

South Fulton Community Improvement District



South Fulton Community Improvement District Phase II Freight ITS Preliminary Engineering Request for Proposals: Addendum 1

The South Fulton CID is seeking additional bids. We are therefore extending the bid dates. The following outline the updated dates:

- Questions Due: July 9, 5:00 p.m. EST
- Proposals Due: July 30, 5:00 p.m. EST
- Interviews, if needed: Week of August 16th
- Official firm selection: August 27

South Fulton Community Improvement District Phase II Freight ITS Preliminary Engineering Request for Proposals

The South Fulton Community Improvement District (CID) is seeking proposals from firms or teams of firms experienced in the development of intelligent transportation system (ITS) projects. This is a cost-plus fixed fee price contract. The Scope of Service for the work is included as Attachment A and provides information regarding the level of effort required as well as specific tasks to be accomplished.

The South Fulton CID intends to award contract during calendar year 2021. The duration of the contract will be 14 months. Interested firms should submit a proposal that addresses the factors listed below and the scope of services in Attachment A. The Consultant must provide a detailed breakdown of the proposed budget (cost and labor hours) and agree to sign a contract which undertakes obligations required by the Georgia Department of Transportation, among other terms.

The South Fulton CID anticipates that a contract will be awarded in July 2021. Proposals are limited to 20 pages (not including a cover letter and resumes) and must include the following information:

1. Name of lead firm and any sub-consultants.
2. Point of contact (name, title, phone number, mailing address, and email address) at lead firm.
3. Description of relevant experience of the firm(s) and key project personnel on projects of this type.
4. Qualifications and technical competence of consultant/or sub-consultants in the type of work required.
5. Description of experience on similar projects including a list of at least 3 references within the past 5 years, with current contact information.
6. Listing of key project personnel and their qualifications including the project manager, deputy project manager, quality assurance/quality control (QA/QC) lead, and any subject matter experts (e.g., ITS, freight transportation, or others).
7. A detailed description of the technical approach proposed for accomplishment of the work.
8. A proposed schedule and work plan for the accomplishment of the work described in Attachment A.
9. A cost proposal for the accomplishment of the work described in Attachment A.
10. Any other pertinent information.

The review of written proposals will be based on the following evaluation criteria, with the relative weights in parentheses:

1. Related experience, qualifications and references of the firm or project team (35%);
2. Technical approach (35%);
3. Work plan and schedule (10%); and
4. Proposed budget (20%).

Additional information should not be required to respond to this RFP. However, technical questions should be submitted in writing to Joddie Gray no later than 4:00 pm on May 21, 2021. Written questions should be submitted by email to jgray@southfultoncid.com. All questions received, and responses to those questions, will be posted on the South Fulton CID website by 4:00 pm on May 28, 2021.

Proposals must be submitted electronically by 5:00 pm ET on June 25, 2021.

If necessary, based on the numbers of responsible and responsive proposals, all firms will be notified if they have been short-listed by July 6, 2021 (tentative). If interviews are necessary, the short-listed firms will be invited to participate in an interview process with an evaluation committee, to be scheduled the week of July 12, 2021 (tentative). The South Fulton CID will confirm a specific interview date and time with short-listed firms. The South Fulton CID reserves the right to award this contract based on initial proposals received without formal interviews.

CID reserves the right to: (a) waive any irregularities, informalities, technicalities, variances, or defects in any proposal; (b) reject for incomplete proposal or failing to provide a responsible and responsive proposal; (c) request clarifications from all proposing firms; (d) request resubmissions from all proposing firms; (e) make partial, progressive or multiple awards; (f) withdraw or cancel this RFP without prior notice, at any time, at its sole discretion; and (g) retain all proposals submitted, and to use any idea in any proposal regardless of whether the proposal is selected.

There is no expressed or implied obligation for CID to reimburse any firm for any expense incurred in preparing or presenting a proposal in response to this request for proposals. The proposing firm shall be solely responsible for any and all costs associated with developing and preparing its proposal.

Neither the recommendation of a firm for selection, nor the approval of a firm by the CID Board, is a guarantee of an agreement for services with any firm. Any services will be governed by a written, fully executed contract, should the CID in its sole discretion choose to offer it to a firm.

