Maximum Points allowed =</b>	<b>300</b>	<b>200</b>	<b>500</b>	<b>%</b>



RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Vanasse Hangen Brustlin, Inc.	# of Evaluators	
Experience and Qualifications		Assigned Rating	Good
<p>Vanasse Hangen Brustlin, Inc.'s PM and roadway KTL's list numerous roundabout projects. Vanasse Hangen Brustlin, Inc.'s PM understands the design aspect of the project. Specific project management highlights are not provided. Vanasse Hangen Brustlin, Inc.'s PM has participated on committees responsible for major revisions to PDP. Vanasse Hangen Brustlin, Inc.'s PM has served on GPTQ Steering and Consultant Relations Committee. Vanasse Hangen Brustlin, Inc.'s experience lists mainly design elements. Routine project management tasks were briefly mentioned. Vanasse Hangen Brustlin, Inc.'s PM will hold internal monthly status calls and monthly meetings with GDOT PM and will report critical risks immediately. Vanasse Hangen Brustlin, Inc.'s PM and Roadway KTL did not detail environmental and/or railroad coordination. NEPA Team Leader has lead numerous public involvement efforts.</p>			
Resources and Workload Capacity		Assigned Rating	Good
<p>Vanasse Hangen Brustlin, Inc.'s PM has QA/QC reviews throughout their org chart and mentioned a dedicated roundabout team. Availability chart forecasted future workload. Additional resources are redundate and well-thoughtout. Resources were also reinterated several times in SOQ. KTLs will be available more than 50% of the time.</p>			
RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	CHA Consulting, Inc.	# of Evaluators	
Experience and Qualifications		Assigned Rating	Good
<p>CHA Consulting, Inc.'s PM delivered Poplar Road interchange @ I-85 on an accelerated schedule - extensive utility coordination and community involvement efforts on 0007694 - managed several local/state funded intersection improvements - Roadway KTL not registered PE at time of SOQ (in progress) - US31 reconstruction required extensive public outreach, local agency coordination, community leader focus group - extensive utility coordination on 96th street corridor roundabouts - will implement project-specific work plan to meet milestones - will use CHA Consulting, Inc. PM's Dashboard App. The role of the KTL seems to be the CHA Consulting, Inc.'s PM instead of the Design Group Manager.</p>			
Resources and Workload Capacity		Assigned Rating	Excellent
<p>CHA Consulting, Inc. had QA/QC reviews throughout their Org Chart and mentioned a dedicated roundabout team. Availability chart forecasted future workload. Additional resources mention a DBE team and KTL has extensive roundabout experience. Resources also mentioned complex railroad coordination, tight footprints and environmental challenges. Resources were also reinterated several times in SOQ. KTLs will be available 100% of the time.</p>			

RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	TranSystems Corporation	# of Evaluators	
Experience and Qualifications	Assigned Rating	Good	
<p>Transystems Corporation's PM experience mostly listed design aspects; however, some specific PM elements were mentioned. Transystems Corporation's PM coordinated with Environmental Services, NPS, and FHWA to obtain LT concurrence. Transystems Corporation's PM conducted extensive public involvement. Transystems Corporation's experience included a collaborative stakeholder involvement process and planning study to generate zoning and development recommendations that were adopted as an ordinance by the Town of Mount Pleasant. Additional narrative states that Transystems Corporation's PM will push for traffic and ICE to be completed early and also work closely with GDOT PM to quickly agree on scope and fee to minimize negotiation time. Transystems Corporation's PM and/or KTL did not mention railroad coordination.</p>			
Resources and Workload Capacity	Assigned Rating	Good	
<p>Transystems Corporation's PM had QA/QC reviews throughout their Org Chart and mentioned a dedicated roundabout team. Availability chart forecasted future workload. Additional resources are redunate and well-thoughtout. Resources were also reiterated several times in SOQ. KTLs will be available more than 50% of the time. Additional narrative states that Transystems Corporation's PM will push for traffic and ICE to be completed early and also work closely with GDOT PM to quickly agree on scope and fee to minimize negotiation time.</p>			
RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Stantec Consulting Services, Inc.	# of Evaluators	
Experience and Qualifications	Assigned Rating	Adequate	
<p>Stantec Consulting Services, Inc.'s PM's project management experience is only a list of projects. The listing of projects does not include a narrative for each project. Stantec Consulting Services, Inc.'s PM experience does not include much roundabout design, mainly feasibility studies. No railroad and/or environmental coordination was mentioned. Stantec Consulting Services, Inc.'s experience lists coordination efforts with agencies and contractural management. Stantec Consulting Services, Inc.'s experience lists extensive public involvement including maintaining a website, however NEPA KTL does not state public involvement experience. Other routine project management elements are also listed. Additional narrative indicates Stantec Consulting Services, Inc.'s PM will conduct weekly coordination meetings to discuss scope, schedule, budget, design concerns, successes, setbacks, weekly goals, staffing adjustments. Stantec Consulting Services, Inc.'s PM will setup an informal weekly "check-in" call with GDOT PM. Survey, SUE, and ENV fieldwork will begin early.</p>			
Resources and Workload Capacity	Assigned Rating	Good	
<p>Stantec Consulting Services, Inc.'s PM had QA/QC reviews throughout their org chart and mentioned a dedicated roundabout and environmental QC/QA. Additional resources highlights additional QA/QC and peer review teams. are redunate and well-thoughtout. Resources were also reiterated several times in SOQ. KTLs will be available more than 70% of the time.</p>			



RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Barge Design Solutions, Inc.	# of Evaluators	
Experience and Qualifications	Assigned Rating	Good	
<p><b>Barge Design Solutions, Inc.'s PM mentions dual-lane roundabout projects. Barge Design Solutions, Inc.'s PM Roadway Lead mentions peer review and some roundabout experience. NEPA KTL has some roundabout experience. Barge Design Solutions, Inc.'s PM and Roadway PM mention environmental and utility difficulties that were overcome, including coordination with USCOE and Public Works for a city or county park. Additional narrative called for weekly conference calls and monthly project reviews. Barge Design Solutions, Inc.'s PM and KTL discussed environmental challenges. Roadway KTL mentions selecting an alternative after the public involvement process. NEPA KTL discussed developing schedules for environmental deliverables.</b></p>			
Resources and Workload Capacity	Assigned Rating	Adequate	
<p><b>No environmental QC/QA on Org Chart. Lighting Design was not mentioned on the Org Chart. Additional resources narrative mentioned other KTLs have some roundabout experience. Barge Design Solutions, Inc.'s will have adequate availability.</b></p>			
RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Clark Patterson Engineers, Surveyor and Architects, P.C.	# of Evaluators	
Experience and Qualifications	Assigned Rating	Good	
<p><b>Clark Patterson Engineers, Surveyor and Architects, P.C.'s PM does not have any roundabout experience. Roadway Lead mentions some roundabout experience. Extensive coordination with very active/vocal City of Decatur, and Clark Patterson Engineers, Surveyor and Architects, P.C.'s PM created public involvement strategy - NEPA Lead does not have any roundabout experience, but states limited or public involvement experience. For Dunwoody projects, Clark Patterson Engineers, Surveyor and Architects, P.C.'s PM managed grant coordination application and funding through coordination with SRTA, ARC, Marta, FTA. Clark Patterson Engineers, Surveyor and Architects, P.C.'s does mention roundabout projects, though no recent projects. Clark Patterson Engineers, Surveyor and Architects, P.C.'s worked to resolved several Environmental Justice challenges on a project.</b></p>			
Resources and Workload Capacity	Assigned Rating	Adequate	
<p><b>Clark Patterson Engineers, Surveyor and Architects, P.C. mentioned no environmental QC/QA on Org Chart, but they have a dedicated peer review team. Lighting Design Team was mentioned on the Org Chart. Additional resources narrative mentioned other KTLs have some roundabout experience. Roadway Lead will have less than 50% availability. Clark Patterson Engineers, Surveyor and Architects, P.C.'s PM and Environmental KTLs will have availability above 50%. Additional resources narrative does not yield and/or mention any additional resources.</b></p>			

RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Alfred Benesch & Company	# of Evaluators	
Experience and Qualifications		Assigned Rating	Adequate
<p><b>Alfred Benesch &amp; Company's PM and/or Roadway KTL do not mention environmental challenges and/or how to mitigate them. Roadway Lead mentions limited experience with roundabouts. Alfred Benesch &amp; Company's PM project management experience mentions roundabout projects with railroad coordination. NEPA KTL has limited experience with public involvement.</b></p>			
Resources and Workload Capacity		Assigned Rating	Adequate
<p><b>Alfred Benesch &amp; Company's had depth within the Org Chart. The depth was sufficient but there was only a single dedicated QC/QA assigned (none, specifically for environmental). Workload capacity for Alfred Benesch &amp; Company's PM and KTLs was sufficient. Alfred Benesch &amp; Company's PM and KTL will be available at least 50% of the time. Additional resources narrative does not yield and/or mention any additional resources.</b></p>			
RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	MSA Professional Services, Inc. dba Ourston	# of Evaluators	
Experience and Qualifications		Assigned Rating	Good
<p><b>MSA Professional Services, Inc. dba Ourston's PM mentions extensive roundabout projects. MSA Professional Services, Inc. dba Ourston's PM helped GDOT with what actually goes into a roundabout PIOH. Roadway Lead mentions peer review and some roundabout experience. The MSA Professional Services, Inc. dba Ourston's PM and KTL state significant experience with roundabouts, but no coordination with environmental or railroads, which will be a major consideration for this project. The NEPA KTL states sufficient experience leading an environmental team. The MSA Professional Services, Inc. dba Ourston's PM experience states relevant roundabout projects and significant collaboration between the MSA Professional Services, Inc. dba Ourston's PM and Roadway KTL.</b></p>			
Resources and Workload Capacity		Assigned Rating	Marginal
<p><b>MSA Professional Services, Inc. dba Ourston's area classes were not all covered within their Org Chart. MSA Professional Services, Inc. dba Ourston's depth of the Org Chart was sufficient but there was only a single dedicated QC/QA assigned (none, specifically for environmental). Additional resources have QA/QC mentioned. The Org Chart was poorly organized and confusing. The Org Chart is unclear how area class functions will be implemented. MSA Professional Services, Inc. dba Ourston's PM and KTL will be available less than 50% of the time.</b></p>			

RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Michael Baker International, Inc.	# of Evaluators	
Experience and Qualifications	Assigned Rating	Adequate	
<p>Michael Baker International, Inc.'s PM states relevant roundabout experience. Environmental considerations and avoidance and minimization efforts were touched on, which was a positive, but could have been incorporated into other project summaries. The Roadway KTL states roundabout experience but no coordination experience with environmental or railroads. The NEPA KTL states sufficient experience leading an environmental team. There is no stated experience coordinating with railroads, which will be a major consideration for this project. The Prime experience states relevant roundabout experience and collaboration on projects between the Michael Baker International, Inc.'s PM and KTLs.</p>			
Resources and Workload Capacity	Assigned Rating	Adequate	
<p>Michael Baker International, Inc. covered all area classes within their Org Chart. Michael Baker International, Inc.'s depth of the Org Chart was sufficient but there was only a single dedicated QC/QA assigned, specially no QA/QC for environmental. The Org Chart was organized well and not confusing. Michael Baker International, Inc.'s PM and KTL will be available greater than 50% of the time.</p>			
RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Heath & Lineback Engineers, Inc.	# of Evaluators	
Experience and Qualifications	Assigned Rating	Adequate	
<p>Heath &amp; Lineback Engineers, Inc.'s PM for Jodeco and Lake Dow roundabouts, PI # s; 0001038, 721290, 210700, 262750 - routine Heath &amp; Lineback Engineers, Inc.'s PM tasks listed; Heath &amp; Lineback Engineers, Inc.'s experience includes several similar projects, but no specific project management efforts were highlighted; noted that design is already specifically defined as roundabout but they would not do ICE - did not note that it is federal safety dollars; emphasized need for early coordination with locals. Heath &amp; Lineback Engineers, Inc.'s PM has railroad coordination experience. The NEPA process is mentioned several times throughout the SOQ.</p>			
Resources and Workload Capacity	Assigned Rating	Marginal	
<p>Heath &amp; Lineback Engineers, Inc. had no environmental QC/QA on Org Chart and did not they have a dedicated peer review team. Lighting design team was not mentioned on the Org Chart. Additional resources narrative mentioned other KTLs have some roundabout experience. Roadway Lead will have more than 50% availability. Heath &amp; Lineback Engineers, Inc.'s PM and Environmental KTLs will have availability above 50%. Additional resources narrative does not yield and/or mention any additional resources.</p>			

RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Kimley-Horn and Associates, Inc.	# of Evaluators	
Experience and Qualifications		Assigned Rating	Adequate
<p><b>Kimley-Horn and Associates, Inc.'s PM has extensive roundabout experience. Kimley-Horn and Associates, Inc.'s PM coordinated with county water and sewer. Most of the Kimley-Horn and Associates, Inc.'s PM's provided project management experience focused on design/engineering elements. The second project listed included an almost identical description of tasks as the first project. The final four projects listed the Kimley-Horn and Associates, Inc.'s PM as a reviewer instead of the project manager. Kimley-Horn and Associates, Inc.'s first project listed is only about half complete. Most highlighted details were design aspects. Public involvement was stated to be a high priority, but no unique efforts were discussed. The rest of the highlights of Kimley-Horn and Associates, Inc.'s experience included mostly design aspects. The additional narrative did not provide any specific project management strategies. The Roadway Lead has roundabout experience, but mainly as peer review.</b></p>			
Resources and Workload Capacity		Assigned Rating	Adequate
<p><b>Kimley-Horn and Associates, Inc. did not mention environmental QC/QA on the Org Chart, but they have a dedicated peer review team. Lighting design team was mentioned on the Org Chart. Additional resources narrative mentioned other KTLs have some roundabout experience. Roadway Lead will have less than 50% availability. Kimley-Horn and Associates, Inc.'s PM and Environmental KTLs will have availability above 50%. Kimley-Horn and Associates, Inc.'s Org Chart was outlined well and explained the Area Class implementation. Availability was adequate.</b></p>			
RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Freese and Nichols, Inc.	# of Evaluators	
Experience and Qualifications		Assigned Rating	Adequate
<p><b>Freese and Nichols, Inc.'s PM stated no roundabout experience. Roadway Lead did list roundabout projects with railroad and environmental experience. The experience was solely as a PM and not as a designer. Freese and Nichols, Inc.'s managed many projects at one time and delivered the projects on time. But, it is also unclear if the Roadway KTL served as the designer for the relevant roundabout projects that were listed or if it was someone else within the firm. It would be preferable to see fewer projects listed for the NEPA KTL in favor of more content of what each project involved. It is unclear if Freese and Nichols, Inc.'s PM or KTLs have had any relevant experience coordinating with railroads. Freese and Nichols, Inc.'s experience is mostly not relevant to this project.</b></p>			
Resources and Workload Capacity		Assigned Rating	Adequate
<p><b>Freese and Nichols, Inc.'s did not mention environmental QC/QA on the Org Chart, but they have a dedicated peer review team. Lighting Design team was mentioned on the Org Chart. Additional resources narrative mentioned do not mention KTLs have some roundabout experience. Additional resources narrative mentions Traffic OPS has some roundabout experience. Roadway Lead will have more than 50% availability. Freese and Nichols, Inc.'s PM and Environmental KTLs will have availability above 50%. Freese and Nichols, Inc.'s Org Chart was outlined well and explained the Area Class implementation. Availability was adequate.</b></p>			



RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Pond & Company	# of Evaluators	
Experience and Qualifications		Assigned Rating	Adequate
<p><b>Pond &amp; Company's PM and Roadway KTL state relevant roundabout experience but no stated experience coordinating design with environmental or railroads, which will be a major consideration for this project. The NEPA KTL mostly lists non-specific project experience that reiterates environmental responsibilities of all projects. NEPA KTL does not have any public involvement experience. Pond &amp; Company states relevant roundabout experience and collaboration on projects between the Roadway and NEPA KTL.</b></p>			
Resources and Workload Capacity		Assigned Rating	Adequate
<p><b>Pond &amp; Company did not mention environmental QC/QA on the Org Chart. Pond &amp; Company did not mention a dedicated peer review team. Lighting Design team was mentioned on the Org Chart. Roadway Lead will have more than 50% availability. Pond &amp; Company's PM and Environmental KTLs will have availability above 50%. Pond &amp; Company's Org Chart was outlined well and explained the Area Class implementation. Availability was adequate.</b></p>			
RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Southeastern Engineering, Inc.	# of Evaluators	
Experience and Qualifications		Assigned Rating	Adequate
<p><b>Southeastern Engineering, Inc.'s PM's first listed project has just started along with two of his other projects. Southeastern Engineering, Inc.'s PM has served on VE and FPR teams. Southeastern Engineering, Inc.'s PM served as Cobb Project Manager doing 20+ local projects. Southeastern Engineering, Inc.'s PM states that he worked on some FPR's as a sub with no oversight from the Prime. Southeastern Engineering, Inc.'s experience primarily focused on design aspects. Additional narrative talks about project management aspects but does not provide specific project management strategies for this project. NEPA KTL does not mention any experience with public involvement. Roadway KTL does have roundabout experience.</b></p>			
Resources and Workload Capacity		Assigned Rating	Good
<p><b>Southeastern Engineering, Inc. did not mention an environmental QC/QA on the Org Chart. But, Southeastern Engineering, Inc. does mention a dedicated peer review team. Lighting Design team was mentioned on the Org Chart. Roadway Lead will have more than 50% availability. Southeastern Engineering, Inc.'s PM and Environmental KTLs will have availability above 50%. Southeastern Engineering, Inc.'s Org Chart was outlined well and explained the Area Class implementation. Availability was adequate. Redunancy for roadway is shown on the Org Chart.</b></p>			

RFQ	RFQ-484-052819	PHASE 1 SUMMARY COMMENTS FOR TOP SUBMITTALS	
Firm	Development Planning & Engineering, Inc.	# of Evaluators	
Experience and Qualifications		Assigned Rating	Adequate
<p><b>Development Planning &amp; Engineering, Inc.'s PM's experience lacked specific project management examples, only 1 out of 4 clearly defined him as the project manager - Development Planning &amp; Engineering, Inc.'s PM was a past member of GPTQ Program Delivery Subcommittee - Development Planning &amp; Engineering, Inc.'s experience was largely a repeat of Development Planning &amp; Engineering, Inc.'s PM's experience and also lacked specific project management examples - Additional narrative highlighted PM's effort to advertise complex project early. Development Planning &amp; Engineering, Inc.'s PM does have roundabout experience. Roadway KTL does have roundabout experience.</b></p>			
Resources and Workload Capacity		Assigned Rating	Adequate
<p><b>Development Planning &amp; Engineering, Inc. did not mention an environmental QC/QA on Org Chart and they do not have a dedicated peer review team. Lighting Design team was mentioned on the Org Chart. Roadway Lead will have less than 50% availability. Development Planning &amp; Engineering, Inc.'s PM and Environmental KTLs will have availability less than 50% of the time. Development Planning &amp; Engineering, Inc.'s Org Chart was outlined well and explained the Area Class implementation. Availability was adequate.</b></p>			



## **SELECTION OF FINALISTS**

**RFQ-484-052819**

**Batch #1 – 2019 Engineering Design services**

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

**Contract #1: PI# 0014941, Glynn County**

**Heath & Lineback Engineers, Inc.**

**Holt Consulting Company, LLC**

**Lowe Engineers, LLC**

**Michael Baker International, Inc.**

**Parsons Transportation Group, Inc.**

**TranSystems Corporation**

**Contract #2: PI# 0016126 and 0016127, Butts County**

**American Consulting Professionals, LLC**

**KCI Technologies, Inc.**

**Lowe Engineers, LLC**

**Moreland Altobelli Associates, Inc.**

**Parsons Transportation Group, Inc.**

**Contract #3: PI# 0016128, McDuffie and Wilkes Counties**

**Barge Design Solutions, Inc.**

**Lowe Engineers, LLC**

**Moffatt & Nichol**

**Mott MacDonald, LLC**

**R.K. Shah & Associates**

**Contract #4: PI#s 0016129 and 0016130, Jones and Monroe Counties**

**Clark Patterson Engineers, Surveyor and Architects, PC**

**Lowe Engineers, LLC**

**Michael Baker International, Inc.**

**Parsons Transportation Group, Inc.**

**STV Incorporated d/b/a STV Ralph Whitehead Associates**



**Contract #5: PI# 0013120, Monroe County**

**American Consulting Professionals, LLC**

**Mead and Hunt, Inc.**

**Michael Baker International, Inc.**

**Parsons Transportation Group, Inc.**

**Pond & Company**

**Vanassee Hangen Brustlin, Inc.**

**Contract #6: PI# 0015151, Chatham County**

**American Engineers, Inc.**

**Heath & Lineback Engineers, Inc.**

**Michael Baker International Inc.**

**Moffatt & Nichol**

**Moreland Altobelli Associates, Inc.**

**STV Incorporated dba STV Ralph Whitehead Associates**

**Contract #7: PI# 0015667, Baldwin County**

**American Consulting Professionals, LLC**

**Development Planning & Engineering, Inc.**

**Mott MacDonald, LLC**

**Pond & Company**

**Vanassee Hangen Brustlin, Inc.**

**WSP USA, Inc.**

**Contract #8: PI# 0015688, Butts County**

**CHA Consulting, Inc.**

**Kimley-Horn and Associates, Inc.**

**Mott MacDonald, LLC**

**Pond & Company**

**Vanassee Hangen Brustlin, Inc.**

**Contract #9: PI# 0015690, Muscogee County**

**Barge Design Solutions, Inc.**

**CHA Consulting, Inc.**

**Clark Paterson Engineers, Surveyor and Architects, PC**

**TranSystems Corporation**

**Vanassee Hangen Brustlin, Inc.**



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

September 4, 2019

### NOTICE TO SELECTED FINALISTS

**To: Barge Design Solutions, Inc., CHA Consulting, Inc., Clark Patterson Engineers, Surveyor and Architects, P.C., TranSystems Corporation, and Vanasse Hangen Brustlin (VHB), Inc.**

**Please send an e-mail confirming receipt of this notice to Douglas Kirkland ([dkirkland@dot.ga.gov](mailto:dkirkland@dot.ga.gov)).**

**Re: RFQ 484-052819, Batch #1 – 2019 Engineering Design Services, Contract #9,  
PI# 0015690, Muscogee County**

On behalf of the Selection Committee for the Request for Qualifications (RFQ) referenced above, we congratulate you and your firm on being selected as a finalist for further consideration. This notice shall serve as an official request for additional required information and action from finalists. **Please refer to the original solicitation (RFQ-484-052819), page 9, VII. Instructions for Preparing Technical Approach and Past Performance Response – Phase II Response, A&B and pages 10-12, IX. Instructions for Submittal for Phase II – Technical Approach and Past Performance Response, A-D for instructions to submit your package.** As a finalist, your firm is required to comply with the written instructions and remaining schedule below:

**A. Technical Approach - 40%**

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

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

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

**B. Past Performance - 10%**

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

Remaining Schedule

d. GDOT completes evaluation and issues notification and other information to finalist firms	09/03/2019	-----
e. Deadline for submission of written questions from finalists	09/20/2019	2:00 PM
f. Phase II Response of Finalist firms due	10/01/2019	2:00 PM

**C. Finalist Selection**

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

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

Please address any questions you may have to Douglas Kirkland, and congratulations, again, to each of you!

