

# **REQUEST FOR PROPOSAL**

**Limited Services**

**Traffic Engineering Design Contract**

**For Design Of Traffic Control Devices**

**And Traffic Engineering**

**Studies/Analysis Services**

**For the**

**Northern Operations Region**

Virginia Department of Transportation

# **VDOT**

## GENERAL

The Northern Operations Region of the Virginia Department of Transportation is seeking expressions of interest from teams of consulting engineering firms who wish to be considered to provide professional engineering services for the design and review of traffic signals, signs, ITS devices, pavement markers/markings, for the review of catalog cuts/shop drawings and for traffic engineering related studies and/or analysis. The Northern Operations Region consists of the Counties of Arlington, Culpeper, Fairfax, Fauquier, King George, Loudoun, Madison, Orange, Prince William, Rappahannock, Spotsylvania and Stafford. The following required services described under the heading "Scope" are not intended to be all-inclusive under this contract. The Department may assign any task that is typical work considered to be in the area of professional expertise known as "Traffic Engineering". The proposed one-year contract with two (2) optional one-year renewable terms will have a maximum value of \$2,000,000.00 per term and will be administered by the Traffic Engineering Project Manager in the Northern Virginia District.

The work to be accomplished under this agreement will utilize computerized design and drafting systems compatible with the Department's automated design and drafting systems. The Department's automated design system is GEOPAK Civil Design Software and the drafting system is Microstation V8. This project will be developed primarily in the Imperial System, utilizing the Department's policies and procedures and FHWA's guidelines. All work performed will be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), the Virginia Supplement, the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, the AASHTO Informational Guide for roadway Lighting, the current editions of the Department's Road and Bridge Specifications and Standards and any applicable special provisions.

This Request for Proposal (RFP) does not commit the Department to award a contract, to pay any costs incurred in the preparation of a proposal for this request, or to procure or contract for services. The Department reserves the right to accept or reject any or all proposals received as a result of this request, to negotiate with any qualified firm or to modify or cancel in part or in its entirety the Request for Proposal if it is in the best interest of the Department to do so.

## SCOPE

The scope of work will include but not be limited to the following:

### DESIGN OF TRAFFIC CONTROL DEVICE PLANS

This work is for the design of traffic signals, ITS devices, signs, pavement markings/markers and traffic control device plans for maintenance of traffic during construction. The plans to be designed may need to be fully developed to the stage of immediate advertisement for installation, may require completing a design started by others or designing a plan that may be completed by others at a later date. The plan packages to be designed shall be all inclusive of the necessary information and details to furnish and install complete traffic control device systems by contract. When plans are available, whether existing or proposed, they will be provided. If, however, no plans are available, field investigation, survey, right of way research and verification of existing topography and equipment shall be conducted. This investigation shall include, but shall not be limited to, such items as utilities, drainage, lane usage, potential conflicts with a proposed design (roadway and/or TCD) and all information necessary to develop the plans. Cost estimates shall be submitted as part of any completed

plan package along with any necessary special provision(s) or copied note(s). This area may also include possible assistance to Department designers by providing training and/or guidance in the development of traffic control device plans.

### Sign plans

This work shall include but shall not be limited to such data as sign legend, sign structures, sign support foundation and footing details, sign lighting, where required, locations and details of power source, sign locations, sign schedules, summary of quantities and sign elevation details.

### Signal plans

Individual intersection designs, for installation by our VDOT traffic signal contractor, will very frequently require geometric survey, utility location and/or right of way investigation prior to or during plan development. The right of way stage of the design process may frequently include coordination with property owners, on VDOT's behalf. In addition, this work shall include but not be limited to such items as pole locations, phasing, color sequence and clearance charts, signal head placements, pedestrian facilities, wiring, conduit systems, electrical service (including working with utilities to identify the power source), rights of entry, (including plat development) where necessary, summary of quantities and signal timings, both local and system.

