



South Carolina  
Department of Transportation

## MEMORANDUM

TO: Public Notice

FROM: Professional Services Contracting Office

DATE: June 9, 2023

RE: **S-268-23** – I-95 Corridor Improvement Project from Exit 22 (US 17) to Exit 33.9 (US 17) in Jasper County

The following firm was selected for the referenced solicitation above:

KCI Technologies, Inc.

The next top two (2) firms in ranking order are:

HDR Engineering, Inc. of the Carolinas  
Stantec Consulting Services, Inc.

SCDOT has attached to this memorandum the selection committee's comments and scores.

If you have any questions, please feel free to contact me at (803) 737-0746 or via email at [Hollingswg@scdot.org](mailto:Hollingswg@scdot.org).

*Wendy Hollingsworth*

Wendy Hollingsworth  
Contracting Officer/Contract Selection Manager





**TO:** John Boylston, Director of Preconstruction  
Randy Young, Chief Engineer for Project Delivery  
J. Darrin Player, Chief Procurement Officer

**FROM:** Wendy Hollingsworth

**DATE:** June 1, 2023

**RE:** **S-268-23** - I-95 Corridor Improvement Project from Exit 22 (US 17) to Exit 33.9 (US 17) in Jasper County

Approval is requested for the referenced solicitation that was advertised on March 20, 2023, with a proposal due date of April 25, 2023. The **SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT)** requests a letter of interest and a proposal containing qualifications from all interested consulting firms experienced in providing engineering services for the development and delivery of preliminary roadway and bridge plans, environmental studies and documentation, environmental permitting, right of way plans, and final construction plans for roadways and bridges, and associated design/coordination services for the Corridor improvement listed above.

Requested services include but are not limited to: project management, field surveys and pavement scanning, environmental studies and documentation, environmental permitting, traffic design, bridge design, structural design, roadway design, hydrology/hydraulic design, geotechnical services, hazardous materials survey, subsurface utility engineering, utility coordination, railroad coordination, development of preliminary/final right of way plans, right-of-way acquisition services, value engineering, development of preliminary/final construction plans, pavement marking and signing plans, constructability review, construction phase services, engineer's estimate/project specific special provisions and other related duties deemed necessary. SCDOT intends to select and negotiate a contract with one consultant team for development of the project. The project will be negotiated and contracted through two phases with the consultant team. The first phase will include all efforts needed to successfully acquire the appropriate NEPA (National Environmental Policy Act) documents and complete right-of-way plans. The second phase will include all efforts needed to develop the projects through construction. The project team should be capable of providing all services outlined above.

Disadvantaged Business Enterprise goal is established as **11% percent** and will be administered in accordance with SECTION I. INSTRUCTIONS TO CONSULTANTS.

Whether or not there is a Disadvantaged Business Enterprise (DBE) goal on this contract, proposer is strongly encouraged to obtain the maximum amount of DBE participation feasible on the contract. The selected consultant will be required to report all DBE participation through the DBE Quarterly Report required in the supplemental specification.




Nine (9) firm's submitted proposals and all were deemed acceptable for meeting the minimum requirements for submittal. May 31, 2023 at 9:00 AM, through SCDOT WEBEX teleconferencing the selection committee convened to evaluate the proposals.

The final ranking of the three (3) firms deemed most highly qualified for this selection were:

1. KCI Technologies, Inc.
2. HDR Engineering, Inc. of the Carolinas
3. Stantec Consulting Services, Inc.

Upon CPO approval, the Professional Services Contracting Office will notify all responding consulting firms of the selection results.

**APPROVAL:**

ACTION	OFFICE	SIGNATURE	DATE
APPROVE	Director of Preconstruction	 2023.06.01 12:04:10 -04'00'	6/1/23
APPROVE	Chief Engineer for Project Delivery	Randall L. Young  Digitally signed by Randall L. Young Date: 2023.06.07 15:48:15 -04'00'	6/7/23
APPROVE	Chief Procurement Officer	J. Darrin Player  Digitally signed by J. Darrin Player Date: 2023.06.09 10:48:44 -04'00'	6/9/23

PROFESSIONAL SERVICES SELECTION PROCESS

Evaluation Committee Deliberation

Project Name: S-268-23 - I-95 Corridor Improvement Project from Exit 22  
(US 17) to Exit 33.9 (US 17)



Submitted Information




Interview

Firm	Comments
See Attached	

PROFESSIONAL SERVICES SELECTION PROCESS

Evaluation Committee Recommendation

Project Name: S-268-23 - I-95 Corridor Improvement Project from Exit 22 (US 17) to Exit 33.9 (US 17) 

Instructions: The Evaluation Committee shall list firms in the order of approval for cost-proposal negotiations.