Attachment A: Scope of Services

Background

The prevalence of heavy truck traffic takes a significant toll on the condition and performance of the South Fulton CID's multimodal transportation network and impacts the quality-of-life for its

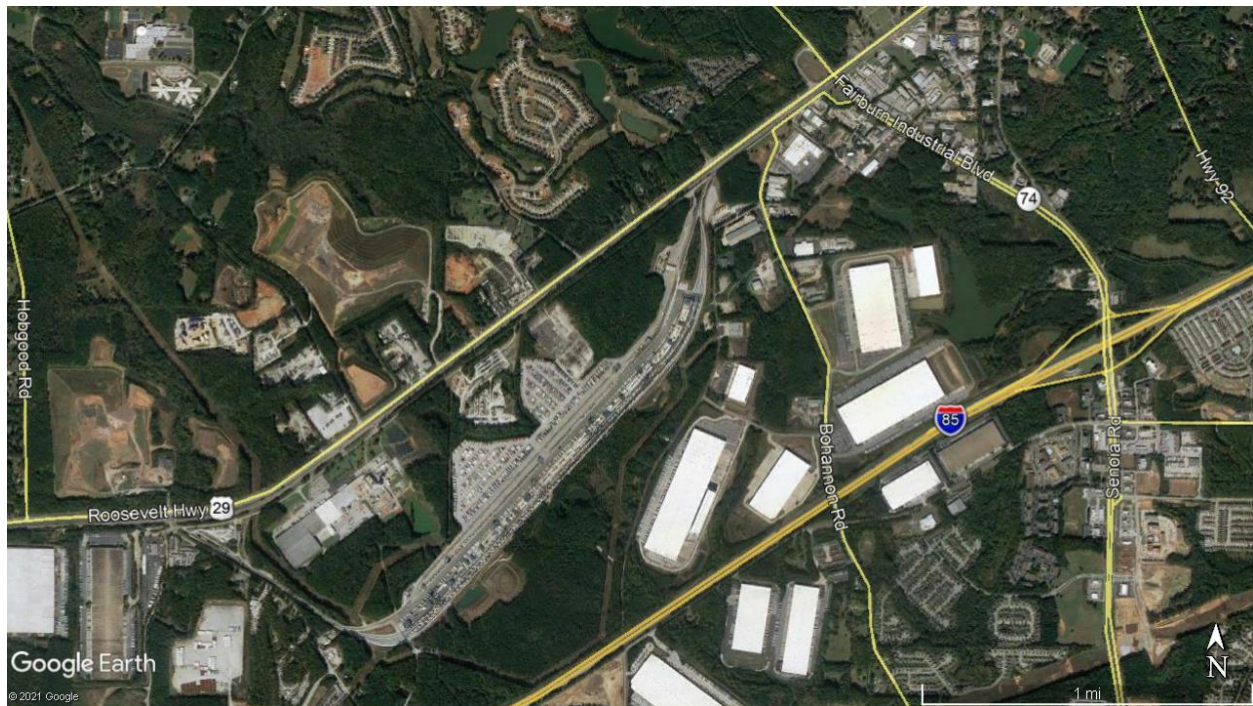
residents. A specific challenge identified in the South Fulton CID Multimodal Transportation Study was the impact of freight trains entering the Fairburn CSX Intermodal Center on the surrounding roadway network. Trains entering the intermodal terminal block multiple at-grade crossings which in turn blocks heavy trucks operating in the area, especially McLarin Road. This results in McLarin Road acting as a de facto staging area for trucks needing to access the intermodal terminal or one of the businesses along McLarin and Bohannon Roads. This represents a source of significant nonrecurring congestion and negatively impacts the quality of life for surrounding residents. A freight intelligent transportation system (ITS) investment for the area is a potential solution as it could alert trucks to the presence of a train blocking at-grade rail crossings along McLarin Road, allowing them to avoid the area.