## DESIGN AND DEVELOPMENT OF INTELLIGENT TRANSPORTATION SYSTEMS (ITS) ASSET PLANS

This work is for the design of new Intelligent Transportation Systems (ITS) asset deployments or existing ITS asset relocations and plans for maintenance of traffic during the associated installation processes. The plans to be designed may need to be fully developed to the stage of immediate advertisement for installation, may require completing or updating a design started by others, or designing a plan that may be completed by others at a later date. ITS asset deployments could occur on limited access highways or anywhere along the arterial road network. Designs for deployments will require geometric surveys, utility locations and/or right of way investigations prior to or during plan development. The plan packages to be designed shall be all inclusive of the necessary information and details to furnish and install complete ITS assets by contract. When plans detailing existing or proposed equipment or assets are available, they will be provided. If, however, no plans are available, field investigation, surveys, and verification of existing topography, equipment, and assets shall be conducted. These investigations shall include, but shall not be limited to, such items as utilities, drainage, lane usage, potential conflicts with a proposed design (roadway and/or TCD) and any additional information necessary to develop the plans. The work may entail reviewing material submittals against contract requirements to formulate a recommendation for the Department or if directed, taking appropriate actions based on this review (i.e. approve, reject, revise and resubmit, etc). Cost estimates shall be submitted as part of any completed plan package along with any necessary special provision or copied note (i.e., Special Provisions and Copied Notes may need to be developed). This area may also include possible assistance to Department personnel by providing training and/or guidance in the development of ITS asset installation plans.

## TRAFFIC ENGINEERING ANALYSES AND STUDIES

### ANALYSES

This shall be the utilization of professional traffic engineering expertise to analyze traffic circulation in highly congested or problem areas and to make recommendations to solve traffic operation problems and/or to improve traffic flow. The analyses should be based on State and Federal policies and regulations and accepted engineering principles and practices. The analyses should employ, as necessary, up-to-date traffic engineering tools, such as computer simulation models. Additionally, structural (sign, signal, lighting) analyses which will involve both existing structures and those proposed for upcoming projects may be required. These analyses may include, but are not limited to, the review of required structures, related catalog cuts/shop drawings and assisting with the development of proposed policies related to traffic control device structures.

### STUDIES

#### Signal studies

This work shall include the analysis of traffic data (directional flow volumes, accident statistics and/or speed samples) and the application of this data to the traffic signal warrants outlined in the 2003 Manual on Uniform Traffic Control Devices. The study could include the collection of traffic data, field investigation, the provision of pertinent documentation to support the results of the analysis and a recommendation based on these results. Intersections may be studied to determine the need for the installation of a traffic signal, the modification of an existing signal or the removal of an existing signal.

#### Sign studies

This work may involve the study of regulatory, warning and guide signs, logo signing and/or supplemental signing with regards to design requirements, field inventory, site assessments and recommendations.

#### Safety studies

This work may involve the collection/review of accident data and/or speed data and the performance of operational analyses. This effort may include field investigations, research, summarization and/or recommendations regarding the specific issue(s) being reviewed and studied and the formal presentation of the results to the public and/or to political entities.

#### Lighting studies

This type of study shall analyze the need for roadway and/or interchange lighting based on the warrants as outlined in the Federal Roadway Lighting Handbook. These studies may require data collection, field investigation, the necessary documentation to support the results of the analysis, any recommendations regarding the need for lighting and the formal presentation of the results to the public and/or to political entities.

## General studies

These studies may include assistance in reviewing current VDOT policies for signing and lighting, making recommendations regarding updating those policies and developing design manuals for signs, signals and lighting. All of these efforts may include research, field investigation, interfacing with District/Regional personnel and making recommendations for further development.

## Neighborhood/Cut-through traffic projects

This work will be the evaluation of a neighborhood to address its concerns regarding speed and/or volume of traffic passing through. This evaluation will utilize VDOT's cut-through and/or traffic calming criteria which establishes threshold values in identifying a problem. The analysis could include the collection of data, field investigation, documentation to support the results of the evaluation, formal recommendations to address the concerns and the presentation of the results to the public and/or to political entities.

## REVIEW OF PROJECTS

The consultant may be required to review the potential future changes in land use or transportation facilities. The studies outlining these changes will be primarily submitted by other engineering-consulting firms and are to be reviewed based on VDOT and ITE guidelines. The evaluation of a traffic impact study could include data analysis, a site visit and/or a written summation.

The consultant may also be required to review the traffic signal plans developed by other engineering firms or by Department staff based on MUTCD, VDOT and NEC (National Electric Code) standards and guidelines. Review of sign and pavement marking plans may also be required. All plan reviews could include redlining of plans, site visits and/or written summations.