Douglas Kirkland  
[dkirkland@dot.ga.gov](mailto:dkirkland@dot.ga.gov)  
404-631-1715

## SUBMISSION & PRESCREENING CHECKLIST

SOLICITATION #:	<b>RFQ-484-052819</b>					
SOLICITATION TITLE:	<b>Batch #1 - 2019 Engineering Design Services, Contract 9</b>					
SOLICITATION DUE DATE:	<b>October 1, 2019</b>					
SOLICITATION TIME DUE:	<b>2:00pm</b>					
<b>No.</b>	<b>Consultants</b>	<b>Date</b>	<b>Time</b>	<b>Compliant with Page # Limitations</b>	<b>Meets Required Area Classes</b>	
1	CHA Consulting, Inc.	10/1/2019	13:05	X	X	
2	Vanasse Hangen Brustlin, Inc.	10/1/2019	13:27	X	X	
3	TranSystems Corporation	10/1/2019	10:23	X	X	
4	Barge Design Solutions, Inc.	10/1/2019	11:36	X	X	
5	Clark Patterson Engineers, Surveyor and Architects, P.C.	10/1/2019	12:59	X	X	

# SOQ AREA CLASS CHECKLIST

Solicitation #: RFQ-484-052819  
 Solicitation Title: Batch #1 - 2019 Engineering Design Services,  
 Contract 9

## AREA CLASSES

Primes and Subconsultants	1.06(a)	1.06(b)	1.06(c)	1.06(d)	1.06(e)	1.06(f)	1.06(g)	1.07	1.10	3.01	3.02	3.03	3.04	3.05	3.08	3.01(e)	3.06	3.07	3.08	3.12	3.15	5.01	5.02	5.03	5.04	5.05	5.08	5.01(e)	5.06	5.07	Certificate Expires	
Barge Design Solutions, Inc.	X																														9/30/2021	
Long Engineering, Inc.																															12/14/2020	
Settimio Consulting																															2/28/2022	
United Consulting																															7/13/2020	
Edwards-Pitman																															4/11/2020	
CHA Consulting, Inc.																															2/5/2020	
Edwards-Pitman																															4/11/2020	
MSA Professional																															4/9/2021	
MC Squared																															11/9/2020	
Vaughn and Melton																															8/31/2021	
Settimio Consulting																															2/28/2022	
Southeastern Engineering																															12/31/2021	
Clark Patterson Engineers, Surveyor and Architects, P.C.																															4/11/2020	
Atlanta Consulting Engineers																															4/11/2020	
Ecological Solutions																															2/28/2022	
Jacobs Engineering Group																															4/30/2022	
KCI Technologies																															5/10/2020	
Kittelson & Associates																															1/12/2020	
Long Engineering																															12/14/2020	
Lowe Engineers																															8/9/2021	
MC Squared																															11/9/2020	
New South																															6/7/2020	
Pritchett-Steinbeck																															2/1/2022	
TransSystems Corporation																															8/9/2020	
Edwards-Pitman																															4/11/2020	
Atkins North America																																5/10/2022
United Consulting																															7/13/2020	
Settimio Consulting																															2/28/2022	
Wi-Skies																															3/7/2020	
Aulick Engineering																															11/9/2020	
KCI Technologies																															5/10/2020	
Barge Design Solutions																															9/30/2021	
Vanasse Hangen Brustlin, Inc.																															4/30/2021	
MSA Professional																															4/9/2021	
Contour Engineering																															4/11/2020	
CCR Environmental																															6/7/2020	
Accura Engineering																															1/31/2022	
Settimio Consulting																															2/28/2022	
Atlanta Consulting Engineers																															4/11/2020	
Barge Design Solutions																															9/30/2021	



**GDOT SELECTION COMMITTEE SCORING AND OVERALL RANKING OF SUBMITTALS**

<b>Solicitation Title:</b>	Batch #1 - 2019 Engineering Design Services, Contract 9	1	<b>CHA Consulting, Inc.</b>
<b>Solicitation #:</b>	RFQ-484-052819	2	<b>Vanasse Hangen Brustlin, Inc.</b>
<b>PHASE I AND PHASE II -Individual Committee Member Scoring and Overall Ranking based on Published Criteria</b>		3	<b>TranSystems Corporation</b>
		4	<b>Barge Design Solutions, Inc.</b>
		5	<b>Clark Patterson Engineers, Surveyor and Architects, P.C.</b>

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SUBMITTING FIRMS	(RANKING)	
	Sum of	Group
	Total Score	Ranking
CHA Consulting, Inc.	800	1
Vanasse Hangen Brustlin, Inc.	650	2
TranSystems Corporation	525	3
Barge Design Solutions, Inc.	475	4
Clark Patterson Engineers, Surveyor and Architects, P.C.	450	5

Evaluation Criteria

Experience and Qualifications  
 Resources and Workload Capacity  
 Technical Approach  
 Past Performance

	PHASE I		PHASE II		Group Scores and Ranking	
	300	200	400	100	Total Score	Ranking
<b>Maximum Points allowed =</b>	<b>300</b>	<b>200</b>	<b>400</b>	<b>100</b>		
<b>SUBMITTING FIRMS</b>	▼	▼	▼	▼		
CHA Consulting, Inc.	Good	Excellent	Good	Good	800	1
Vanasse Hangen Brustlin, Inc.	Good	Good	Adequate	Good	650	2
TranSystems Corporation	Good	Good	Marginal	Adequate	525	3
Barge Design Solutions, Inc.	Good	Adequate	Marginal	Adequate	475	4
Clark Patterson Engineers, Surveyor and Architects, P.C.	Good	Adequate	Marginal	Marginal	450	5
<b>Maximum Points allowed =</b>	<b>300</b>	<b>200</b>	<b>400</b>	<b>100</b>	<b>1000</b>	<b>%</b>

RFQ	RFQ-484-052819	PHASE 2 SUMMARY COMMENTS	
Firm	Barge Design Solutions, Inc.		
Technical Approach	Assigned Rating		Marginal
<p>The Barge PM will hold bi-weekly meetings and develop a delivery schedule with the PM. The first few sections are very generic and can apply to almost any project. Nothing specific was mentioned about this project until the note about two fatalities at the intersection. Some of the text talks about specific issues of the intersection, but then goes into generic solutions. Evaluation Group feels like they are reading a roundabout manual instead of a project specific document. Barge mentions in their introduction that the ENV section is basically a summary of the PDP. Environmental resources are identified, but no strategy was given. The quality control plan provides no specifics. The lead engineer has taught roundabout classes.</p>			
Past Performance	Assigned Rating		Adequate
<p>Barge has "No files and or records of contracts worked with OPD. Firm should be graded average i.e 1-10 (5)" - two 2018 evaluations, both indicated firm met expectations, but nothing specific was stated.</p>			
RFQ	RFQ-484-052819	PHASE 2 SUMMARY COMMENTS	
Firm	Clark Patterson Engineers, Surveyor and Architects, P.C.		
Technical Approach	Assigned Rating		Marginal
<p>The Clark management approach was fairly generic with some specific aspects. Several variations of the phrase "improve safety" were used. This is not a desirable phrase because it is subjective and is preferred not to be used in GDOT's technical documents. Clark has experience delivering numerous roundabout designs as part of GDOT's Statewide Safety Program. Other than the list of specific stakeholders in the area, the environmental section could apply to any project. Clark has already reached out to locals about concerns raised at a previous public meeting. Clark mentions the transmission, but no specific avoidance strategy is provided. The design section only lists strategies that are already required by GDOT (AASHTO compliance, 3D Inroads, etc). The operations and safety analysis section lists routine actions. Clark provides a breakdown of the crash history, but no specific strategies to reduce crashes are provided.</p>			
Past Performance	Assigned Rating		Marginal
<p>Clark was "not very responsive - Did a lot of rework on their assigned projects in the past." "Previous employees with experience have left the firm" Escalation FFPR 6/7/15 (PI# 0010746) - Clark received poor quality scores on FFPR for PI# 121304- and 122150- in 2015 - 2017. Clark's evaluation (always meets for all categories except some and their invoices were occasionally returned for corrections.)</p>			

RFQ	RFQ-484-052819	PHASE 2 SUMMARY COMMENTS	
Firm	CHA Consulting, Inc.	Assigned Rating	Good
Technical Approach			
<p>CHA mentioned railroad coordination and how the coordination ties in with pedestrian movements. Being innovative, CHA mentioned a "Turbo" roundabout. CHA will meet and mitigate challenges within the Scope. CHA presented two alternatives on their Cover Page that clearly outlined their alternatives and issues addressed. CHA Roadway KTL have designed over fifty roundabouts. CHA will utilize VISSIM model. Unique QC/QA plan with a Project Quality Manager.</p>			
Past Performance		Assigned Rating	Good
<p>CHA worked with GDOT on projects ID#s, 0006956, 0006957, 0006877, 007694. These projects were bridge replacements and new location bypass. CHA was extremely responsive and submittals were of high-quality.</p>			
RFQ	RFQ-484-052819	PHASE 2 SUMMARY COMMENTS	
Firm	Vanasse Hangen Brustlin, Inc.	Assigned Rating	Adequate
Technical Approach			
<p>The Technical Review Team was acquired by a another firm, but VHB stands firm in utilizing these resources for work. VHB will set horizontal and vertical design to keep the existing pavement tie-in. VHB mentioned mitigation of drainage issues on the front end. Pedestrian access and MS4 were also mentioned as challenges that will be overcome. The VHB Team is listed on the GDOT Roundabout On-Call Contract. Two Design Teams can and/or will be working at the same time. Public outreach and design variances for ADA mentioned.</p>			
Past Performance		Assigned Rating	Good
<p>VHB worked with on project # 322050-. The project was an Urban-Widening. VHB was proactive and found ways to mitigate all challenges. VHB was extremely responsive and submittals were of high-quality.</p>			
RFQ	RFQ-484-052819	PHASE 2 SUMMARY COMMENTS	
Firm	TransSystems Corporation	Assigned Rating	Marginal
Technical Approach			
<p>Earlier at the project location, Transsystems completed intersection improvement where the roundabouts are proposed. Transsystems removed Spur 22 for safety reason. The intersection was improved to implement a 90% degree tie-in on SR80. Accidents have occurred at the intersection location since the completion of the project. Transsystems mentions a roundabout expert, but Roadway KTL is not mentioned. Roadway KTL does not have any projects, but earlier projects were mentioned. Environmental concerns were not mentioned, endangered species, historical resources, etc. Avoidance and minimization strategies were not mentioned.</p>			
Past Performance		Assigned Rating	Adequate
<p>Transsystems met milestones on PI # 0003304, but did not meet deadlines on several GDOT projects. Transystems was usually responsive when meeting deadlines. Earlier projects met milestones, but recently a small drop off in responsiveness.</p>			