The purpose of this document is to outline a scope of work (SOW) for advancing the development of Phase II of the Freight ITS concept as outlined in the South Fulton CID Freight Intelligent Transportation System Concept of Operations, and summarized in Table 1, to a preliminary engineering design level. This will provide the SFCID with the information necessary to begin implementation of the project and also to pursue funding opportunities more effectively at the regional, state, and federal levels.

Table 1 Freight ITS Projects by Phase.

Phase I	Phase II	Phase III
Howell Avenue Extension	<ul style="list-style-type: none"> • Roadway and intersection upgrades: <ul style="list-style-type: none"> ○ SR 74-U.S. 29 Ramp at U.S. 29/Roosevelt Highway; ○ SR 74-U.S. 29 Ramp at SR 74; and ○ SR 74-McLarin Road Ramp at SR 74. • Communications (Cellular, Wi-Fi) • Queue detection • Wayfinding • Public/private communication and collaboration 	<ul style="list-style-type: none"> • Truck staging lot and operations • Advanced train warning

Figure 1 South Fulton CID Phase II Freight ITS Focus Area



This scope of work considers four key tasks for advancing the Freight ITS project to a preliminary engineering design level:

- Task 1 – Survey and Traffic Analysis
- Task 2 – Freight ITS Concept Refinement
- Task 3 – Preliminary Design
- Task 4 – Stakeholder Coordination

Task 1 – Survey and Traffic Analysis

Task 1.1 – Survey

All surveying must be done per GDOT guidelines.

PROPERTY OWNER NOTIFICATION:

The consultant is to obtain addresses through Fulton County Tax office records for current property owners. A notification letter will be sent to each owner prior to conducting the field survey.

PROJECT CONTROL:

The consultant is to determine the proximity of National Geodetic Survey (NGS) monuments. Utilizing Global Positioning System (GPS) units, the consultant will establish the projects primary control by verifying surrounding NGS monuments and placing survey control throughout the project area. Site control will then be established utilizing a robotic total station through conventional survey methods. Once site control is established digital leveling will be performed for the entire survey route. All of the data will then be gathered and analyzed for accuracy and adjusted accordingly.

TOPOGRAPHIC SURVEY:

A field ran 2-foot contour interval topographic survey will be performed along the survey route. Horizontal datum will be based on Georgia State Plane coordinates and elevations will be based on NAVD88. All main features of the topography along the strips will be noted including but not limited to the following: creeks, streams, ditches, lakes, all above ground utilities, all marked underground utilities, roadway markings, traffic control devices, speed humps, gates, landscape areas, mailboxes, storm and sanitary sewer fixtures with size, type and invert, edge of pavement, curb lines with top and gutter elevation (irregular stone or rock curb lines will only be located at edge of pavement), bridges, walls, stairs, sidewalks, concrete pads, driveways, buildings, signs, benches, bleachers, fences, power poles and overhead lines, guy wires, pedestals, fire hydrants, valves, meters and other above ground features. Contours shown will be based on random traverses and spot elevations will be taken at an approximate 50' grid pattern to insure such an accuracy that not less than 90% of the contours shown will be out of vertical position by more than ½ of the contour interval according to State of Georgia Law. The consultant will show the location of visible above ground utilities.

RIGHT OF WAY & BOUNDARY LINE RESOLUTION:

Right of way resolution and boundary lines will need to be identified for the entire route. The consultant will obtain right of way plans, deeds, plats and any other pertinent information in order to establish this information. Monumentation will then be located during the field survey for right of way and boundary analysis.

Deliverables

- Three (3) hard copies along with a MicroStation file for the subsequent design.

Task 1.2 - Traffic Analysis

Traffic will include a detailed traffic report/study for the following intersections:

- SR 74/Fairburn Industrial Blvd. at the SR 74-McLarin Rd. Ramp;
- McLarin Rd. at the SR 74-McLarin Rd. Ramp;
- SR 74/Fairburn Industrial Blvd. at the SR 74-US 29 Ramp; and
- US 29/Roosevelt Highway at the SR 74-US 29 Ramp.

The consultant will collect all necessary traffic volume, turning movement data, and historical crash data for development of the project. Traffic volumes will be projected for the base and design years. The traffic growth rate will be based on nearby GDOT historical counts, Atlanta

Regional Commission population growth rates for Fulton County, and Atlanta Regional Commission employment growth rates.