## REVIEW OF CATALOG CUTS/SHOP DRAWINGS

The consultant may be required to review catalog cuts, shop drawings and a list of pre-approved items for projects that they have developed or for projects developed by others. The consultant will be required to adhere to the time limits imposed by the specifications and to return the submittal, with comments when necessary, to the appropriate person within the specified time limits. The review may require investigation of the submittal to insure that it meets the requirements of the specification or, in the case of a substitution, meets or exceeds the requirements of the project.

## STAFF ASSISTANCE

At the request of the Department, with a thirty day advance notice, the consultant may be required to provide staff to work at the VDOT Northern Virginia District office on any task generally classified as "Traffic Engineering" for a pre-specified amount of time.

All requests for contract scope of work information should be directed to Mrs. Mary Lou Pagano of the Northern Operations Region, Traffic Engineering Section via email at [marylou.pagano@VDOT.Virginia.gov](mailto:marylou.pagano@VDOT.Virginia.gov) or via phone at (703) 383-2417 and all procurement related information should be directed to Mrs. Gisela Green, Engineering Development & Project Management Section, Location and Design Division at (804) 786-6752.

## EXPRESSION OF INTEREST

1. The Expression of Interest shall be organized in the following order:
  - Transmittal letter
  - Table of Contents
  - Response to RFP Expression of Interest Items 2-14
  - Present Workload with Department sheet
  - Team Organization Chart
  - GSA Form 255 – one combined for the project team
  - GSA Form 254 – one for each firm
  - Firm Data Sheet
  - Certification Regarding Debarment sheets
2. Furnish four copies of current GSA Forms 254 for each firm involved and four copies of one combined GSA Form 255 for the project team. The GSA Form 255 must specify the number of personnel by discipline for each office where the work is to be performed. In Section 4 of GSA Form 255, list only the full time employees assigned to the office(s) at the time of this submission. Section 8 of GSA Form 255 is limited to one page with not more than 10 projects total (prime and subconsultants combined) on the one page and should primarily list experience of offices where the work will be performed and of the people shown in the organizational chart. If the experience shown is for a branch office other than where the work will be performed, it should be clearly indicated as such. More detailed descriptions for Section 8b may be expanded into Section 10. In Section 9 of GSA Form 255, references to “Federal agencies” are to be replaced by “Virginia Department of Transportation or transportation agencies of other states.”
3. If more than one firm will participate in the contract, state the type of arrangement between the firms, the names and addresses of all firms, description of the work that each firm will perform, and the percentage of work to be performed by each in Section 5 and 6 of GSA Form 255. Indicate office locations at which the work will be performed. A one page organizational chart showing all firms involved and key personnel assignments and responsibilities is required to be included.
4. In Section 7 of GSA Form 255, indicate **KEY PERSONNEL ONLY** who will be assigned to this project and give the experience record of each. Key personnel are defined as those to whom the project will be assigned and who will be performing the actual design/services. The project manager shall have a minimum of five years experience in managing similar type and size projects. In Section 7c, indicate the location of the office where the person is currently working if different from where work is to be performed. In Section 7c, part time personnel, personnel not employed on the date of the form, or personnel used on an “as needed basis” must have their status clearly indicated. Section 7g may be expanded to provide a total of a one page resume per individual.
5. Section 10 of GSA Form 255 is limited to a maximum of ten pages. This section should describe the organization of the proposed project staff indicating the role of each by individual. If subconsultants are proposed, the role of each subconsultant should be discussed. It should also include statements that are responsive to the attached criteria that will be used to evaluate your submission. This is the **ONLY** section of the submission which may include pictures or graphics (included in the ten page limit). List any computer and CADD equipment and any specialized computer software packages that you will use on this VDOT project.
6. It is the policy of the Virginia Department of Transportation that Disadvantaged Business

Enterprises (DBEs) as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of federally funded consultant contracts and that Small, Women and Minority (SWAM) Businesses shall have the maximum opportunity to participate in the performance of state funded consultant contracts. Consultants are encouraged to take all necessary and reasonable steps to ensure that DBEs have the maximum opportunity to compete for and perform services on the contract, including participation in any subsequent supplemental contracts. If the consultant intends to subcontract a portion of the services on the project, the consultant is encouraged to seek out and consider DBEs as potential subcontractors. The consultant is encouraged to contact DBEs to solicit their interest, capability and qualifications. Any agreement between a consultant and a DBE whereby the DBE promises not to provide services to other consultants is prohibited. The Department feels that these services support 10% DBE participation.