Reference Check Summary for  
RFQ 484-052819 Contract #9  
Batch #1 – 2019 Engineering Design Services

<i>Questions (to be answered on 1, 3 or 5 scale, 5 indicates best)</i>	Berge Design Solutions, Inc.	CHA Consulting, Inc.	Clark Patterson Engineers, P.C.	TransSystems Corporation	Vanasse Hangen Brustlin, Inc.
<b>1. Rate the firm's quality of leadership in program/project management for your project.</b>					
Reference 1	3		3		
Reference 2	3		5		
Reference 3					
Reference 4					
Reference 5					
Reference 6					
Reference 7					
<b>Section Average</b>	3.00		4.00		
<b>2. Rate the overall services of the firm's staff for the duration of the project.</b>					
Reference 1	3		3		
Reference 2	3				
Reference 3					
Reference 4					
Reference 5					
Reference 6					
Reference 7					
<b>Section Average</b>	3.00		3.00		
<b>3. Rate the firm's ability to meet the established project goals.</b>					
Reference 1	3		3		
Reference 2	3		5		
Reference 3					
Reference 4					
Reference 5					
Reference 6					
Reference 7					
<b>Section Average</b>	3.00		4.00		
<b>4. Rate the firm's technical assistance in program/project management.</b>					
Reference 1	5		5		
Reference 2	3		3		
Reference 3					
Reference 4					
Reference 5					
Reference 6					
Reference 7					
<b>Section Average</b>	4.00		4.00		
<b>5. Rate the overall success of the project thus far.</b>					
Reference 1	3		3		
Reference 2	3		5		
Reference 3					
Reference 4					
Reference 5					
Reference 6					
Reference 7					
<b>Section Average</b>	3.00		4.00		
<b>Overall Average</b>	<b>3.20</b>	<b>0.00</b>	<b>3.80</b>	<b>0.00</b>	<b>0.00</b>

\*\*\*\*\* CHA Consulting, Inc., TranSystems Corporation, Vanasse Hangen Brustlin, Inc. did not receive any responses. \*\*\*\*\*

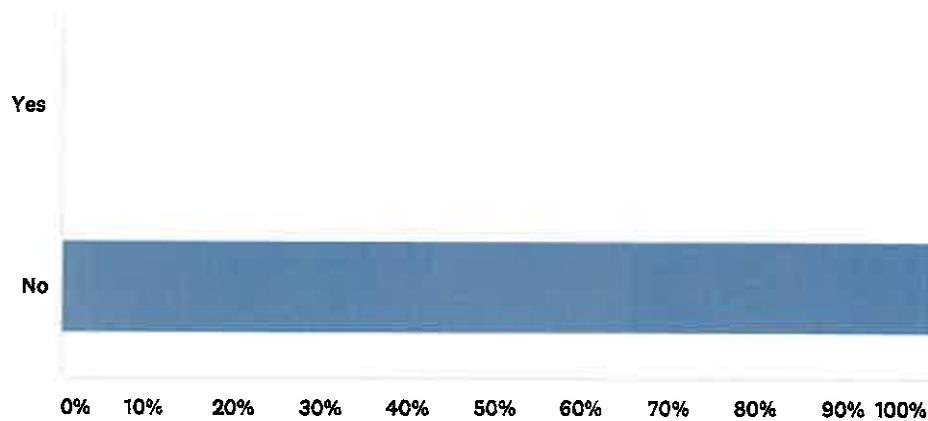
## Q1 Contact Information

Answered: 1 Skipped: 0

<b>ANSWER CHOICES</b>	<b>RESPONSES</b>	
Trey Gauntt	100.00%	1
Shelby County Facilities and General Services	100.00%	1
Shelby County, Alabama	100.00%	1
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
TGAUNTT@shelbyal.com	100.00%	1
205-670-6890	100.00%	1

**Q2 A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey?**

Answered: 1 Skipped: 0



**ANSWER CHOICES**

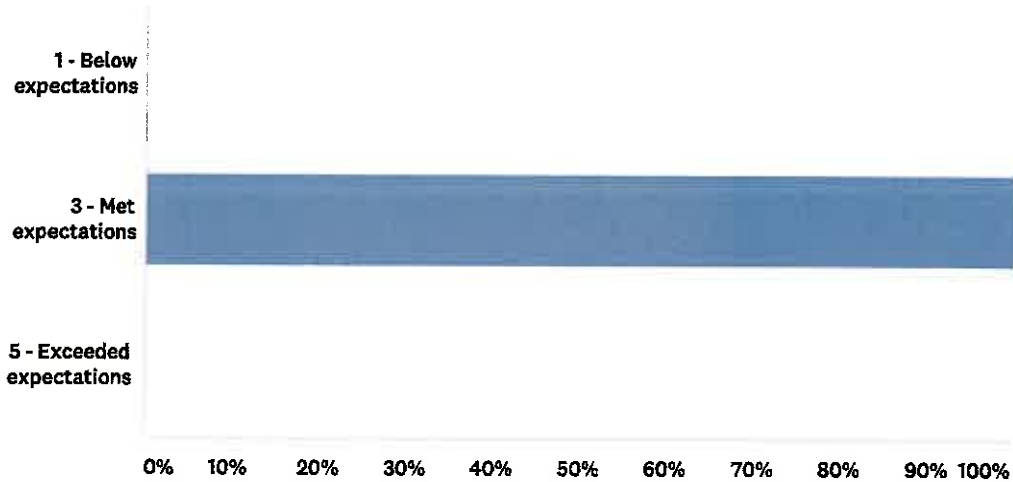
**RESPONSES**

Yes	0.00%	0
No	100.00%	1
<b>TOTAL</b>		<b>1</b>



### Q3 Rate the firm's quality of leadership in program/project management for your project

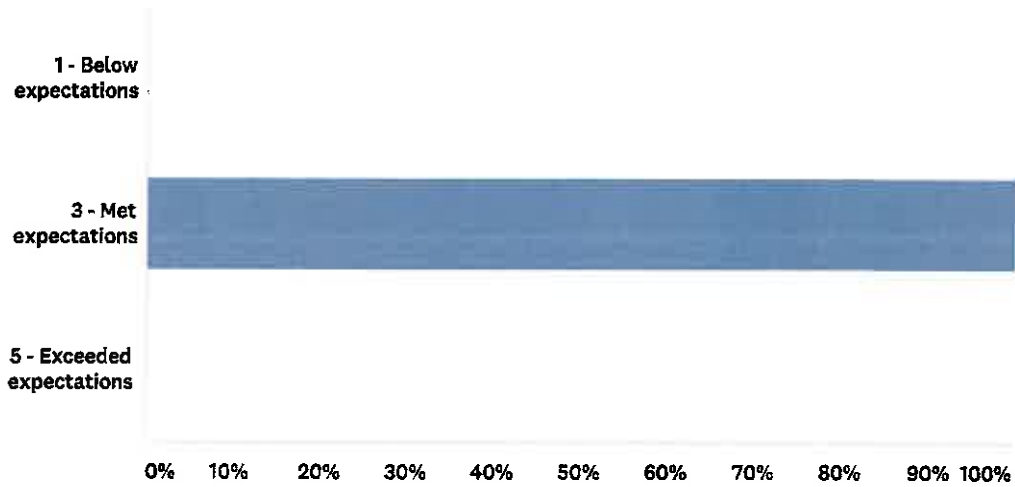
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>

### Q4 Rate the overall services of the firm's staff for the duration of the project

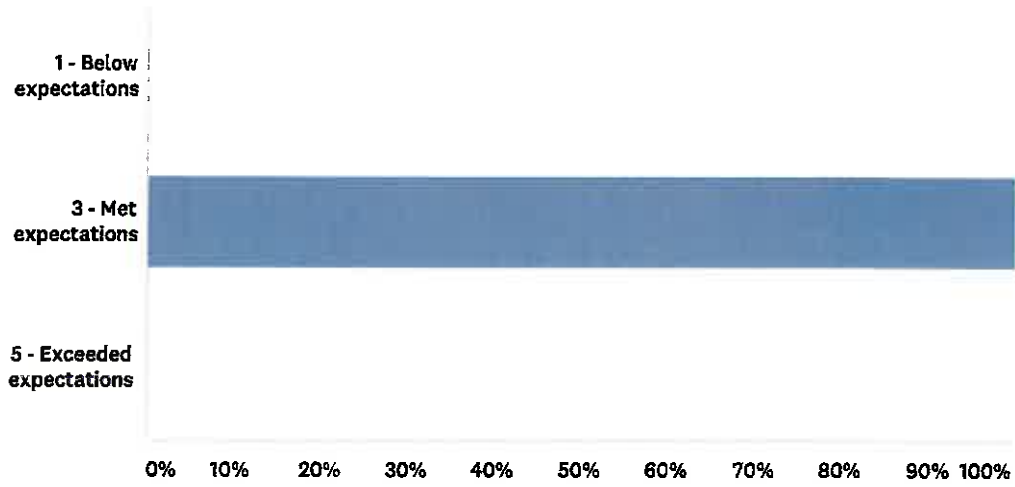
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>

### Q5 Rate the firm's ability to meet the established project goals

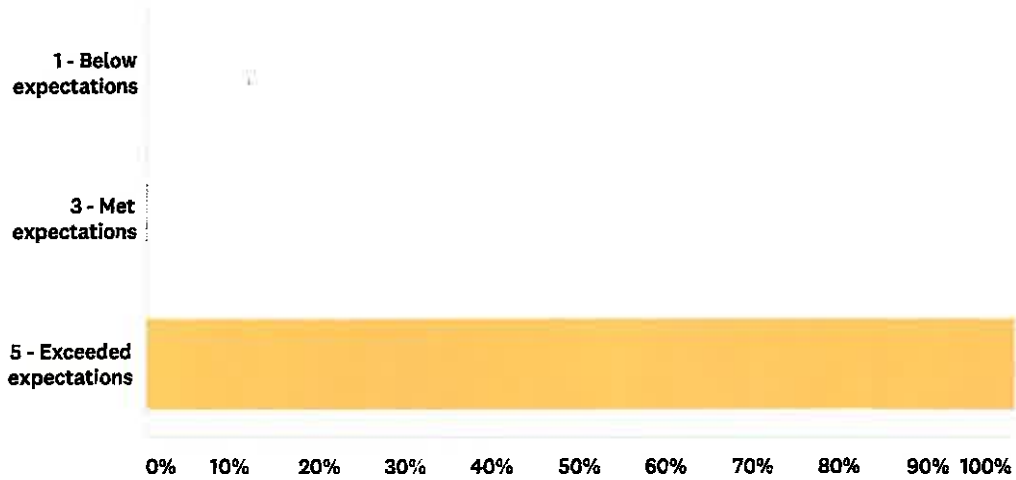
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
TOTAL		1