Firm/Individual	Order Negotiation Approval	Comments
KCI Technologies, Inc.	1st	
HDR Engineering, Inc. of the Carolinas	2nd	
Stantec Consulting Services, Inc.	3rd	
	4th	
	5th	
	6th	
	7th	
	8th	
	9th	
	10th	

Authorization: I hereby authorize the Director for subject project to  
begin cost-proposal negotiations in the order listed above.



**Concur**



**Not Concur**

**J. Darrin  
Player** Digitally signed by  
J. Darrin Player  
Date: 2023.06.09  
10:49:11 -04'00'

06/09/2023

Chief Procurement Officer

Date

# SCORING SUMMARY MASTER SCORESHEET

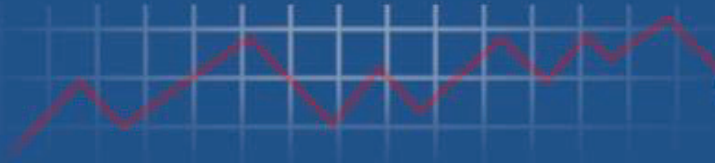
S-268-23 I-95 Corridor Improvement Project from Exit 22 (US 17

5/31/2023

**SCDOT**  
PROFESSIONAL SERVICES  
CONTRACTING OFFICE



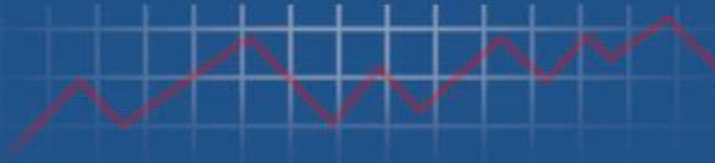
# SCORING SUMMARY MASTER SCORESHEET



S-268-23 I-95 Corridor Improvement Project from Exit 22 (US 17)

RANKING	FIRM RANKINGS <small>Ranked in Order by Firm Name</small>	TOTAL SCORE	CRITERIA									
			1	2	3	4	5	6	7	8	9	10
			30%	25%	25%	10%	5%	5%	0	0	0	0
1	KCI Technologies, Inc.	73.59	24.38	17.50	18.12	7.75	3.44	2.40				
2	HDR Engineering, Inc.- Infrastructure Corporation of America	66.41	21.00	16.88	16.25	5.62	3.81	2.85				
3	Stantec Consulting Services Inc.	62.04	18.75	13.75	17.19	7.00	2.25	3.10				
4	Mead & Hunt, Inc.	61.50	17.62	13.44	16.88	6.62	3.19	3.75				
5	Infrastructure Consulting & Engineering, PLLC	59.27	19.50	11.88	15.31	6.12	2.81	3.65				
6	Rummel, Klepper & Kahl, LLP	59.26	16.50	12.81	14.69	7.00	3.81	4.45				
7	Civil Engineering Consulting Services Inc.	55.33	17.25	11.56	15.00	6.12	1.75	3.65				
8	Neel-Schaffer, Inc.	54.48	15.38	13.12	13.75	5.12	2.56	4.55				
9	Davis & Floyd, Inc.	49.86	16.12	9.69	12.50	4.25	2.75	4.55				

# SCORING SUMMARY MASTER SCORESHEET



S-268-23 I-95 Corridor Improvement Project from Exit 22 (US 17)

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9	Davis & Floyd, Inc.	49.86	16.12	9.69	12.50	4.25	2.75	4.55				
EVALUATOR:		EVALUATOR:										
EVALUATOR:		EVALUATOR:										