49 CFR Part 26 requires VDOT to collect certain data about firms attempting to participate in VDOT contracts. This data must be provided on the enclosed Firm Data Sheet.

If DBE is not certified, the DBE must become certified (with the Virginia Department of Minority Business Enterprise) prior to your response being submitted. If DBE is the prime consultant, the firm will receive full credit for planned involvement of their own forces, as well as the work that they commit to be performed by DBE subcontractors. DBE prime consultants are encouraged to make the same outreach efforts as other consultants. DBE credit will be awarded only for work actually being performed by DBE themselves. When a DBE prime consultant or subconsultant subcontracts work to another firm, the work counts toward DBE goals only if the other firm is itself a DBE. A DBE must perform or exercise responsibility for at least 30% of the total cost of its contract with its own force.

DBE/SWAM certification entitles consultants to participate in VDOT's DBE/SWAM program. However, this certification does not guarantee that the firm will obtain VDOT work nor does it attest to the firm's abilities to perform any particular work.

7. If any firms involved with this submission currently have work with the Department, indicate the projects, the division managing the projects, the amount of outstanding fee remaining, and the estimated date of completion. For limited services term contracts, include only the amount of all tasks orders executed or under negotiation. Also, include your estimated fees for pending supplemental agreements and any projects for which the firms have been selected but have not executed an agreement. Work of affiliated and/or subsidiary companies is to be included. The outstanding workload of any Virginia Department of Minority Business Enterprise certified DBE/SWAM prime or subconsultant is not to be included. When DBE/SWAM firms graduate from the program, their workload incurred while a DBE/SWAM will be exempted for the next three years. Any workload obtained after graduating from the program will be counted. Work being performed under the Public Private Transportation Act (PPTA) or as a subcontractor on a Design-Build project shall not be included. Work being performed as a prime or joint venture on a Design-Build project shall be included. The outstanding fee remaining is the maximum total compensation payable less the amount previously paid to date. Only Category B work will be counted in the scoring criteria. This information shall be submitted using the attached Present Workload with VDOT form. Please carefully read the instructions on the Present Workload with Department form.
8. Give names and detailed addresses of all affiliated and/or subsidiary companies. Indicate which companies are subsidiaries. If a situation arises in responding to this questionnaire where you are unsure whether another firm is or is not an affiliate, doubt should be resolved in favor of affiliation and the firm should be listed accordingly.

Affiliate - Any business entity which is closely associated to another business entity so that one

entity controls or has the power to control the other entity either directly or indirectly; or, when a third party has the power to control or controls both; or where one business entity has been so closely allied with another business entity through an established course of dealings, including but not limited to the lending of financial wherewithal, engaging in joint ventures, etc. as to cause a public perception that the two firms are one entity. Firms which are owned by a holding company or a third party, but otherwise meet the above conditions and do not have interlocking directorships or joint officers serving, are not considered to be affiliates.

9. In two (2) page(s) or less, provide information that will indicate your firm's ability to respond quickly to task assignments, be able to handle multiple task concurrently and be able to complete task on accelerated schedules. The schedule will be identified when the work is assigned.
10. In four (4) page(s) or less, please provide information on your qualifications to perform the required work with emphasis on traffic engineering.
11. A project approach discussion is neither required nor desired for this project.
12. In addition to the page restrictions listed above, a maximum of five (5) additional pages may be included in the Expression of Interest. All pages are to be 8 1/2" X 11" and printed on one side with single-spaced type no smaller than 12 pitch.
13. Please indicate, by executing and returning the attached Certification Regarding Debarment forms, if your firm, subconsultant, subcontractor, or any person associated therewith in the capacity of owner, partner, director, officer or any position involving the administration of Federal or State funds:
  - Is currently under suspension, debarment, voluntary exclusion or determination of ineligibility by any federal agency.
  - Has been suspended, debarred, voluntarily excluded or determined ineligible by any federal agency within the past 3 years.
  - Does have a proposed debarment pending; or has been indicted, convicted, or had a civil judgement rendered against it or them by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past 3 years.