## Q6 Rate the firm's technical assistance in program/project management

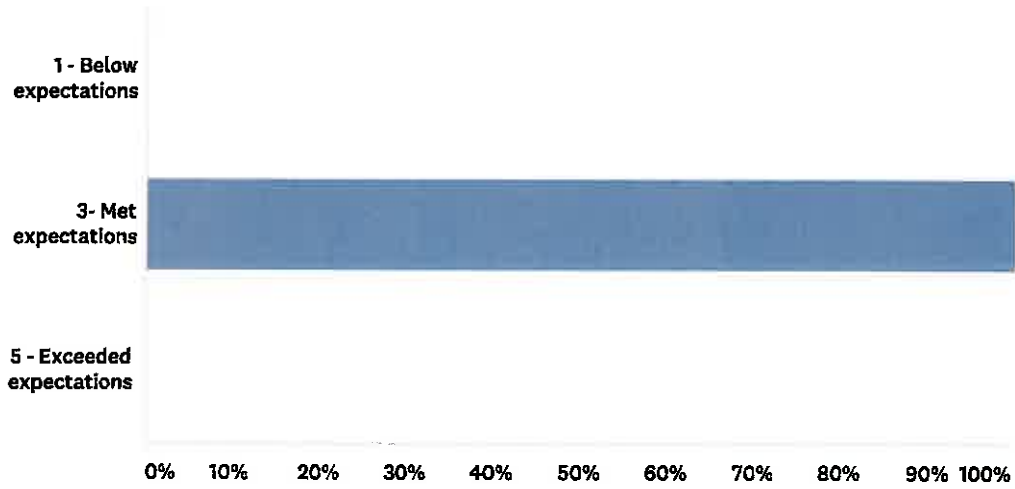
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	0.00%	0
5 - Exceeded expectations	100.00%	1
<b>TOTAL</b>		<b>1</b>

### Q7 Rate the overall success of the project thus far

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3- Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>

## Q8 Please provide comments to substantiate your ratings

Answered: 1 Skipped: 0



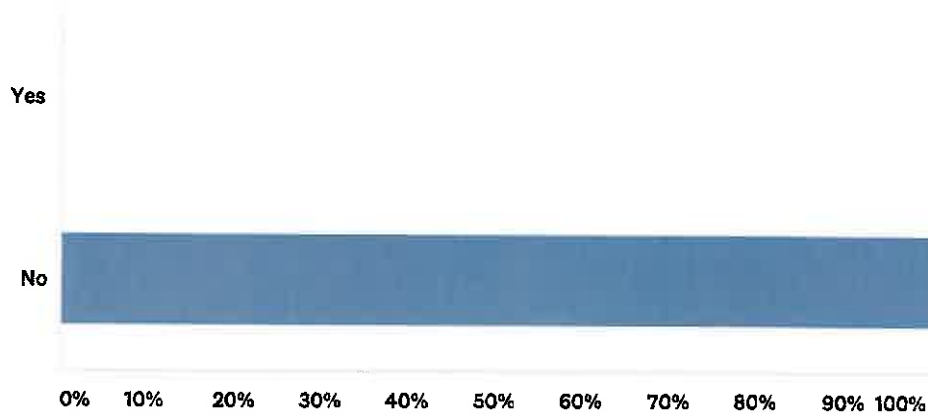
## Q1 Contact Information

Answered: 1 Skipped: 0

<b>ANSWER CHOICES</b>	<b>RESPONSES</b>	
Bryan Wood	100.00%	1
City of Auburn	100.00%	1
Engineering Manager	100.00%	1
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
bwood@auburnalabama.org	100.00%	1
334-501-3007	100.00%	1

Q2 A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey?

Answered: 1 Skipped: 0



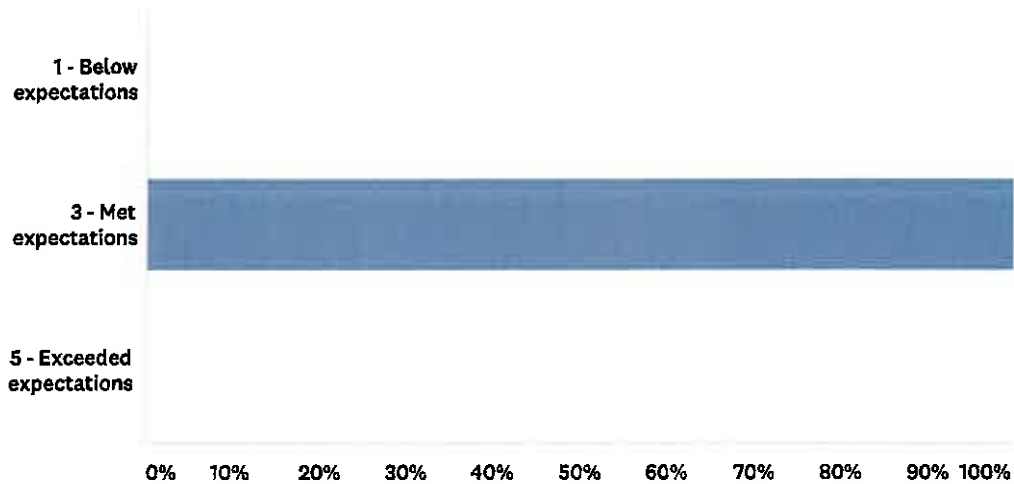
**ANSWER CHOICES**

**RESPONSES**

Yes	0.00%	0
No	100.00%	1
<b>TOTAL</b>		<b>1</b>

### Q3 Rate the firm's quality of leadership in program/project management for your project

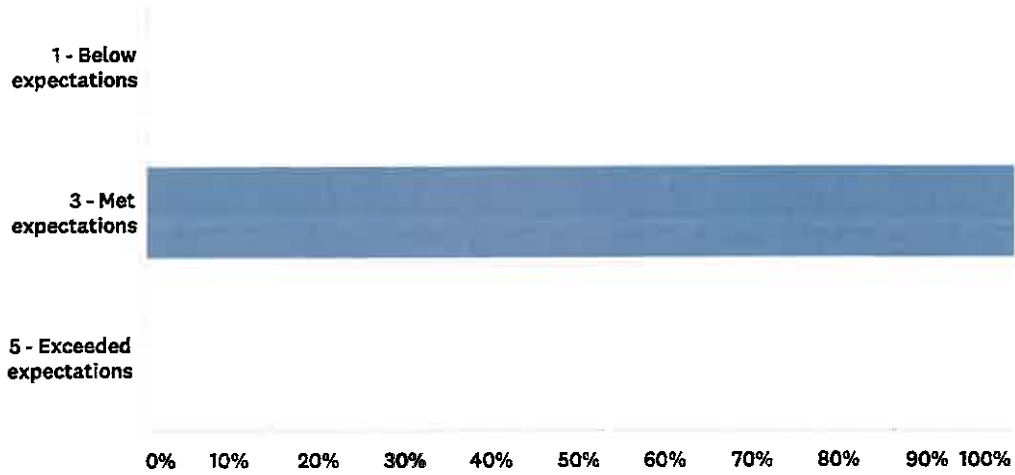
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>

## Q4 Rate the overall services of the firm's staff for the duration of the project

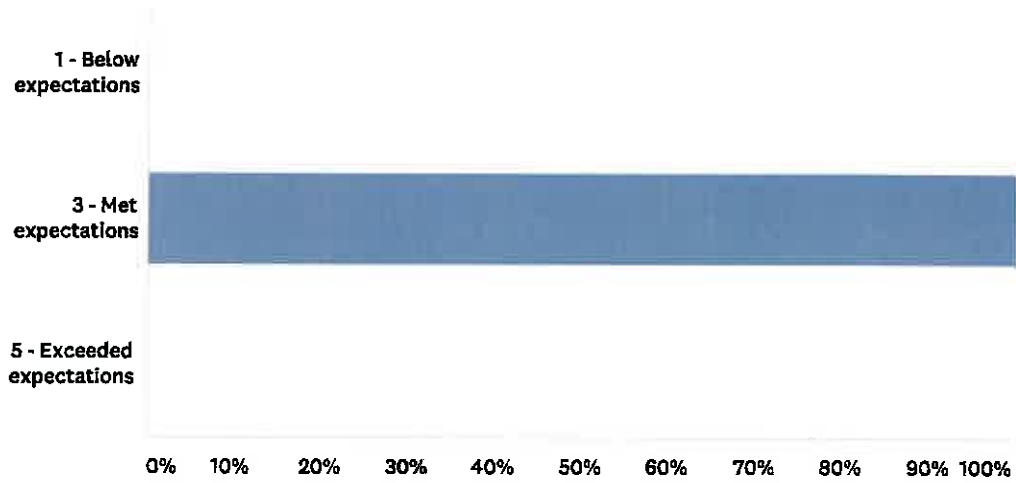
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
TOTAL		1

### Q5 Rate the firm's ability to meet the established project goals

Answered: 1 Skipped: 0



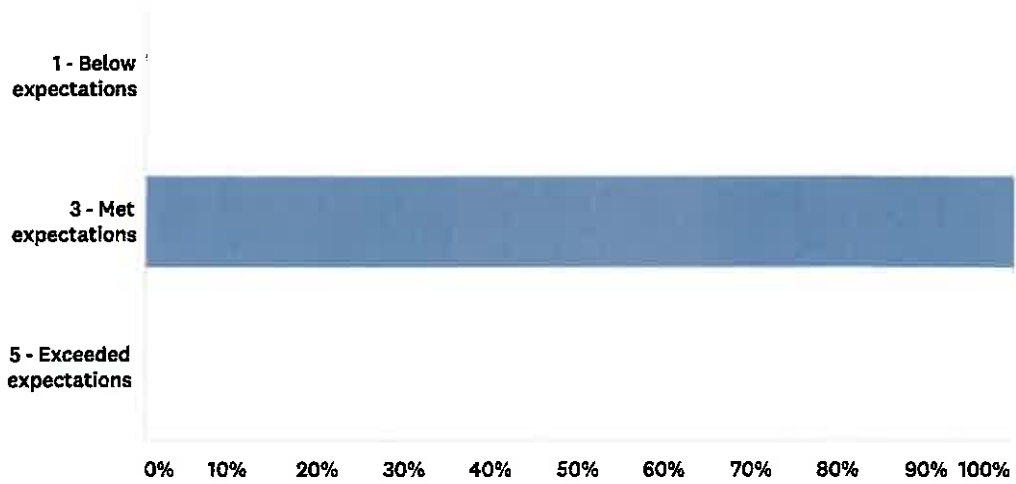
**ANSWER CHOICES**

**RESPONSES**

1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>

### Q6 Rate the firm's technical assistance in program/project management

Answered: 1 Skipped: 0

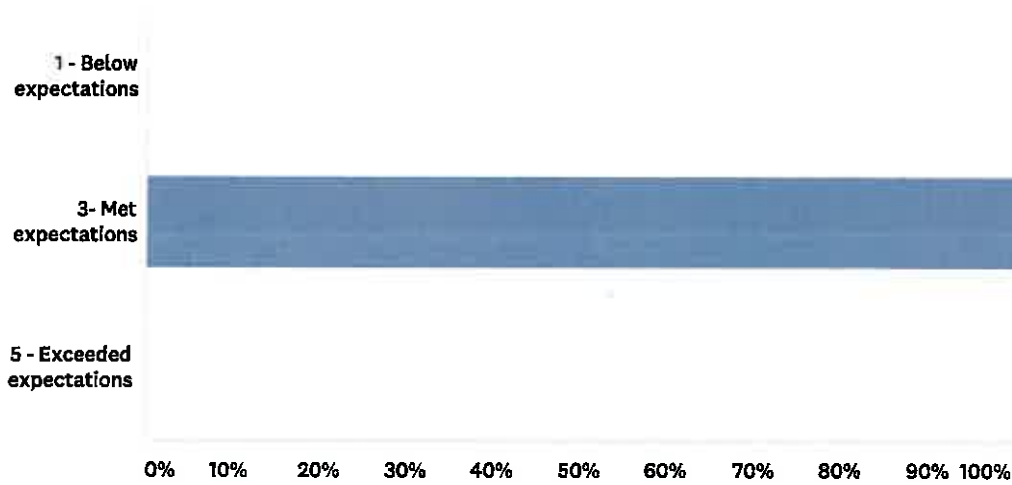


ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>



### Q7 Rate the overall success of the project thus far

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3- Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>

