

BACKGROUND / DISCUSSION – continued –**PROPOSALS:**

Proposals were received from the following firms:

Manatee County Firms: None

Local Firms:

Albeck Gerken, Inc.	Tampa, FL
DKS & Associates	Tampa, FL
Gannett Fleming	Tampa, FL

SELECTION COMMITTEE:

The Selection Committee consisted of the following:

Bob Agrusa	Transportation Planning
Vishal Kakkad	Traffic Engineering
Dennis W. Wallace	Financial Management Department

The Selection Committee convened on 11/2/2011 and short listed the following firms:

- 1) Albeck Gerken, Inc,
- 2) Gannett Fleming
- 3) DKS & Associates

The Selection Committee ranked the firms as follows for the purpose of negotiating a contract with the top ranked firm:

Ranked No. 1: Albeck Gerken, Inc.

The top ranked firm demonstrated exceptional qualifications and displayed a technical competence with impressive detail and results. Their proposal outlined recent local experience of traffic timing projects of comparable size to this project as well as on-going similar contracts with FDOT. The firm demonstrated a significant understanding of the County's signal system as well as the knowledge and experience to work with the system's hardware and software.

The firm effectively presented a project plan with strong emphasis on their ability to utilize their own International Municipal Signal Association ("IMSA") certified personnel to perform the data collection which included a mix of technology and field counts. Furthermore, since the firm owns the automated traffic data collection equipment it will result in of ease of coordination and will provide one-stop service. In addition, the proposal cited a cross coordination in the Master Synchro Model which will incorporate the timing elements from Phase I as well as the Phase II project.

The Selection Committee ranked this firm first as a result of their overall capabilities to meet the County's requirements.

Ranked No. 2: Gannett Fleming

The firm's proposal satisfied the RFP's minimum qualifications and demonstrated its' understanding of the project's requirements. The proposal exhibited the firm's retiming experience but no recent local experience was evident. The proposal did not mention any coordination with the Phase I retiming project. While the proposed staff personnel was qualified there were no IMSA certified staff members proposed for this project.

The firm's project plan was not perceived as a workable strategy as a result of the fact that the project schedule proposed only fifty (50) hours for the Project Manager which appears significantly low for a project of this magnitude.

As a result, the Selection Committee ranked the firm second.

Ranked No. 3: DKS & Associates

The proposal demonstrates a basic understanding of the project, however, there was little technical content demonstrated that conveyed the firm's qualifications and ability to address the County's requirements. As a result, the Selection Committee ranked the firm third.

FUNDING:

The project is estimated at \$900,000.00 and funded through the Traffic Management Center as part of an FDOT Local Agency Program ("LAP") agreement.