Any of the above conditions will not necessarily result in denial of award, but will be considered in determining offeror responsibility. For any condition noted, indicate to whom it applies, initiating agency, and dates of action. Providing false information may result in Federal criminal prosecution or administrative sanctions.



14. If the prime consultant or subconsultant does not have the in-house capability to provide non-professional services, each with an estimated cost of \$5,000 or greater, such as diving services, soil drilling, sampling services or laboratory testing, these services must be subcontracted in accordance with State procurement procedures once a contract is executed, with no opportunity for DBE credit in the selection of the most qualified firm or team. Clearly indicate these services in the EOI.

## ADMINISTRATIVE

1. All business entities, except for sole proprietorships, are required to register with the Virginia State Corporation Commission (A Business Registration Guide is available on the Internet at <http://www.state.va.us/scc/division/clk/brg.htm>). Foreign Professional corporations and Foreign Professional Limited Liability Companies must possess a Commonwealth of Virginia Certificate of Authority from the State Corporation Commission to render professional services. Any business entity other than a professional corporation, professional limited liability company or sole proprietorships that do not employ other individuals for which licensing is required must be registered in the Commonwealth of Virginia with the Department of Professional & Occupational Regulation, Virginia Board for Architects, Professional Engineers, Land Surveyors and Landscape Architects (<http://www.state.va.us/dpor>). Board regulations require that all professional corporations and business entities that have branch offices located in Virginia which offer or render any professional services relating to the professions regulated by the Board be registered with the Board. Registration involves completing the required application and submitting the required registration fee for each and every branch office location in the Commonwealth. All branch offices which offer or render any professional service must have at least one full-time resident professional in responsible charge who is licensed in the profession offered or rendered at each branch. All firms involved that are to provide professional services must meet this criteria prior to submitting an Expression of Interest to the Department. Individual engineers shall meet the requirements of Chapter 4, Title 54.1 of the Code of Virginia.
2. The Department will not consider for award any cost proposals submitted by any consultants and will not consent to subcontracting any portions of the contract to any subconsultants in violation of the provisions of the Federal Immigration Reform and Control Act of 1986, which prohibits employment of illegal aliens.
3. The method of payment will be actual costs for each project assignment based on fixed billable rates. For purpose of determining the fixed billable rates, an overhead rate shall be established in compliance with cost principles contained in the Federal Acquisition Regulations (FAR) of Part 31 of Title 48 of the Code of Federal Regulations. The overhead rate shall be established by an audit by a cognizant government agency or independent CPA firm.
4. All firms submitting Expressions of Interest (prime consultants, joint ventures and subconsultants) must have internal control systems in place that meet Federal requirements for accounting. These systems must comply with requirements of 48CFR31, "Federal Acquisition Regulations, Contract Cost Principles and Procedures," and 23CFR172, "Administration of Negotiated Contracts." All firms selected for a project (prime consultants, joint ventures and subconsultants) must submit their FAR audit data to the Department within 10 work days of being notified of their selection. Should any firm on the consultant team fail to submit the required audit data within the 10 work days, negotiations will be terminated by the Department and the next most qualified team invited to submit a proposal.
5. Submittals shall be prepared simply and economically, providing a straightforward, concise description of the firm's capabilities to satisfy the requirements of the RFP. Emphasis should be on

completeness and clarity of content. Elaborate brochures and other representations beyond that sufficient to present a complete and effective proposal are neither required nor desired. Please do not duplicate information furnished in the GSA Form 254 or 255 elsewhere in the submittal. All information must be submitted in **QUADRUPPLICATE** and received no later than **4:00 p.m.** on **December 28, 2006**. Responses received after this time will not be considered.

US Postal Service regular mail, send to:

Mr. W. W. Barker  
Administrative Services Division  
Virginia Department of Transportation  
1401 E. Broad Street  
Richmond, Virginia 23219

Hand delivery, US Postal Service express mail, or private delivery service (FEDEX, UPS, etc.), send to:

Mr. W. W. Barker  
Administrative Services Division  
Virginia Department of Transportation  
1st Floor Reception Desk  
1201 E. Broad Street  
Richmond, Virginia 23219

