



Meeting Location:

TIA Industry Forum
One Georgia Center
600 West Peachtree Street
4th Floor – Rooms 403 and 404
Atlanta, GA 30308

Meeting Time:

Friday, August 22, 2014
10:00 AM – 12:00 PM

Presenters:

Mike Dover, GDOT
Tim Matthews, GDOT
Kelvin Mullins, GDOT
Anthony Sanger, TIA PgM Team
Bobby Adams, TIA PgM Team

Attendees:

Forty-eight (48) unique firms were represented, with (57) total attendees – excluding GDOT and TIA staff. Treasury Young, Procurement Administrator with GDOT was also present. *(Sign-In sheets attached)*

Presentation Overview:

The intent of the Industry Forum was to share information about and solicit input on the upcoming advertisement for Design Services for Batch 3 TIA projects. An overview and update on the current status of the TIA program and the risk management process for the program was also provided. Additionally, the TIA Program provided information on the anticipated scope and budget parameters for the proposed projects, while relating GDOT's proposed project approach. Further, through this forum GDOT provided the industry with an opportunity for two way communication on the projects prior to the restriction of communications that will be required once the projects are advertised.

Presentation Q & A:

Certifications and Conflicts of Interests?

Certifications - Please pay special attention to filling out the Certification attachment. There have been several instances on past advertisements where the form was not filled out correctly. Such actions cause additional work for procurement staff in order to clarify with the proposer and not disqualify them.

Conflict of Interest – All proposers will be required to disclose any actual or potentially perceived conflicts of interest at the time of submission and provide a plan for mitigation of the conflict. Pointing out potential or actual conflicts will not disqualify a firm. However failure to report a conflict or potential may be grounds for rejection of the submission.

Will Advertisement and Selection format be the same as previous TIA Design Advertisement?

The format will be generally the same as the most recent GDOT Design Batch Advertisements.

Will overhead be capped?

Yes. Overhead will be capped at 150% for both Prime and Sub firms. This is a measure to keep TIA costs within the set budgets. **The department will entertain the use of Lump Sum contracting for these contracts.**

Budgets?

We are giving design firms the flexibility to adjust phase budgets to best meet the stated benefits of the project. Firms will have the overall budget shown in the Public Notice Announcement. It is expected the firms will manage



those budgets and make recommendations for shifting funds to best provide the most economical solution for meeting the projects' stated benefits.

What if we believe it can't be done for the proposed budget?

The overall project budget represents the maximum amount of funds available to cover all costs associated with the project. The budget must be used to deliver the stated benefit. We would advise the consultant's to analyze the project in light of the stated benefit(s). For the six projects to be advertised, we believe there is adequate overall budget to meet the stated benefits of the project. However, if the consultant still believes that the stated benefit cannot be delivered within the budget, we would ask that they present a scope of work that could be provided within the budget so that conversations with the project stakeholders can proceed.

Are there contingency budgets?

Yes, the program has developed contingency amounts for each type of project and for inflation on those project types (Bridges and Sewer projects) that will be affected by inflation but which do not have an ability to mitigate the impact through scope management. As discussed earlier by, we have assigned risk categories to all projects. Each of those categories carries a percentage that we reserve as a contingency. The PNA indicated an available budget based on approximately 85% of the approved budget. We will be adjusting the available budget to reflect the new risk category percentages rather than a straight 15% reduction for all projects.

What if the construction bid comes in higher than our construction estimates?

The Design to Budget clause in the consultant contract is based on the forecasted construction estimate being within the budget for Construction, not that actual bids received.

What is the basis for the proposed project budget that GDOT pulls together?

The budget starts with what was approved in the vote on the TIA Legislation.

The original budgets are those listed in the approved investment list and are the total of all funds ever available from TIA for the project. The original budget, in 2011 dollars, will be carried from now to the end of the project. The budget also includes contingency, based on the risk category that the project falls under.

Will GDOT list the firms that have potential conflicts of interests?

No. We have not done that in the past. We will leave this up to the firm(s) to include this information with their solicitation.

The consultants have an obligation to disclose any actual or perceived conflict of interest at the time of submission. Failure to do so may subject the submission to rejection.

Will there be a RFQ/RFP Session held after the solicitations are submitted?

No. There will not be any sessions held after the fact. This Forum serves as a pre-solicitation meeting.

Participant Q & A:

Contract No. 1 – (PI-0012575, 00112576 - SR 56 Widening Phase II and III):

Will the Consultant be responsible for the Railroad Coordination?

The consultant will provide railroad / utility coordination services similar to a standard GDOT project. The TIA Office will function as the Department's Utility office for TIA projects and the consultants will not be required to coordinate with the GDOT Utilities office.

Who will pay for the Railroad Coordinator?

All utility costs and expense must be included within the total project budget. There are funds other than the TIA Original Budget available for TIA projects.

Will Phase I be included in this solicitation?



Design services for Phase I are currently in negotiations. The project has not been started yet. Phase 1 is north of the Phase II and III projects and is not contiguous.

Has the designer been selected yet for Phase I? Who is the designer?

Design services for Phase I are currently in negotiations. The project has not been started yet.

Contract No. 2 – (PI-0011372 – Westside Truck Route, Waynesboro):

No questions posed.

Contract No. 3 – (PI-0012577 – Buena Vista Road Interchange):

Has it been confirmed if the Federal Highway Administration (FHWA) are in agreement with the proposed changes to the interchange. As well as there not being a requirement for a NEPA review?

No. Discussions have been held as of yet. However, future discussions and coordination, at least an informational discussion, will be required with the FHWA. This will likely occur after a concept has been developed.

Contract No. 4 – (PI-0011431 – SR 224 Passing Lanes):

There is no ROW budget established for this project. Can it be adjusted if needed?

Yes. The budgets can be adjusted, as deemed necessary.

Why is a 605 required for this project?

We have no indication that there may be any UST's in the corridor, but have included the area class since there is always a possibility that sites may be discovered.

Contract No. 5 – (PI- 0011439 – District Line Road Improvements)

Has there been any discussions regarding adding signalization to the project scope?

The consultants should evaluate and determine the best course of action based on sound engineering judgment and the project budget.

Has there been any discussion regarding utilizing asphalt or concrete?

Yes. But the discussions have been primarily limited to the budget. However, It is our opinion that any time a consultant can be innovative or present new ideas or suggestions, we are very receptive to hearing them and strongly encourage the suggestions.

General Q & A:

Do you have a ROW specialist on staff?

Yes. Cheryl Brewer is part of the TIA Team. She functions as the ROW Office for TIA projects, performing the duties of the GO ROW Office and District ROW Engineer. All ROW costs are funded from the project budget. There is not a separate fund source available.

Is it possible to speak with the ROW Specialist while we are pulling together the fee proposals?

Discussions can be arranged after the selection process and during the fee negotiations phase.

What are the preliminary studies? How do you select consultants to perform the preliminary studies?

The Department will not be separately procuring preliminary studies for these projects

Is it mandated to go LRFD on the bridge project?

Bridge projects that are on a State Route must be reviewed by the Bridge Office and will follow Bridge Office guidelines for LRFD.

General Comments:

Mike Dover mentioned that all proposals will be reviewed in-house by GDOT staff. He thanked everyone for their time and attendance and invited any feedback or suggested improvements to be submitted regarding the Industry Forums or any TIA matters.

ATTACHMENTS

Attendee Sign-In Sheets



TIA INDUSTRY FORUM

FRIDAY, AUGUST 22, 2014

10:00 AM

GDOT - ONE GEORGIA CENTER, ROOMS 403 AND 404

SIGN-IN SHEET

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