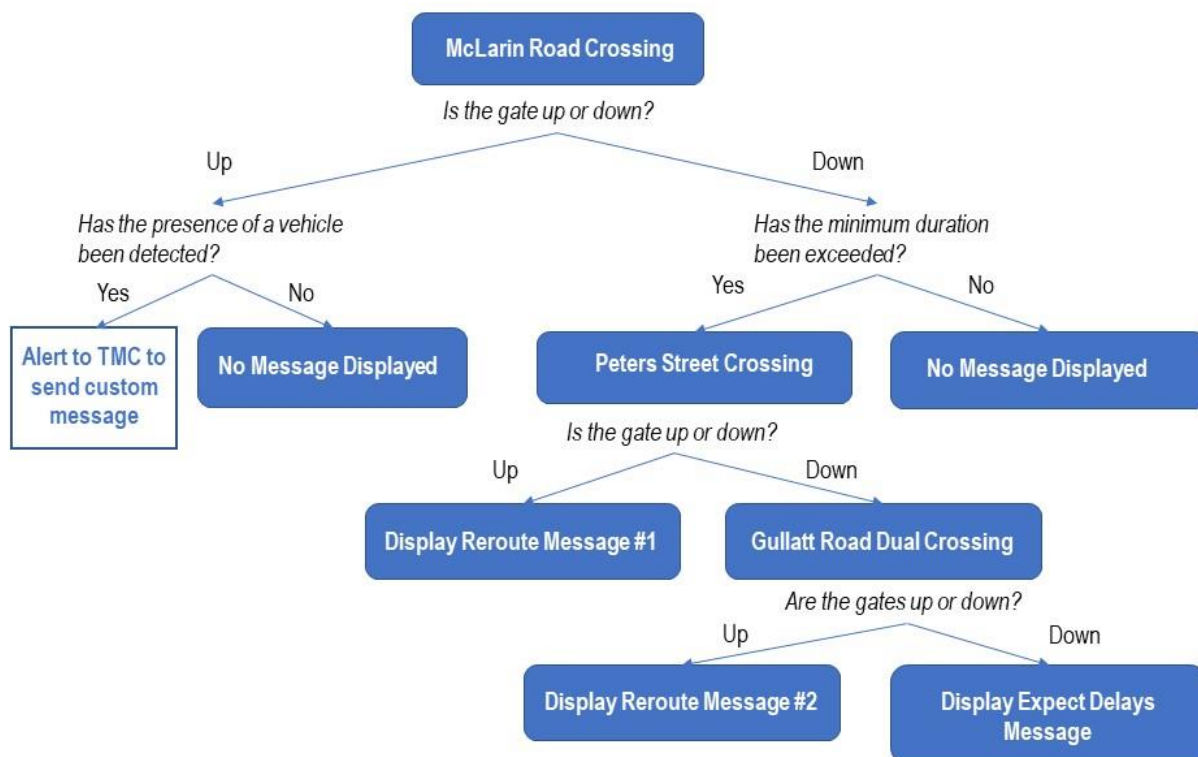
Deliverables

- Traffic Report/Study.

Task 2 –Freight ITS Concept Refinement

The South Fulton CID Freight ITS Concept of Operations outlined the primary components of the Freight ITS at the planning level. The purpose of this task is to further refine and add detail to that concept to advance it from a planning level design to a preliminary engineering level design. As summarized in this scope of work and described in detail in the South Fulton CID Freight ITS Concept of Operations, the Freight ITS will detect the highway-rail crossing blockage and relay useful information to roadway users via dynamic message signs located at various locations in the CID. In addition to informing motorists that a train is blocking the crossing, it would also inform truck drivers of alternative routes to access the intermodal terminal. Figure 2 contains a high-level decision framework of the Phase II Freight ITS improvements. For this task, the consultant will use this information (and other information as contained in the South Fulton CID Freight ITS Concept of Operations) to develop a physical architecture flow diagram for the Phase II Freight ITS service package.