6. The Department assures compliance with Title VI of the Civil Rights Act of 1964, as amended. The consultant and all subconsultants selected for this project will be required to submit a Title VI Evaluation Report (EEO-D2) within 10 work days of notification of selection when requested by the Department. This requirement applies to all consulting firms when the contract amount equals or exceeds \$10,000.
7. The Department does not discriminate against an offeror because of race, religion, color, sex, national origin, age, disability, or any other basis prohibited by state law relating to discrimination in employment.
8. Any offeror who desires to protest the award of a contract shall submit such protest in writing to the Department no later than ten days after the announcement of the award. Public announcement of the award shall be posted on the Department's Business Center Internet site.
9. eVA Business-to-Government Vendor Registration: The eVA Internet electronic procurement solution, web site portal (<http://www.eva.state.va.us>), streamlines and automates government purchasing activities in the Commonwealth. The portal is the gateway for vendors to conduct business with state agencies and public bodies. All vendors desiring to provide goods and/or services to the Commonwealth shall participate in the eVA Internet e-procurement solution either through the eVA Basic Vendor Registration Service or eVA Premium Vendor Registration Service. All bidders or offerors must register in eVA; failure to register will result in the bid/proposal/expression of interest being rejected.
  - a. eVA Basic Vendor Registration Service: \$25 Annual Fee plus a Transaction Fee of 1% per order received. The maximum transaction fee is \$500 per order. eVA Basic Vendor Registration Service includes electronic order receipt, vendor catalog posting, on-line registration, and

electronic bidding.

- b. eVA Premium Vendor Registration Service: \$200 Annual Fee plus a Transaction Fee of 1% per order received. The maximum transaction fee is \$500 per order. eVA Premium Vendor Registration Service includes all benefits of the eVA Basic Vendor Registration Service plus automatic email or fax notification of solicitations and amendments, and ability to research historical procurement data, as they become available.



## FIRM DATA SHEET

Funding: F (S=State F=Federal)

Project No.: One-Year Limited Services  
 Traffic Engineering Design Contract  
 for the Northern Operations Region  
 Division: Location and Design  
 EOI Due Date: December 28, 2006

The prime consultant is responsible for submitting the information requested below on all firms on the project team, both prime and all subconsultants. All firms are to be reported on one combined sheet unless the number of firms requires the use of an additional sheet. Failure to submit all of the required data will result in the Expression of Interest not being considered.

Firm's Name and Address	Firm's DBE/SWAM Status *	Firm's Age	Firm's Annual Gross Receipts

\* YD = DBE Firm Certified by DMBE

N = DBE/SWAM Firm Not Certified by DMBE

NA = Firm Not Claiming DBE/SWAM Status

YS = SWAM Firm Certified by DMBE. Indicate whether small, woman-owned, or small business.

DMBE is the Virginia Department of Minority Business Enterprise

**CERTIFICATION REGARDING DEBARMENT**  
**PRIMARY COVERED TRANSACTIONS**

Project: Traffic Engineering Design Contract for the Northern Operations Region

- 1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:
  - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.
  - b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; and have not been convicted of any violations of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;
  - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1) b) of this certification; and
  - d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- 2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the offeror for contracts to be let by the Commonwealth Transportation Board.

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Signature

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Date

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Title

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Name of Firm

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

Project: Traffic Engineering Design Contract for the Northern Operations Region

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the offeror for contracts to be let by the Commonwealth Transportation Board.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

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

PROJECT: **One-Year Limited Services Traffic Engineering Design** FIRM: \_\_\_\_\_  
**Contract for the Northern Operations Region**