# CRITERIA QUESTIONS AND WEIGHTS



1	<p>Project understanding and Design Approach Demonstrate the consultant's understanding of this project and describe the best design approach specific to the following key areas:</p> <ol style="list-style-type: none"> <li>1. Project Management &amp; coordination both within and externally to the proposed team.</li> <li>2. Permitting and Environmental Services</li> <li>3. Design Services and Plan Development including quality control</li> <li>4. Identification and management of project risks</li> <li>5. Methods for incorporating constructability and limiting ambiguity in construction contract documents.</li> </ol>	30
2	<ol style="list-style-type: none"> <li>1. Demonstrate that the project team has the personnel and experience to provide the full range of services necessary for optimal project success.</li> <li>2. Demonstrate the team's ability to adhere to the project schedule. Describe your approach to schedule management and schedule recovery during Engineering. Describe your approach to Engineering cost and budget management</li> <li>3. Demonstrate the ability to be responsive and to collaborate with SCDOT.</li> </ol>	25
3	Detail the specific experience of the proposed project manager and design leads in managing large scale Corridor/interstate and Interchange Improvement projects.	25
4	Past performance and quality of past performance of the firm/team Key Individuals on similar type projects according to consultant performance evaluations and references.	10
5	Familiarity of the firm/team with state transportation agency practices and procedures.	5
6	"Workload" is defined as the dollar amount of active executed agreements (basic, contract modifications, work orders, task orders, and small purchase) between a consultant and SCDOT, minus the amounts already invoiced. It will also include those amounts under negotiation, exclusive of those that are suspended.	5
	Total	100





# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Civil Engineering Consulting Services Inc.**

Criteria 1	5.00	<p>1. Org chart shows squad 1 and squad 2 which is broken up by segments. PIM will be the sole POC and keep the DOT PM up to date. APM will help with schedule and use Bluebeam and Project Wise for all submittals. DM to coordinate design services. Briefly explains the division of work and role prime and sub will have. QA will be done by members not associated with design. No discussions on coordination externally besides keeping PM up to date.</p> <p>2. NPCE given context and impacts. Link NEPA and IMR schedules. Provides basic Alt. Process that does not explain much. Talks about development of P&amp;N. Gives PIM locations and talks about PIP. Provides a list of proposed mitigation for resources. List is not in-depth but provides general information on T&amp;E species, permits, noise, etc. Provides key Noise activity, will need to do full noise study. No mention of EJ communities that are present. Lacks info on bats. Overall this section was very general and lacks any depth.</p> <p>3. Provided a map to visually show how the work is divided. The overall approach was generic. Road: Both alternatives had minimal changes and just improves geometry for loop ramps. Exit 33 eliminate frontage road connection to Nuna Rock. Mentions ultimately 8 lanes which is not the purpose of this project. Discusses horizontal and vertical deficiencies. Diagrams are very hard to read and cannot enlarge to see the detail to confirm widths. Structures: Provides conceptual bridge design approach and key issues for all structures on pg. 16/17. Proposes the use MSE walls on all over passes. Also mentions MSE walls on RR bridge which is NOT allowed by CSX. Mentions little geotech and seismic information. Provides staging plans for bridges. Mentions need for culvert extensions. Hydro: Will include culvert analysis, tidal and riverine bridge analysis and roadway drainage. Design team to model flooding and recommends a 2D model. Mention risk of enlarging RR culvert and raising of roadway grade. Lacks in depth discussion on culverts. Geotech: Describes geotech investigation and soil types and use of deep foundations. Use of drilled shaft given structural and seismic considerations. This was a fairly general approach and lacked further information about testing and further seismic analysis. Traffic/MOT: Microsimulation will be performed for operational conditions. Will prepare 3 IMR's for all 3 interchanges if needed. Some issues with staging plan and shoulders. Traffic counts will be collected and crash data reviewed. Synchro/SimTraffic for proposed interchanges. Transmodeler for MOT for construction phases. Provides an overall basic approach. Utility/RR: Provide a list of utility providers on pg. 20. Railroad coordinator has CSX experience. Provides CSX requirements for overhead bridge structures. Provides basic information. QC: Design Leads will be responsible for their own discipline and will set design criteria, symbology and plan production. DOT and CECS checklist for each discipline for QC reviews. QA to be led by seasoned professional. Ayers to provide QA for bridge hydraulics. Briefly mentioned VE effort.</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	4.00	<p>2. All that was provided for a full range of service was a chart on pg. 23 with projects with similar features to current project to which most of these are DB. There is zero write up to explain anything. Does not mention how many employees. Would have like to see more information.</p> <p>2. Adhere to Project Schedule: Mentions 3 DB projects that were delivered on time and under budget. However these were design build projects which two of them were design build prep. The DB process for schedule is very different from traditional DBB procedures. Mentions a web-based project management system and provides graphic below of it however it is unclear and not legible. Monthly reporting to DOT on design and key obligation dates, UA, permits, ROW.</p> <p>Schedule Management/Recovery: Talks about PMP and will include QA/QC milestones to adhere to project schedule. Provides Key milestones for project delivery and 39 month schedule. Review of the anticipated schedule does is not reasonable. Timelines between different plan developments do not account for the review/submittal times for a DBB project. PIM date is inaccurate. The letting of this project is not until FY 2028 and does not plan to be accelerated at this time.</p> <p>Engineering Cost/ Budget Management: Does not mention anything about cost/budget their proposal. Does not discuss construction budget for project which is a large part of the FHWA Major Projects requirements.</p> <p>2. Provides 3 quotes on pg. 25 however these are not recent/relevant comments. All three are from previous roles from a long time ago. Provide availability to meet on short notice. Have a staff of 50 PE and many EIT. Has prior relationships to DOT. Provides more recent quote to show responsiveness however for a DB project.</p>
Criteria 3	4.00	<p>All of the projects listed for the PM are DB related. To which only two he was the PM for. Would like to see DBB experience as well. DM has DB experience as well and most all of them are PIC or Senior Designer. Do not see where he was in similar roles on these projects either. The environmental lead has done EA and NPCE on DB interstate projects. NEPA does not vary as much as design does for DB projects. Traffic lead has experience with multiple IMRs for rural interstate projects, no concerns. The critical staff has a lot of the same DB experience with a very few DBB projects.</p>
Criteria 4	3.00	<p>Provides a large list of projects with quotes however does not provide any CPE scores. Average CPE scores for DB is 6.94. Unsure why these were not provided in the write up.</p>
Criteria 5	2.00	<p>Does not show how the team is familiar with practices and procedures.</p>
Criteria 6	7.30	<p>*** As of 3.20.23 (This score was added by an utilization evaluator.)</p>
TOTAL	25.30	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Davis & Floyd, Inc.**