## Q8 Please provide comments to substantiate your ratings

Answered: 0 Skipped: 1

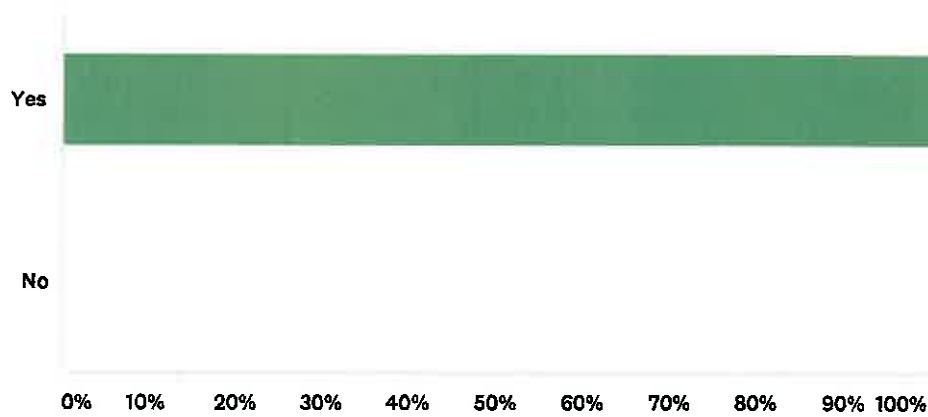
## Q1 Contact Information

Answered: 1 Skipped: 0

ANSWER CHOICES	RESPONSES	
Eddie Whitlock	100.00%	1
Assistant County Administrator	100.00%	1
Coweta County, Georgia	100.00%	1
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
ewhitlock@coweta.ga.us	100.00%	1
770-254-2601	100.00%	1

**Q2 A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey?**

Answered: 1 Skipped: 0



**ANSWER CHOICES**

**RESPONSES**

Yes	100.00%	1
No	0.00%	0
<b>TOTAL</b>		<b>1</b>

### Q3 Rate the firm's quality of leadership in program/project management for your project

Answered: 0 Skipped: 1

 No matching responses.

<b>ANSWER CHOICES</b>	<b>RESPONSES</b>	
1 - Below expectations	0.00%	0
3 - Met expectations	0.00%	0
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>0</b>

## Q4 Rate the overall services of the firm's staff for the duration of the project

Answered: 0 Skipped: 1

 No matching responses.

ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	0.00%	0
5 - Exceeded expectations	0.00%	0
TOTAL		0



## Q5 Rate the firm's ability to meet the established project goals

Answered: 0 Skipped: 1

 No matching responses.

<b>ANSWER CHOICES</b>	<b>RESPONSES</b>	
1 - Below expectations	0.00%	0
3 - Met expectations	0.00%	0
5 - Exceeded expectations	0.00%	0
TOTAL		0

## Q6 Rate the firm's technical assistance in program/project management

Answered: 0 Skipped: 1

 No matching responses.

<b>ANSWER CHOICES</b>	<b>RESPONSES</b>	
1 - Below expectations	0.00%	0
3 - Met expectations	0.00%	0
5 - Exceeded expectations	0.00%	0
TOTAL		0

## Q7 Rate the overall success of the project thus far

Answered: 0 Skipped: 1

 No matching responses.

<b>ANSWER CHOICES</b>	<b>RESPONSES</b>	
1 - Below expectations	0.00%	0
3- Met expectations	0.00%	0
5 - Exceeded expectations	0.00%	0
TOTAL		0

## Q8 Please provide comments to substantiate your ratings

Answered: 0 Skipped: 1

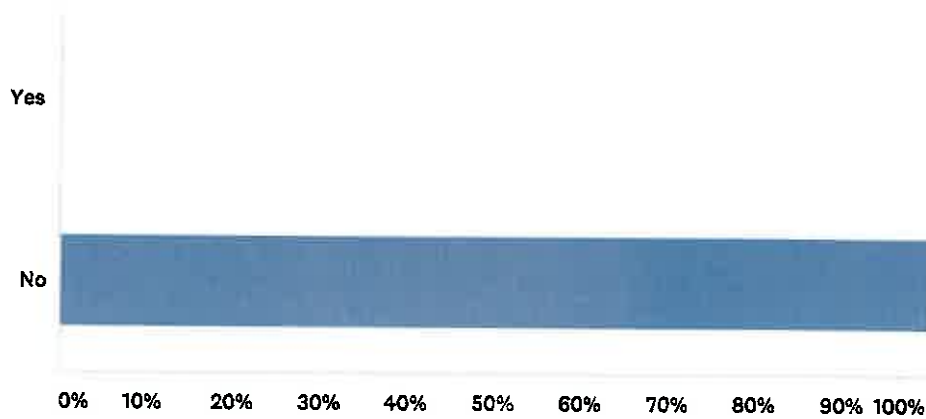
## Q1 Contact Information

Answered: 1 Skipped: 0

<b>ANSWER CHOICES</b>	<b>RESPONSES</b>	
Hameed Malik	100.00%	1
City of Augusta	100.00%	1
AUGUSTA, GA	100.00%	1
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
hmalik@augustaga.gov	100.00%	1
706-796-5040	100.00%	1

Q2 A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey?

Answered: 1 Skipped: 0



**ANSWER CHOICES**

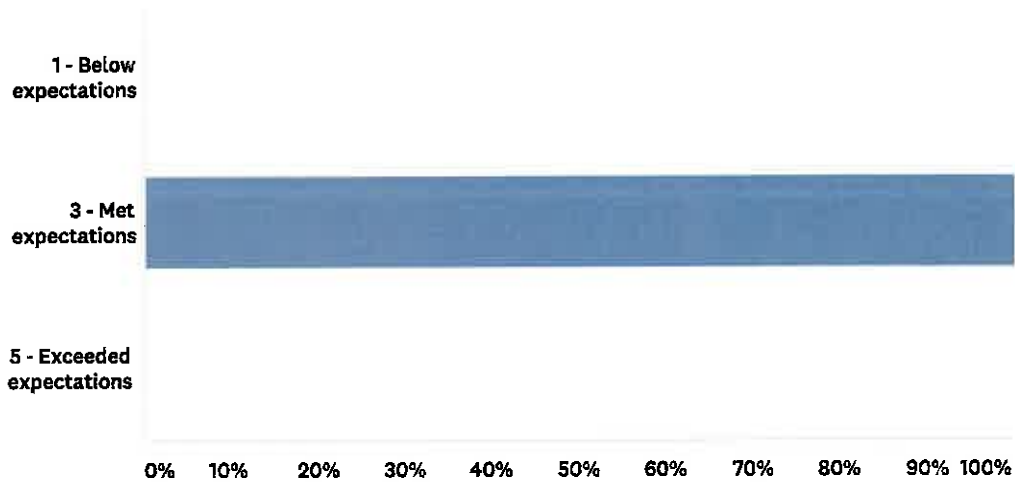
**RESPONSES**

Yes	0.00%	0
No	100.00%	1
<b>TOTAL</b>		<b>1</b>



### Q3 Rate the firm's quality of leadership in program/project management for your project

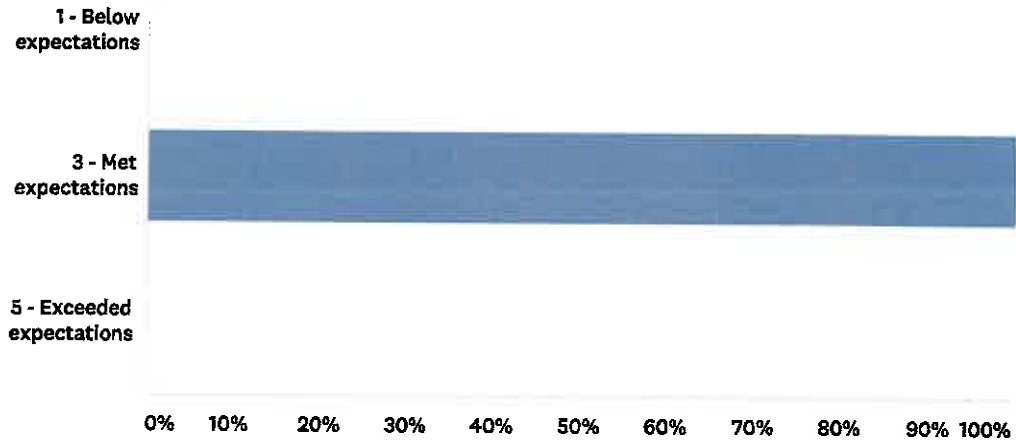
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>

### Q4 Rate the overall services of the firm's staff for the duration of the project

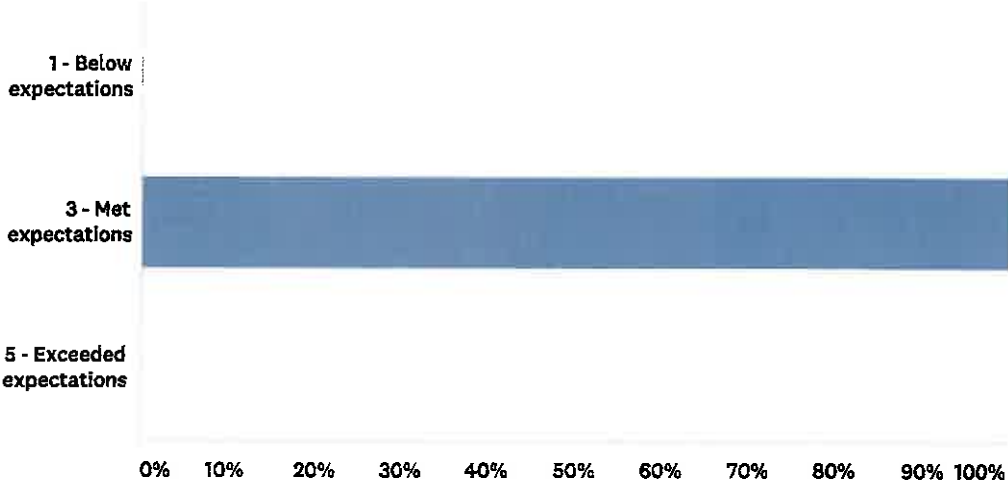
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>

### Q5 Rate the firm's ability to meet the established project goals

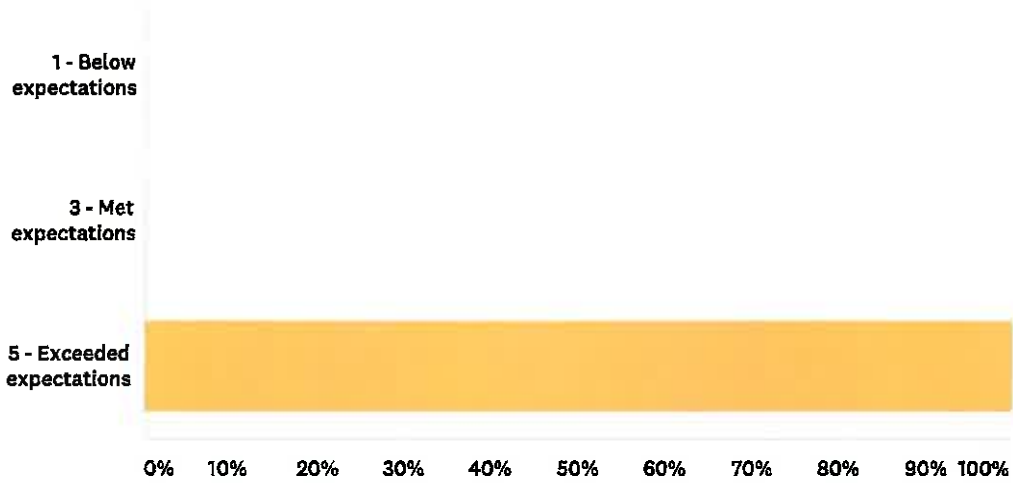
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>

