

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) |
|-------------------------------|---|--|---|--|--|
| KCI Technologies | The proposer met the required Area Classes. | KCI brings unmatched, specialized expertise to this project, backed by a comprehensive understanding of the scope and direct experience delivering identical projects as a subcontractor. Led by a Project Manager (PM) with 14 Years experience, including previous service as the GA State Signal Engineer. The team provides intimate, working knowledge of GDOT procedures. Supported by a leadership team-including a Principal-in-Charge (26 years), Pedestrian/Bicycle Lead (20+ years); Traffic/Signal Lead (30 years) and Environmental Lead (18 years). The responder is uniquely positioned to deliver this project successfully. | KCI has successfully executed identical work previously as a subcontractor. The team is led by a Project Manager with 14 years of experience including a pivotal former role as the GA State Signal Engineer, offering deep insight into GDOT operations. Supporting the PM is a veteran leadership team boasting over a century of combined experience, featuring experts in traffic/signaling (30 years), principal oversight (26 years), pedestrian/bicycle infrastructure (20+ years), and environmental compliance (18rastructure (20+ years), and environmental compliance (18 years). They are uniquely positioned to deliver this project successfully. | KCI provided a well-defined process, and we highly value their initiative in assessing whether their mobile field services application can be leveraged for data collection. A primary focus of this assessment was evaluating the communication infrastructure, with a particular emphasis on the fiber network. Additionally, the team analyzed bi-modal and flashing indications and engaged in a detailed discussion regarding signal backplates. | KCI received 'excellent' ratings from three references, including one internal source. |
| Jacobs Engineering Group Inc. | The proposer met the required Area Classes. | Jacobs Engineering Group proposal demonstrated strong key personnel and showcased highly qualified leadership, (Project Manager 18 years), Principal-in Charge (20+ years) and a solid Key Team Leaders. They could have expanded on their maintenance experience beyond the two projects highlighted and provided more detailed examples of design projects. Additional technical elaboration on the flashing yellow experience would have enhanced the submission. | Jacobs Engineering Group offers depth with 873 employees in GA, 22 Traffic Engineers/Technicians Good Org Chart. They broke the project into teams based on coordinators. Shows depth and commitment to schedule. Multiple assignments simultaneously. They are available to deliver this project. | Jacobs Engineering Group proposal demonstrated a strong understanding that this is a maintenance project with no immediate right-of-way. They correctly identified that District 7 utilities personnel will manage the project and provided excellent detail regarding the specific challenges and MS4 region requirements. Notably, including mast arm measurements was a major plus, as it proactively identified potential issues with the structures and poles. Furthermore, they recognized that they are already handling 50% of the listed traffic signals and have efficiently structured their approach using four concurrent design teams. | Jacobs Engineering received positive feedback on references: one rated the firm as average, while three rated them as excellent (including two external and one internal reference). |

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| AECOM Technical Services, Inc. | The proposer met the required Area Classes. | AECOM leadership team is exceptionally senior, featuring Principal-in-Charge: Scott Mohlar (33 years) provides executive oversight with direct access to a deep pool of 100+ traffic engineers, Project Management: Tom Saver, PE, (30 years) specifically in advanced traffic signal design and Flashing Yellow Arrow (FYA) implementations, Ped/Bike: Katelyn Lister, PE, RSP1, Traffic Signal Lead: Kiesha Fox. Not sure her experience translates to plan development, she is not a licensed PE and her background may differ from traditional plan development roles. | AECOM presents a highly qualified team with significant depth (451 GA employees), strong GDOT familiarity, and proven expertise in managing complex project conflicts, back by a four-step QA/QC process. They offered a solid organizational chart, familiar with local infrastructure through GDOT SigOps. The proposer focused on identifying overlapping GDOT project conflicts. | <p>While the County has completed multiple relevant work orders, their proposed strategy—including the noted bi-modal approach—remains generic and lacks distinct project-specific customization.</p> <ul style="list-style-type: none"> • Tom Sever, PE (Project Manager): 30 years of experience. • Scott Mohlar (Officer in Charge): 33 years of experience • Katelyn Lister, PE, RSP1: Pedestrian & Bicycle Lead. • Aaron Caldwell (ENVE Lead): 20+ years • Kiesha Fox (Traffic Operations Support): <p>Firm Credentials: ENR's 2024 #1 Firm in Transportation and Highways. The team brings four directly relatable featured projects that perfectly mirror the scope, complexity, and solicitation requirements of this contract.</p> | AECOM references were favorable. One top-tier reference response and three in-house references that were favorable. |
| Arcadis US Inc. | The proposer met the required Area Classes. | Arcadis team brings a wealth of experience, including over 20 years in SigOps, and demonstrates deep familiarity with the County's data, signals, and infrastructure. | Arcadis's proposal offers a well-structured organization chart and demonstrates general proficiency in the required areas. Only one project was provided as relevant experience, and the submission did not sufficiently highlight the specific strengths of their past projects in relation to this project's requirements. | Arcadis understands the Maintenance project format, but their submittal underemphasized Flashing Yellow Arrow (FYA) conversions. Furthermore, by failing to fully highlight specific project strengths, the proposal missed an opportunity to clearly articulate the impact of their proposed solution. | Arcadis received one excellent external reference and a 'Good' rating from an internal reference. |