Criteria 1	5.50	<p>1. Org Charts shows division of work per interchange. PM will be POC for the department and will oversee project for scope, budget and schedule, also assist APM and DM on major project decisions. Concerned with how engaged the PM will be for this project, more of an oversight role described. APM will coordinate with all other managers and DM on a weekly basis and have a TEAMS site for information sharing. Leads will be responsible for their perspective teams. Introduces Dewberry for their major project experience but states they have not worked together. Propose monthly meeting with DOT. No discussions on coordination externally besides keeping PM up to date.</p> <p>2. Will determine if NPCE is acceptable, acknowledges may need to elevate to EA but is not anticipated. Mentions early coordination with agencies through ACE meetings. Provides wetlands map of corridor and list of T&amp;E. Discusses the permits, mitigation and noise. Talks about PIP and PIM locations. Provides a summary of socio./eco. impacts as well as permits/impacts.</p> <p>3. The overall flow of this section was very hard to follow. Some of their technical approach was well thought out while others were lacking in information. Road: Briefly touches on Horizontal/Vertical Geo. spline grades not allowed. Exit 22 proposed relocation of SB exit ramp and introduces RAB for a U-turn to access 17. Does not address the frontage roads properly. Proposed 28 is a very tight diamond. Exit 33 proposed second connection to Nuna Rock created another overpass bridge to be maintained. Structures: Mentions doing a Bridge Alt study for CSX bridge to see if they can utilize a different span arrangement. Propose replacing river bridges and will determine bridge type and configurations. Mentions bringing them up to Seismic standards. S-172 potential replacement. MSE walls for shorter spans or spill through abutment. Hydro: Additional culvert capacity need because of flooding. Propose larger culverts or flat-slab bridges (which is not preferred by the district) Inspections will need to be done to determine replace/retain/extend. Mentions FEMA flood zones. Offsite influences from RR culverts. Discusses regional flooding risk. SRH2D model for tidal conditions. Will use 1D model HEC-RAS for culverts. Will use EPA SWMM model for inundation limits. No CLOMR. They were very thorough in most H&amp;H however did not mention roadway drainage. Geotech: Embankment side slopes/liquefaction. Drill shaft considerations. Temp shoring wall for culvert construction/soil anchors. Seismic analysis based off FEE and SEE events. Ground improvements. Does not discuss soils present but provide very thorough approach in this sections. Traffic/MOT: MOT staging is very basic and only shows part of the staging sequence. Discusses bridge staging. Proposes to avoid long term ramp closures or detours for interchanges. Mentions traffic data collection. Prelim WZTC Recommendations, Traffic Analysis with VISSIM, HCS, Synchro and SIDRA. IMR for 3 of the interchanges. Utility/RR: Propose SUE level A-C. Provide table of utility owners and contact on pg. 19 as well as utility items and assessments. Provides Railroad inventory reports with # of trains and max speed. Coordination</p>
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MasterScoresheetReportV2

