



Meeting Location:

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

Meeting Time:

Tuesday, February 25, 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:

Twenty-four (24) unique firms were represented, with thirty-one (31) total attendees – excluding GDOT and TIA staff. Russell McMurry, Chief Engineer and Treasury Young, Procurement Administrator with GDOT were 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 Band 2 TIA projects. An overview and update on the current status of the TIA program was also provided. Additionally, GDOT and TIA staff provided information on the anticipated scope and budget parameters for the proposed projects, while relating GDOT's proposed project approach.

Presentation Q & A:

Will Advertisement and Selection format be the same as the Band 1 Design Advertisement?

The format will be generally the same as the most recent GDOT Design Batch Advertisements. The only difference will be specifics related to TIA.

Can a firm win multiple contracts?

The short answer is yes.

TIA procurements for professional services are bound by Georgia Code, Title 51. The Office of Law basically ruled that we could not use a selection criterion that was not specifically allowed by code. State code does not allow for limiting the number of awards a firm may be given.

Reality: Given all the factors that are involved: how many firms submit on how many projects, how well firms present their capabilities, looking at a firm's qualifications for individual projects; it is more unlikely than likely that a firm will demonstrate that they are the most qualified firm for multiple projects.

Bottom line, though, it is possible.

Is GDOT sure all of these projects will go to contract?

We are as certain as we can be at this point. Survey of GDOT manpower indicates that none of the projects will be handled in-house. No Local Government has expressed interest in handling the projects.



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.

Budgets?

As Anthony Sanger mentioned, 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.

Participant Q & A:

How much work has been done to verify the stated benefits on the projects?

The stated benefits have not been verified. However, this will be part of the Consultant's scope and will be validated at that time.

Is the Lake Blackshear Project an actual new bridge construction or reconstruction?

Based on the Final Investment Report, it was listed as a reconstruction project. However, the actual description is a New Parallel Bridge over Lake Blackshear. We will need to go back to the original concept and local government to validate.

Will there be a grass median included in the SR 56 Widening Project?

That will have to be determined by the firm selected to do the work.

Can Contract No. 5's scope be reduced to include 2-lanes versus 4-lanes?

It is stated on the Final Investment Report that the project will include 4-lanes.

The slide for the Blackshear Bridge Project reflects the budget as \$30M; however the PNA budget is listed as \$25M. Which budget amount is correct?

\$30M is the full TIA Budget; however the PNA budget is the amount that has been allotted for project delivery.

Is there a sample contract or the verbiage about budgets and payments mentioned by Mr. Sanger that can be posted?

Yes, a copy of the budget and payment clauses will be posted to the TIA website.

What design method will be utilized on the Lake Blackshear Bridge Project?

Most likely, it will be LRFD. However, that will need to be verified by the firm from the preliminary data.

Will the environmental information be posted?

Yes. Information will be posted to the GDOT Public Download Site.