### Q6 Rate the firm's technical assistance in program/project management

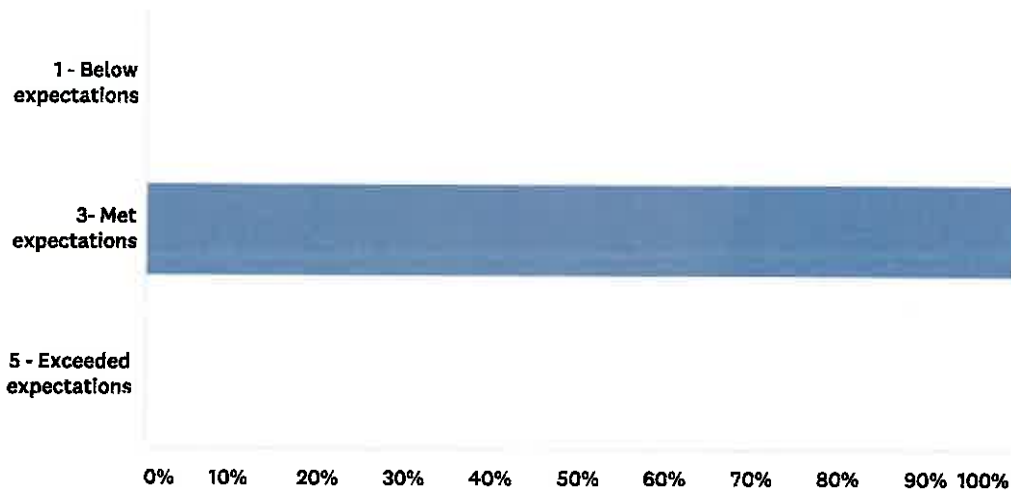
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	0.00%	0
5 - Exceeded expectations	100.00%	1
TOTAL		1

### Q7 Rate the overall success of the project thus far

Answered: 1 Skipped: 0



**ANSWER CHOICES**

**RESPONSES**

1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
<b>TOTAL</b>		<b>1</b>

## Q8 Please provide comments to substantiate your ratings

Answered: 1 Skipped: 0

## Q1 Contact Information

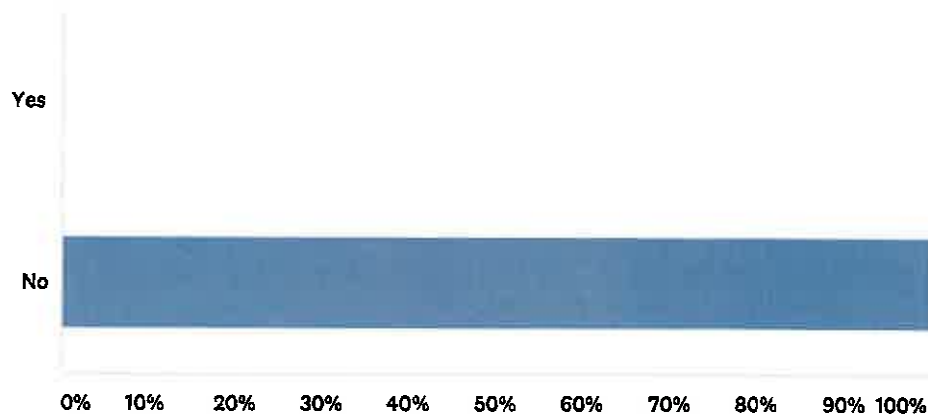
Answered: 1 Skipped: 0

<b>ANSWER CHOICES</b>	<b>RESPONSES</b>	
Edgardo Aponte	100.00%	1
Gwinnett County	100.00%	1
GWINNETT COUNTY, GA	100.00%	1
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
edgardo.aponte@gwinnettcountry.com	100.00%	1
770-822-7433	100.00%	1



Q2 A conflict of interest may exist when an individual engages in activities which may financially or otherwise benefit themselves, their relatives or other individuals with whom they are personally or financially involved as a result of knowledge, information or action taken in an official capacity. A conflict of interest may exist where there is no actual benefit to the individual. The mere presence of the opportunity may create the conflict. Based on the above definition of conflict of interest, is there any circumstance whereby a conflict of interest (real or perceived) exists and therefore would cause you to recuse yourself from completing this survey?

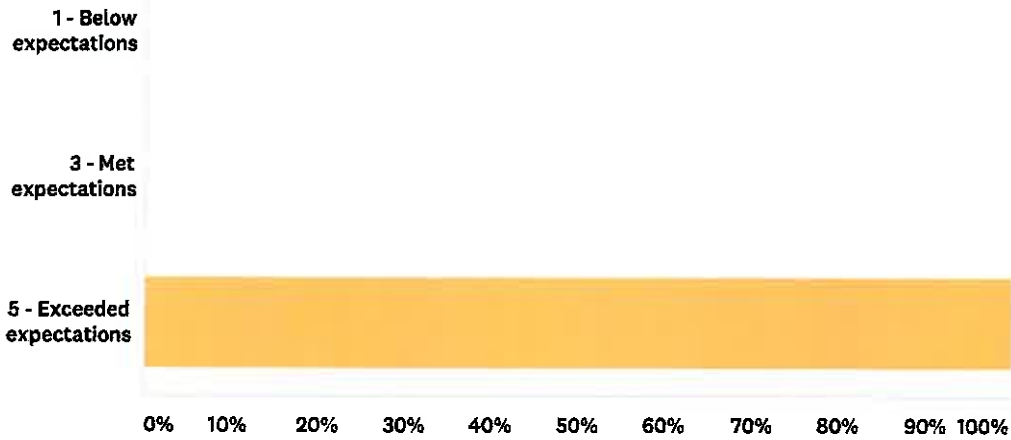
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	1
TOTAL		1

### Q3 Rate the firm's quality of leadership in program/project management for your project

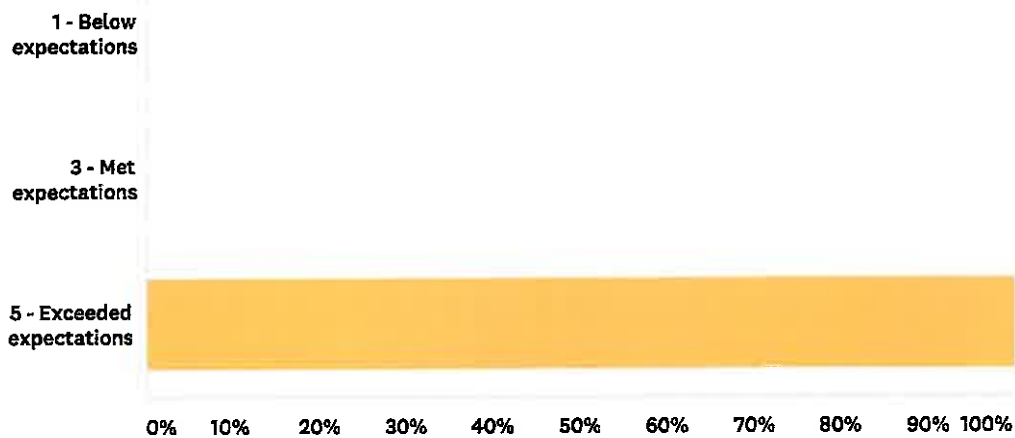
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	0.00%	0
5 - Exceeded expectations	100.00%	1
TOTAL		1

## Q4 Rate the overall services of the firm's staff for the duration of the project

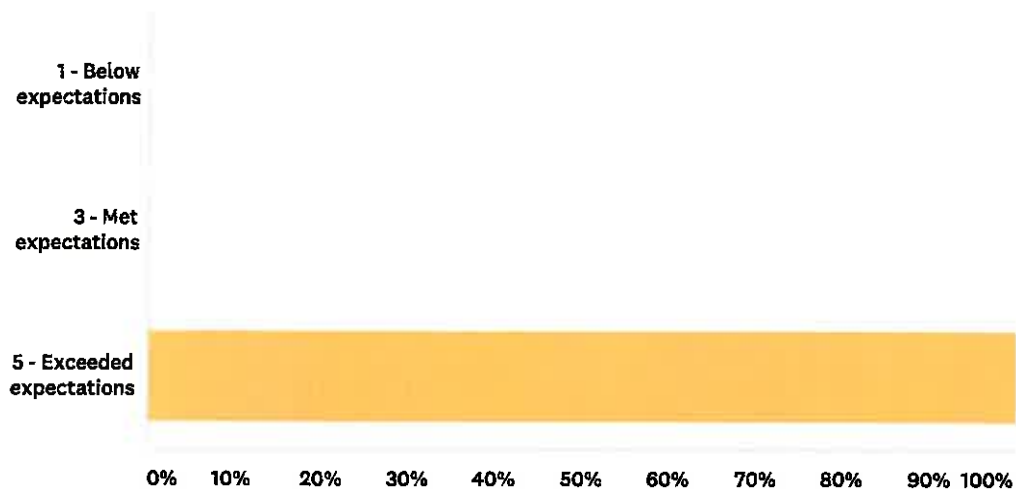
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	0.00%	0
5 - Exceeded expectations	100.00%	1
TOTAL		1

### Q5 Rate the firm's ability to meet the established project goals

Answered: 1 Skipped: 0



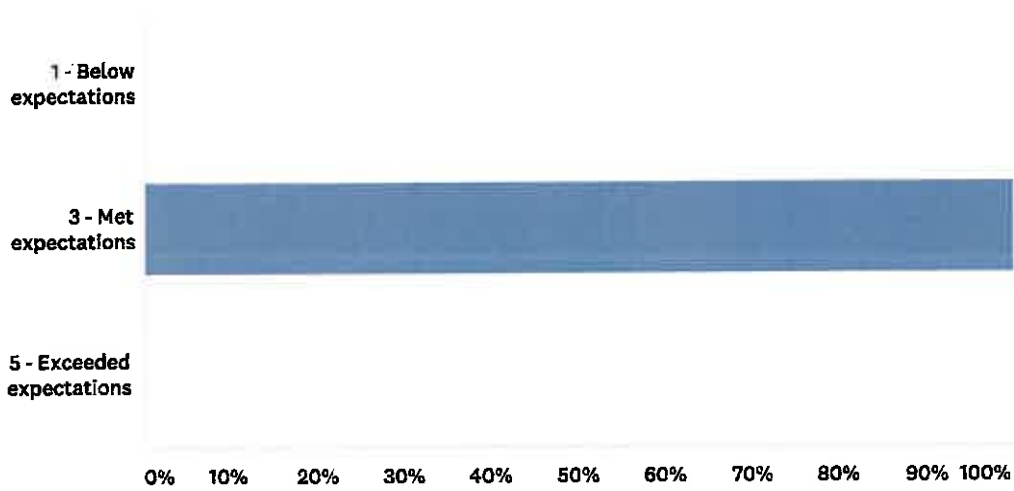
**ANSWER CHOICES**

**RESPONSES**

1 - Below expectations	0.00%	0
3 - Met expectations	0.00%	0
5 - Exceeded expectations	100.00%	1
<b>TOTAL</b>		<b>1</b>