5/31/2023

Page 7 of 71

# EVALUATOR SCORING & COMMENTS



Criteria 2	4.00	<p>2. Provides table with task and leads for that task with years of experience. No write up to describe anything. Years of experience doesn't mean they have been doing that specific tasks so have a hard time trying to relate its relevance.</p> <p>2. Adhere to Project Schedule: Does not demonstrate how team adhere to the project schedule.</p> <p>Schedule Management/Recovery: Will use CPM in P6 . Scoping meeting to establish draft work plan and establish baseline. Monthly schedule status meetings with all leads. Meeting can address concerns and allow reaction time to recover and address. Propose a 37 month schedule and list activities on pg. 26. The schedule is more aggressive than needed. The letting of this project is not until FY 2028 and does not plan to be accelerated at this time. Overall lacks further explanation of how to recover especially with proposed schedule.</p> <p>Engineering Cost/ Budget Management: Mentions schedule will be cost loaded and will generate cash flow plan. Proposed Schedule and budget reports will be included in monthly invoice and progress report. Does not discuss construction budget for project which is a large part of the FHWA Major Projects requirements.</p> <p>2. Describes PM/APM approach as well as extra layer of team leads to provide support and redundancy to ensure responsiveness. States they have significant resources and capacity. Provides basic approach for strategies for responsiveness. Provides two quotes one for DF and RD on accelerating project and responsiveness. Provides two projects on pg. 28 to show responsiveness and collaboration</p>
Criteria 3	5.00	<p>PM's listed experience with larger projects is either DB or county work which are not as relevant to DBB. APM has some experience in large projects however most of those roles were Deputy DM or Lead Roadway Engineer which is not similar to proposed role. DM listed larger projects are not recent nor relevant, also has not been the same role. Interchange leads all have relevant experience in roadway design but not all have lead experience. Most of these projects are larger DB project. Other leads (Bridge/Traffic/Enviro/H&amp;H) all provide larger project experience but most in DB.</p>
Criteria 4	5.00	<p>Provides list of CPE scores ranging from 6.9-9. Most all of the scores are from bridge replacement projects and do not provide any context. Provides 2 DEW CPE scores. No quotes were provided in this section.</p>
Criteria 5	7.00	<p>Provides a table of Design manuals/Memos/Bulletins for all disciplines and their specific uses but does not really explain well Personnel attends design workshops and conferences to stay current on practices and procedures. Firm does lunch and learns for additional training for designers.</p>
Criteria 6	9.10	<p>*** As of 3.20.23 (This score was added by an utilization evaluator.)</p>
TOTAL	35.60	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : HDR Engineering, Inc.- Infrastructure Corporation of America**