Figure 2 Phase II Freight ITS Decision Framework



It is important to note that the diagrams in Figures 2 and 3 assume that the Freight ITS will perform semi-autonomously via a roadside logic controller capable of sorting and distributing data to the State's existing network of dynamic message signs, flashing beacon systems, and in-vehicle warning systems via Dedicated Short-Range Communication (DSRC) radios and infrastructure. Thus, the Freight ITS will be capable of transmitting to the dynamic message signs, predetermined messages based on the statuses of study area at-grade crossings and the presence or absence of queues along McLarin Road without intervention by the GDOT TMC. However, the GDOT TMC will have the capability of entering custom messages if they are needed based on area conditions or for safety purposes. In addition, the GDOT TMC will have the capability to display public service announcements.

Deliverables

- Physical architecture flow diagram for the Phase II Freight ITS service package.

Task 3 – Preliminary Design

The consultant will develop Preliminary Plans consisted with what is required for a GDOT Preliminary Field Plan Review (PFPR). The PFPR plans will consists of:

- Cover Sheet
- Preliminary Right of Way and Easements
- Existing Utilities
- ITS Plan & Profile Sheets
 - Dynamic Message Signs Plans
 - Closed-Circuit Television Plans
 - Video Detection Plans
 - Power Service Plans
 - Cabinet and Network Equipment Plans
- Intersection Plan and Profile Sheets
 - Typical Sections
 - Cross Sections
 - Drainage Profiles and Cross Sections
 - Signing and Marking Plans

- Traffic Signal Plans
- Driveway locations and Driveway Profiles, if applicable
- Preliminary Erosion, Sediment and Pollution Plans

Preliminary plans will be submitted to the South Fulton CID and the City of Fairburn in order to conduct a PFPR. Figure 4 depicts a conceptual layout of the Freight ITS including the roadway and intersection improvements proposed as part of the system. Additional details on the intersection improvements are provided in Figures 5 through 8 in the Appendix.

Deliverables

- Preliminary Field Plan Review (PFPR) Plans for the Phase II Freight ITS and Intersection Improvements

Figure 3 Conceptual Layout of the Phase II Freight ITS



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TYPICAL CMS INSTALLATION CONSISTS OF:

- | | |
|---|--|
| 1. LED PIXEL CMS, NON-WALK-IN, 3X15 | 6. POWER SOURCE |
| 2. CMS CABINET | 7. CAT6 CABLE, OUTDOOR RATED, SHIELDED |
| 3. SHOULDER MOUNTED SIGN ASSEMBLY, TP 3 | 8. CONDUIT, NONMETAL |
| 4. 4G LTE ROUTER | 9. CCTV |
| 5. PULL BOX | 10. STRAIN POLE |

Task 4 – Stakeholder Coordination

Implementing the Freight ITS will require coordination with GDOT, CSX Transportation, and the City of Fairburn. The consultant will coordinate and meet with those entities to obtain the necessary permits and agreements to implement the Freight ITS. This includes access to CSX Transportation controller cabinets at the impacted crossings:

- McLarin Road at the Fairburn CSX Intermodal Center Entrance (Federal Railroad Administration Crossing ID 901263C);
- Peters Street at McLarin Road (Federal Railroad Administration Crossing ID 050394D)
- Gullatt Road and McLarin Road (Federal Railroad Administration Crossing IDs 901265R and 050396S)

These crossings are also identified in the South Fulton CID Freight ITS Concept of Operations.

Deliverables

Agendas and minutes for all stakeholder meetings.

Appendix

Figure 4 Proposed Improvements at SR 74-U.S. 29 Ramp at U.S. 29/Roosevelt Highway