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| Kimley-Horn and Associates, Inc. | The proposer met the required Area Classes. | <p>Kimley-Horn demonstrates robust experience in signal timing and ITS work. However, their experience with Maintenance and FYA (Flashing Yellow Arrow) projects was under-highlighted and should be given more prominence.</p> <p>Kimley-Horn's Project Manager (Andy King, PE, IMSA II) - 21 years experience. Strong signal timing background, but failed to highlight specific maintenance or FYA experience relevant to the RFQ. Principal-in-Charge (Mike Lobdell, PE, PTOE, RSP1) - 25 years experience, Ped/Bic (Matt Dysko, PE) - No years of experience listed, Traffic Signals & Operations (Elizabeth Gross, PE) - Limited signal design experience listed in the proposal, Environmental (Sean Yates): No years of experience listed. The proposal lacks detailed experience for several team members and requires QA/QC, specifically regarding geographic location (SR206 is not in DeKalb).</p> | <p>With 469 local employees—including 67 in transportation and 45 in roadway—Kimley-Horn's Atlanta office brings significant depth to this contract. Although their specialized traffic team is more compact than some local alternatives, they are fully resourced and available to deliver this project on schedule.</p> | <p>Strong general signal timing and ITS experience but lacks specific, relatable examples for this scope, particularly regarding Flashing Yellow Arrows (FYA) and maintenance. All required questions were addressed. However, the responses were generic. Expanding on specific details would greatly improve the quality. The inclusion of the back plate manufacturer was a strong point. It demonstrates that the team carefully considered both the conduit and back plate manufacturing, which is highly pertinent to this project.</p> | <p>Kimley-Horn received one excellent reference which aligns with in-house evaluation.</p> |
| Southeastern Engineering, Inc. (SEI) | The proposer met the required Area Classes. | <p>SEI experience listed was not directly related to this type of project. Not quite there compare to others. PM has 12 years experience.</p> <p>PM: Chris Maddoz, PE, PTOE 12 years experience.</p> <p>P in Charge: Cedric Clark, PMP 25 years experience.</p> <p>Ped/Bike: Scott Jordan, PE 26 years experience.</p> <p>Traffic Signals & Operations Mary Thumaty, PE, PTOE 5 years experience.</p> <p>ENVE: Rhonda Tilt 15 years experience</p> | <p>Depth: 64 total employees, 7 transportation/traffic engineers</p> <p>Concerned about lack of staff to complete project. Org Chart issues- did not populate.</p> <p>Available to do work</p> | <p>SEI's proposal was generic, with an imbalanced focus: the firm dedicated sufficient time to Phase 1, but Phase 2 lacked the necessary depth. Additionally, while the addendum did address the query regarding signals (identifying 99 out of 100), the submission overall still lacked specific, granular details regarding their project's unique requirements.</p> | <p>SEI received one reference rating them as average.</p> |