Criteria 1	7.50	<p>1. Org chart shows division of work and personnel for each specific discipline and project element. Provides great visual of map with key elements. Mentions DB prep of the adjacent project MM 8-21. PM is POC for DOT. They give approach for APM, Enviro Lead and Design leads/segment lead. As well as their technical advisors. Proposed PMP with protocols. Provides comm/PM tools graphic on pg. 4 that clearly defines process. Provides schedule on pg. 5 that is very detailed and includes FHWA Major Project task. Will develop a submittal schedule, progress reports and monthly invoices. Experience with CCR on Risk-Based Cost Est. Goes into describe the CSRA approach as well as FHWA Major Project Components. Shows they have a deep understand of the process and experience with it.</p> <p>2. NPCE to be pursued but mentions elevation to EA due to impacts. Provide in depth enviro analysis and review. Provides very detailed table of enviro concerns and solutions. No mention of P&amp;N/Altern analysis or cemetery. Develop PIP and PIM Meeting.</p> <p>3. The write up for this entire section has all of the scope items bolded to show they understood the scope. This approach often drove the entire write up. Road: Goes into a fairly basic approach for the development of the roadway plans. Provides multiple alternative with Pros/Cons to each. Exit 28 has option to Close &amp; Detour which causes some concern. Alt1&amp;3 for Exit 22 was slightly confusing due to new roads ended abruptly. It's not clear these are tying into existing frontage roads/ramps. For Exit 33 shows some different ideas but seem very impactful. Alt 2 could be beyond the scope of the interchange and introduces a second bridge which will be more maintenance. Some alts isolate homes in the middle of interstate ramps and could elevate NEPA document. Structures: Provides basic approach that follows scope language. Propose to invested longer spans to eliminate MSE walls due to maint. Cost. Provides a list of bridges with proposed bridge types/span and span configuration. Retain exit 28 bridge as an option. Does not provide bridge staging. Propose to coordinate with District and BMO for culvert extension. Hydro: Mentions the floods and proposed to develop complex 2D model. Describes watershed Mentions RR culvert undersized and offsite improvements. FEMA Floodplain studies. Culvert assessments and recommendations for rehab. Roadway drainage systems. Design considerations for NPDES/NOI permit/CZC review. Provides an emergency action plan for overtopping conditions on pg. 16. They were very thorough in their H&amp;H approach Geotech: Provides a geology and seismicity overview of the soils and key Geotech Assessments on pg. 17. SSRA and seismic design. Described pile types and benefits. Considerations for constructability. Traffic/MOT: Proposes using Transmodeler for microsimulation and prepare IMR. Talks about WZTC and provides very clear staging plans on pg. 12. Visual only provided for cable median barrier and final MOT will show proposed median configs. Utility/RR: Provides basic approach to utility coordination. Provides table of facilities in the corridor. Reference good relationship with CSX personnel and</p>
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MasterScoresheetReportV2

5/31/2023

Page 9 of 71

# EVALUATOR SCORING & COMMENTS



Criteria 2	7.50	<p>2. Prime has 120 transportation staff and supported by 11 subs. Provides a list of 20 projects and project features similar this project on pg. 24. These include DBB/DB interstate work, large corridor projects and bridge projects.</p> <p>2. Adhere to Project Schedule: Provides approach to schedule management with biweekly meetings with DOT. Plan resources develop schedule and discuss during each meeting. Determine risk and response. Does not include the actual schedule in this section, provides earlier in proposal. Provides example of managing a tight schedule for DB Bridge package.</p> <p>Schedule Management/Recovery: Evaluate staffing to provide additional resources and monitoring schedule critical items. Work with DOT review for expedited comment resolutions.</p> <p>Engineering Cost/ Budget Management: Manage the Scope and fee estimates. Will review risk/response to engineering budget/cost. Track physical and financial percent complete. Does not discuss construction budget for project which is a large part of the FHWA Major Projects requirements.</p> <p>2. Discusses communication with DOT PM and staff. Inquires will be response to within 24 hour. Use tools such as Bluebeam/Project Wise. Provides CPE scores for Responsiveness/Schedule Milestones for a list of projects on pg.26. Provides relevant quote to show responsiveness. Proposes Dashboard for comments and design submittals.</p>
Criteria 3	7.00	<p>They provide a list of Projects and names of key members associated with interstate (DBB/DB) bridge placements and corridor projects on page 27. Provides some information on Technical Advisors as well. PM has experience in mostly bridge and county work, has lead interstate rehab. There some concern about relevant experience on large scale interstate project. The APM and two design leads has relevant DBB large interstate experience in similar roles. Design Leads are strong and versed in large interstate projects as well. Team overall is strong and most all bring relevant experience.</p>
Criteria 4	6.00	<p>Provides details of 6 projects from interstates (DBB/DB) and one large corridor project. Provides CPE score for 4/6 projects that were available but doesn't showcase anything special. Highlights key features of each project. No quotes from CPE score were provided.</p>
Criteria 5	8.00	<p>Provides a list of on-calls prime and sub has with DOT. Personnel attends design workshops and conferences to stay current on practices and procedures. Prime was engaged in review of early drafts of RDM Provides design reviews for DB projects. Provides a table of scope items and associated agency practices and procedures on pg. 34</p>
Criteria 6	5.70	<p>*** As of 3.20.23 (This score was added by an utilization evaluator.)</p>
TOTAL	41.70	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Infrastructure Consulting & Engineering, PLLC**