### Q6 Rate the firm's technical assistance in program/project management

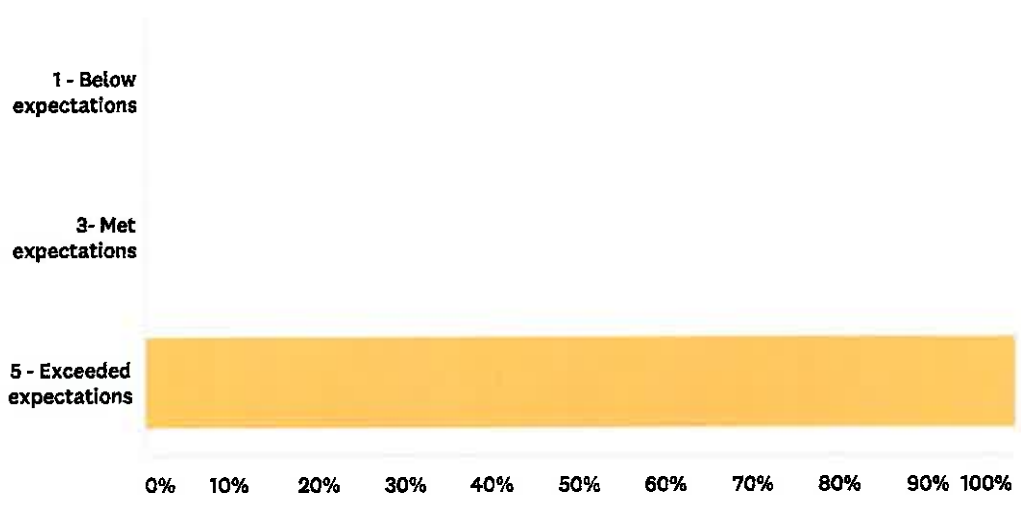
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3 - Met expectations	100.00%	1
5 - Exceeded expectations	0.00%	0
TOTAL		1

### Q7 Rate the overall success of the project thus far

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 - Below expectations	0.00%	0
3- Met expectations	0.00%	0
5 - Exceeded expectations	100.00%	1
TOTAL		1

## Q8 Please provide comments to substantiate your ratings

Answered: 1 Skipped: 0





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### Advanced Search Results

Total records: 1

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Your search returned the following results...

<b>Entity</b>	<b>CHA Consulting, Inc.</b>	<a href="#">View Details</a>
DUNS: 058647470	Address: 3 Winners Circle	Status: Active
CAGE Code: 4M848	City: Albany	Has Active Exclusion?: No
DoDAAC:	State: NY	Debt Subject to Offset?: No
	ZIP Code: 12205-1161	Expiration Date: 12/04/2020
	Country: UNITED STATES	Purpose of Registration: All Awards

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## Search Results

### Advanced Search Results

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Your search returned the following results...

<b>Entity</b> <b>Edwards-Pitman Environmental, Inc.</b>		<b>View Details</b>
DUNS: 926622598	Address: 2700 Cumberland Pkwy Ste 300	Status: Active
CAGE Code: 1J4K1	City: Atlanta	Has Active Exclusion?: No
DoDAAC:	State: GA	Debt Subject to Offset?: No
	ZIP Code: 30339-3321	Expiration Date: 03/31/2020
	Country: UNITED STATES	Purpose of Registration: All Awards

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Total records: 1

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Order by Descending

Your search returned the following results...

<b>Entity</b> MSA PROFESSIONAL SERVICES, INC.		<a href="#">View Details</a>
DUNS: 048034433	Address: 1230 SOUTH BLVD	Status: Active
CAGE Code: 0FNM7	City: BARABOO	Has Active Exclusion?: No
DoDAAC:	State: WI	Debt Subject to Offset?: No
	ZIP Code: 53913-2791	Expiration Date: 09/03/2020
	Country: UNITED STATES	Purpose of Registration: All Awards

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### Entity Dashboard

**MC SQUARED, INC.**  
DUNS: 779947535 CAGE Code: 8CJA5  
Status: Active  
Expiration Date: 06/27/2020  
Purpose of Registration: All Awards

1275 Shiloh Rd NW Ste 2620  
Kennesaw, GA, 30144-7180 ,  
UNITED STATES

Entity Overview

Entity Registration

- Core Data
- Assertions
- Reps & Certs
- POCs

Exclusions

- Active Exclusions
- Inactive Exclusions
- Excluded Family Members

[RETURN TO SEARCH](#)

#### Entity Overview

##### Entity Registration Summary

Name: MC SQUARED, INC.  
Business Type: Business or Organization  
Last Updated By: Renae Campbell  
Registration Status: Active  
Activation Date: 07/29/2019  
Expiration Date: 06/27/2020

##### Exclusion Summary

Active Exclusion Records? No



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### Search Results

**Current Search Terms:** VAUGHN AND MELTON CONSULTING ENGINEERS, INC\*

Total records: 1

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Your search for VAUGHN AND MELTON CONSULTING ENGINEERS, INC\* returned the following results...

Entity	<b>VAUGHN &amp; MELTON CONSULTING ENGINEERS, INC.</b>	Status: <b>Active</b>
DUNS: <b>048237846</b>	CAGE Code: <b>00UA7</b>	<a href="#">View Details</a>
Has Active Exclusion?: <b>No</b>	DoDAAC:	
Expiration Date: <b>03/27/2020</b>	Debt Subject to Offset?: <b>No</b>	
Purpose of Registration: <b>All Awards</b>		

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## Search Results

**Current Search Terms: SETTIMIO CONSULTING SERVICES INCORPORATED\***

Total records: 0

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Your search for SETTIMIO CONSULTING SERVICES INCORPORATED\* returned the following results...

**No records found.**

Result Page:

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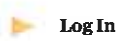


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Search Results

Current Search Terms: SOUTHEASTERN ENGINEERING, INC\*

Total records:1

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Result Page: 1

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Order by Descending

Your search for SOUTHEASTERN ENGINEERING, INC\* returned the following results...

Entity	Southeastern Engineering Sales, Inc.	Status: Active
DUNS: 091216945	CAGE Code: 6R297	<a href="#">View Details</a>
Has Active Exclusion?: No	DoDAAC:	
Expiration Date: 05/08/2020	Debt Subject to Offset?: No	
Purpose of Registration: All Awards		

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

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

NAME AND ADDRESS	DISPOSITION DATE	EXPIRATION DATE
CHA Consulting, Inc. 270 Peachtree Street N.W., Suite 1500 Atlanta, GA 30303	October 13, 2017	February 9, 2020
<b>SIGNATURE</b>		
<i>Nial Patel</i>		
<b>1. Transportation Planning</b>	<b>3. Highway Design Roadway (continued)</b>	
<input checked="" type="checkbox"/> 1.01 State Wide Systems Planning	- 3.09 Traffic Control System Analysis, Design and Implementation	
<input checked="" type="checkbox"/> 1.02 Urban Area and Regional Transportation Planning	- 3.10 Utility Coordination	
<input checked="" type="checkbox"/> 1.03 Aviation Systems Planning	- 3.11 Architecture	
- 1.04 Mass and Rapid Transportation Planning	<input checked="" type="checkbox"/> 3.12 Hydraulic and Hydrological Studies (Roadway)	
<input checked="" type="checkbox"/> 1.05 Alternate System and Corridor Location Planning	<input checked="" type="checkbox"/> 3.13 Facilities for Bicycles and Pedestrians	
- 1.06 Unknown	- 3.14 Historic Rehabilitation	
- 1.06a NEPA Documentation	<input checked="" type="checkbox"/> 3.15 Highway Lighting	
- 1.06b History	- 3.16 Value Engineering	
- 1.06c Air Studies	- 3.17 Design of Toll Facilities Infrastructure	
- 1.06d Noise Studies	<b>4. Highway Structures</b>	
- 1.06e Ecology	<input checked="" type="checkbox"/> 4.01a Minor Bridges Design	
- 1.06f Archaeology	- 4.01b Minor Bridges Design <b>CONDITIONAL</b>	
- 1.06g Freshwater Aquatic Surveys	<input checked="" type="checkbox"/> 4.02 Major Bridges Design	
- 1.06h Bat Surveys	- 4.03 Movable Span Bridges Design	
- 1.07 Attitude, Opinion and Community Value Studies	<input checked="" type="checkbox"/> 4.04 Hydraulic and Hydrological Studies (Bridges)	
<input checked="" type="checkbox"/> 1.08 Airport Master Planning	<input checked="" type="checkbox"/> 4.05 Bridge Inspection	
<input checked="" type="checkbox"/> 1.09 Location Studies	<b>5. Topography</b>	
<input checked="" type="checkbox"/> 1.10 Traffic Studies	- 5.01 Land Surveying	
- 1.11 Traffic and Toll Revenue Studies	- 5.02 Engineering Surveying	
<input checked="" type="checkbox"/> 1.12 Major Investment Studies	- 5.03 Geodetic Surveying	
- 1.13 Non-Motorized Transportation Planning	- 5.04 Aerial Photography	
<b>2. Mass Transit Operations</b>	- 5.05 Aerial Photogrammetry	
- 2.01 Mass Transit Program (Systems) Management	- 5.06 Topographic Remote Sensing	
- 2.02 Mass Transit Feasibility and Technical Studies	- 5.07 Cartography	
- 2.03 Mass Transit Vehicle and Propulsion System	- 5.08 Subsurface Utility Engineering	
- 2.04 Mass Transit Controls, Communications and Information Systems	<b>6. Soils, Foundation &amp; Materials Testing</b>	
- 2.05 Mass Transit Architectural Engineering	- 6.01a Soil Surveys	
- 2.06 Mass Transit Unique Structures	- 6.01b Geological and Geophysical Studies	
- 2.07 Mass Transit Electrical and Mechanical Systems	- 6.02 Bridge Foundation Studies	
- 2.08 Mass Transit Operations Management and Support Services	- 6.03 Hydraulic and Hydrological Studies (Soils and Foundation)	
<input checked="" type="checkbox"/> 2.09 Aviation	- 6.04a Laboratory Materials Testing	
- 2.10 Mass Transit Program (Systems) Marketing	- 6.04b Field Testing of Roadway Construction Materials	
<b>3. Highway Design Roadway</b>	- 6.05 Hazard Waste Site Assessment Studies	
<input checked="" type="checkbox"/> 3.01 Two-Lane or Multi-Lane Rural Generally Free Access Highway Design	<b>8. Construction</b>	
<input checked="" type="checkbox"/> 3.02 Two-Lane or Multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers	- 8.01 Construction Supervision	
<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	<b>9. Erosion and Sedimentation Control</b>	
<input checked="" type="checkbox"/> 3.04 Multi-Lane, Limited Access Expressway Type Highway Design	<input checked="" type="checkbox"/> 9.01 Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program	
<input checked="" type="checkbox"/> 3.05 Design of Urban Expressway and Interstate	- 9.02 Rainfall and Runoff Reporting	
<input checked="" type="checkbox"/> 3.06 Traffic Operations Studies	- 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations	
<input checked="" type="checkbox"/> 3.07 Traffic Operations Design		
- 3.08 Landscape Architecture		