DESCRIPTION: \_\_\_\_\_ SUBS: \_\_\_\_\_

DATE: \_\_\_\_\_

		NUMERICAL VALUE				AVG.	WEIGHT	WEIGHTED EVALUATION
FIRM/TEAM'S EXPERIENCE IN SIMILAR TYPE OF SERVICES (Expertise, experience and qualifications of team in providing services as related to the scope of services) (1=least, 10=most)		1-10					25%	
PERSONNEL'S EXPERIENCE IN SIMILAR TYPE OF SERVICES (Expertise, experience and qualifications of team in providing services as related to the scope of services) (1=least, 10=most)		1-10					40%	
QUALIFICATIONS OF PROJECT MANAGER (Expertise, experience and qualifications in project management as related to the scope of services) (1=least, 10=most)		1-10					5%	
ORGANIZATIONAL CAPABILITY (Ability to complete work in a timely manner, size of firm(s) relative to size of project, proposed project staff resources, proposed use of subconsultants) (1=least, 10=most)		1-10					20%	
PRESENT WORKLOAD WITH DEPARTMENT ** (Dollar value of present outstanding fee including estimated pending contracts under negotiation. For limited services term contracts, include the amount of all task orders executed or under negotiation Work being performed under the Public Private Transportation Act (PPTA) or as a subcontractor on a Design-Build project shall not be included. Work being performed as a prime or joint venture on a Design-Build project shall be included.) † (Only Category B workload is counted on this selection*)	Above \$8,000,000	0					10%	
	7,000,001-8,000,000	1						
	6,000,001-7,000,000	2						
	5,000,001-6,000,000	3						
	4,000,001-5,000,000	4						
	3,000,001-4,000,000	5						
	2,000,001-3,000,000	6						
	1,500,001-2,000,000	7						
	1,000,001-1,500,000	8						
	500,001-1,000,000	9						
0-500,000	10							
							TOTAL	

\*CATEGORIES OF WORKLOAD:

A - TERM SURVEYING AND UTILITY DESIGNATION/LOCATION CONTRACTS

B - PRELIMINARY ENGINEERING CONTRACTS - includes transportation planning and environmental studies, utility relocation and design, and roadway and bridge design.

C - CONSTRUCTION ENGINEERING CONTRACTS - includes construction inspection, preparation of final estimates, and bridge and traffic structure safety inspection.

D - OPERATION AND MAINTENANCE CONTRACTS - includes operation and maintenance of traffic management systems.

\*\*When determining total Present Workload with Department, the outstanding workload of each DBE subconsultant will not be counted.

† The outstanding workload of any certified DBE/SWAM prime and subconsultant is not to be included. When DBE/SWAM firms graduate from the program, their workload incurred while a DBW/SWAM will be exempted for the next three years. Any work obtained after graduating from the program will be counted.

In determining the final short list, the top ranked firms and their subconsultants will have their VDOT Consultant Performance Reports reviewed and/or references checked.



## CONSULTANT SELECTION EVALUATION

Consultant firms will be evaluated using some or all of the following factors. The factors are in no particular order of importance and some only apply to the final selection. Discussion of some of these factors will be included in the narrative evaluation of the consultant(s) and used to justify the final selection:

1. Qualification/experience of the prime consultant. Has the prime consultant recent experience in similar type and size projects?
2. Qualifications/experience of subconsultants. Have they recent experience in similar type and size projects and/or are they a recognized specialist?
3. Depending on the nature of the project, the geographical location of consultant's work location(s) with respect to project site. (To be included in Score Sheet under Organizational Capability only when Applicable).
4. Responses to questions asked during the presentation. (Consideration should be given to the fact that the number of personnel representing the consultant(s) at a presentation is limited and they may not be able to answer every question asked of them. However, the consultant(s) may have a very capable staff that, if present, could answer the question.)
5. The consultant(s) have definite policies and procedures to be used in development of construction documents, reports, studies, etc.
6. The consultant(s) have sufficient staff for proposed and current workload.
7. The consultant(s) identified specific personnel in charge and key individuals and their qualifications/experience.
8. The consultant identified relationships and processes in working with subconsultants to meet schedules.
9. The consultant has worked with the proposed subconsultant(s) before.
10. The consultant's expected use of any innovative or alternate approaches.
11. The specifically assigned project manager has worked on similar type and size projects and has experience in all facets of the project.
12. The consultant(s) have good working knowledge of VDOT policies and procedures, standard design specifications, and applicable federal, state and local laws and regulations.
13. How does the staff size compare with workload and schedules?
14. Were the consultant(s) committed to meet the budget and schedule and did they have internal policies and procedures to do this?
15. Do the consultant(s) have special strengths or weaknesses that may affect performance?
16. The consultant(s) understanding of the project requirements. (Adequate scoping should have been provided to the consultant between being short listed and the presentation.)
17. The consultant(s) past record of performance.
18. The consultant(s) sensitivity to community involvement.

In evaluating consultant(s), major emphasis should not be put on the showiness of the Expression-of-Interest or presentation. All information submitted in the Expression of Interest must be taken into consideration. All relevant experience must be considered, not just previous VDOT experience.