

**EVALUATION SUMMARY**

PROPOSERS	Area Class & Work Class	EXPERIENCE & QUALIFICATIONS (300 Points)	RESOURCES AND WORKLOAD CAPACITY (200 Points)	TECHNICAL APPROACH (400 Points)	PAST PERFORMANCE (100 Points)
ATKINSREALIS	The Proposer met the required Areas Classes	<p>AtkinsRéalisis team offers an elite level of technical maturity, led by senior professionals with an average of 31 years of industry experience. This team is purpose-built to navigate the complexities of Georgia's transportation infrastructure, combining multi-decade expertise in project management, roadway design, structural engineering and NEPA compliance.</p> <p><b>LEADERSHIP &amp; PROJECT MANAGEMENT</b>            Vincent Reynolds, PE (Project Manager   28 Years Exp.)            Brian Bolick, PE. (Principal-in Charge   42 Years Exp.):</p> <p><b>TECHNICAL DESIGN EXCELLENCE</b>            • Hellen Keller, PE (Lead Roadway Engineer   27 Years Exp.)            • Michael Wagner, PE (Bridge Design Lead   29 Years Exp.)            • John Boudreau, RLA (Planning &amp; Landscape   41 Years Exp.)</p> <p><b>ENVIRONMENTAL &amp; REGULATORY COMPLIANCE</b>            Keisha Jackson (NEPA Analyst/Senior Planner   25 Years Experience):</p> <p>This is a "Low Risk, High-Expertise" Team. The combination of Vincent Reynolds' management and Brian Bolick's 40+ year tenure provides a stable foundation for delivering complex transportation engineering services on time and within budget.</p>	<p>AtkinsRéalisis has substantial staff resources and institutional capacity to accommodate complex, concurrent projects. The firm's integrated project management system and access to specialized in-house design teams ensure strong responsiveness and quality control. Workload distribution appears efficient with ample surge capability.</p>	<p>The firm has an understanding of the scope work and the importance of engaging with the County, Community and key stakeholders. design process, public involvement, hydraulics. KTL for Roadway Design, has enhanced erosion control, and acknowledge impact to bus stops; Best tech approach. mitigation strategies, public engagement; ds features to protection crossing. Presented challenges.</p>	<p>One reference identified in AtkinsRéalisis's SOQ responded to the reference check request for PI#0009400, rating the firm's performance as "Average." Conversely, the DeKalb Transportation Department provided an "Excellent" rating based on prior project history. The evaluator scored the firm's past performance as an 8 out of 10, predicated on successful delivery of previous DeKalb County assignments.</p>
Prime Engineering, Inc.	The Proposer met the required Areas Classes	<p>Prime Engineering's proposal reflects experience managing complex GDOT and county roadway design projects. The firm's Project Manager and senior team leads bring decades of demonstrated success in transportation, traffic, and utility design, with direct familiarity in project delivery under GDOT's PDP and coordination with multiple jurisdictions.</p>	<p>Prime Engineering exhibits robust staffing resources and a multidisciplinary in-house team structure, including roadway, drainage, survey, and traffic engineering. Their internal QA/QC framework and resource allocation plan demonstrate readiness to begin immediately with minimal ramp-up. The firm maintains the flexibility to dedicate additional personnel as needed, ensuring schedule adherence and responsiveness to GDOT requirements. Resource depth, cross-disciplinary support, and workload distribution all reflect a high capacity to deliver efficiently and effectively.</p>	<p>The proposal highlights successful completion of similar projects emphasizing multimodal connectivity, utility coordination, and pedestrian safety—key components of the Pleasantdale corridor. The Prime need more QA/QC in their write-up.</p>	<p>Prime Engineering Rating: One average, one excellent, and one non-respondent.</p>

Arcadis US Inc.	The Proposer met the required Areas Classes	Project Manager has 29 years experience. PM has demonstrated experience in program management, project management and with GDOT specific processes as the Assistant Office Head of GDOT's Office of Program Delivery. The team years of experience spans from 15-29 years. The firm has a multi-disciplinary team that includes KTL for the required project areas and each has relevant experience for their area of expertise. The Pedestrian/Bicycle KTL has international experience with the firm, and brings that experience to the team which sets them apart from their competition.	The organizational chart has specialized quality control personnel and quality control specialist for each project area. The firm has depth as their Atlanta Office has 360 professionals and national SME at the Atlanta office. The firm has experience with analysis, utility coordination, constructability, QA/QC and public involvement. They have partnered with DBEs (Cerm and New South) on previous projects. The team has availability to fulfill the scope of work for the project.	Arcadis developed four distinct roadway alternatives, scaling from low to high operational impact. Key to their strategy is the use of Vehicles Per Day (VPD) data and speed limit modeling, supported by a Community Coordinator to maintain local buy-in. Notably, the plan includes a robust (QC/QA) process and looks past basic 'road diet' fixes to solve site-specific issues. Through targeted outreach with schools and MARTA, the project guarantees a benefit-cost ratio that reflects true community value.	While we did not receive responses from Arcadis's references, the DeKalb County Transportation Department offered an excellent recommendation for the firm based on their previous work.
Thomas & Hutton Engineering Co.	The Proposer met the required Areas Classes	Thomas & Hutton demonstrates solid credentials and relevant experience delivering transportation design and roadway improvement projects for GDOT and local governments. The proposed Project Manager and key discipline leads are well qualified and exhibit a clear understanding of GDOT's PDP and design development requirements. Their portfolio includes multimodal design and corridor improvements consistent with the Pleasantdale Road project.	The firm maintains a balanced workload and an established project management structure capable of supporting GDOT project delivery. Staffing levels, available resources, and in-house technical support are adequate to execute this contract successfully. While the workload summary reflects the ability to meet deadlines, the submittal did not fully demonstrate surplus capacity or dedicated contingency staffing to address schedule acceleration or unforeseen design revisions. Overall, Thomas & Hutton possesses sufficient depth and resource flexibility to perform effectively within expected parameters.	The proposal offered limited detail regarding project-specific innovation, risk management strategies, or lessons learned from comparable urban corridor projects. Overall, the team's qualifications exceed minimum expectations but lack the depth and scale of experience reflected in top-tier submissions. Missed opportunity for additional technical expertise due to duplicate roles.	Two references identified in Thomas & Hutton Engineering SOQ provided responses. Cherokee County provided a reference for PI#0019205 Bells Ferry Road Multi-Use Trail and gave an overall performance rating of "Excellent". The City of Doraville provided a reference for PI#0019208, New Peachtree Road Shared Use Path. The overall performance was rated an "Excellent".
IDS Global, Inc.	The Proposer met the required Areas Classes	The Principal In Charge does not work with the Prime consultant, a subcontractor with (CDM Smith). Furthermore, the KTL/Project manager for Roadway Design is not a PE.	This is a small firm with limited workload capacity as the firm provided a total of 20 professionals with 4 PEs for their local office. The firm is depending on subcontractors to fulfill the scope work. The firm's rural projects and small workload capacity makes them a weak candidate for the project scope of work that is required.	IDS Global projects were not similar in scope, mainly multi-lane rural roadways. The firm projects were limited to old rural road projects from 2009 - 2015, not recent projects. The firm did not highlight pedestrian/bike projects.	Of the five firm references provided, three pertained to unrelated projects, limiting the relevance of the submission.