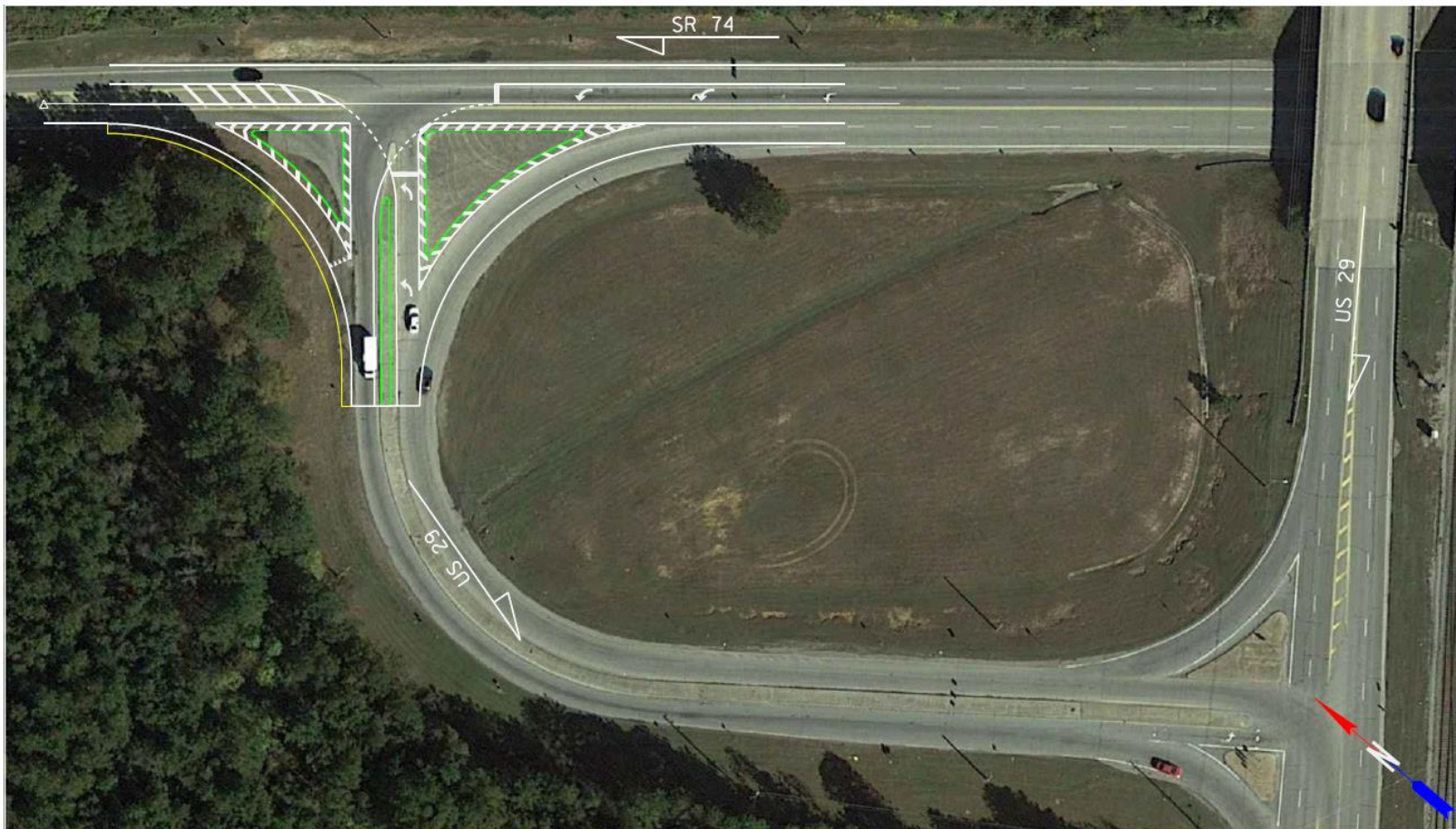
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INTERSECTION IMPROVEMENTS
SR 74 TO US 29 RAMP

Figure 5 Proposed Improvements on U.S. 29/Roosevelt Highway



Figure 6 Proposed Improvements at SR 74-U.S. 29 Ramp at SR 74



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INTERSECTION IMPROVEMENTS
SR 74 TO US 29 RAMP

Figure 7 Proposed Improvements at SR 74-McLarin Road Ramp at SR 74



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INTERSECTION IMPROVEMENTS
SR 74 AND RAMP TO MCLARIN RD

Attachment B: Project Budget

The Consultant must provide a detailed breakdown of the proposed budget with hours and rates by person. A summary of the budget should also be included in the format below:

[illegible]