Criteria 1	7.00	<p>1. Org chart is broken up by Design and Design Leads. Highlights key deficiencies and general proposed improvements for project. History of work with key sub and of prime management. Outlines PM's responsibility. Briefly outlines other lead roles. Provides info on PMP components. Provides approach to external/internal meeting and agenda items for both.</p> <p>2. Identified enviro concerns and man. strategies. Could be an EA but could advance as NPCE, impacts will determine. Provides major components of NEPA includes good information. No PIM locations or cemetery. Permitting approach is also describe well with application package components and detailed approach.</p> <p>3. Basic approach to many disciplines. Geotech, Traffic/MOT, and utilities were more in depth. Road: Mentions grade issues. Two different medians one with need for MBW and one without. Mentions future 4th lane for mainline and bridges. Substandard interchange ramps. Describes potential designs at all 3 interchanges. Shows basic concept for Exit 22 and 33. Exit 33 proposes a disconnection to Nuna Rock. Provide fairly standard approach to plan development for all stages and reviews. Will provide QC checklist with submittal. Construction DFR for District inclusions. Structures: Proposes replacement of all bridges and stage mainline bridges to not over build. Bridge Staging typicals were not provided. Provides different bridge elements to consider. They provide a table of proposed bridge types and MOT plan. Proposes the use MSE walls on all over passes and RR bridge which is NOT allowed by CSX. Will evaluate culvert for structural. Mentions retaining walls/noise walls/MBW. Proposes to load rate bridge sized box culverts. Hydro: FEMA Special Flood Hazard Area Zone A &amp; AE. Will evaluate conveyance structures to be retained or replaced. Hydraulic design will consider tidal influences and 2D effects. HY-8 analysis for culverts. Storm water systems design in Geopak. Mentions SWPPP and NPDES permit. Mentions flooding issues and proposes 2D model. Geotech: Seismic Design Category C/pushover analysis. Recently design bridge for seismic close to proposed corridor. Provides Geotech Design considerations. Talks about drilling/sampling/testing. SSRA Describes soil types. Talks about different piles/shafts. Highlights there experience in Geotech construction support. Traffic/MOT: Will perform data collection to include TIAs data from MPO's. Provides CCS and other traffic data components. Crash analysis to be perform for hot spots. TDM form MPO and Statewide model. Synchro/SimTraffic /Transmodeler for interchange. Prelim WZTC recommendation with ITS for constr./median access. Previous example of IMR's for other interstate projects. Team will provide project-specific incident man. plan for evacuations. Provides two visuals for staging for varying median widths, hard to read text and widths on visual. Utility/RR: Provides basic chart of utilities. Calls out some utilities at Exit 22/33. Discusses early coordination and SUE QL-D then B. Mentions ACT 36 and who qualifies. Mentions MOA/UA UC 120 days before CO. Provides few key requirements for RR. RR coordinator has experience and has work in hand with CSX. Fails to mention no use of MSE walls.</p>
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MasterScoresheetReportV2

5/31/2023

Page 11 of 71



# EVALUATOR SCORING & COMMENTS



Criteria 2	5.00	<p>2.117 employees and 14 sub consultants list range of services they provide. Provided similar services on 6 interstate widening's.□</p> <p>2. Adhere to Project Schedule: Does not show any examples or mentions anything about adhere to a schedule.</p> <p>Schedule Management/Recovery: Provides 44 month schedule highlighting it will be one year earlier than current schedule. The letting of this project is not until FY 2028 and does not plan to be accelerated at this time. Provide worst case scenario with EA and IP. Propose weekly meeting to discuss schedule/risk.</p> <p>Engineering Cost/ Budget Management: Does not mention much besides weekly meetings will discuss cost and discuss implementation of mitigation strategies that could affect cost. Mentions could divide project up if partial funding is available. No talk about any kind of budget</p> <p>2. Proposes single POC between PM and DOT unless in design phases key personnel will take more active role in the discipline to coordinate with respective DOT staff. Propose to respond with sense of urgency. Will serve as extension of DOT in meetings and when presenting project info. Describes relationship and cohesion with team. Provides quotes from various projects to highlight responsiveness.</p>
Criteria 3	5.00	<p>Format provided is not easily digestible and has a lot of information that is overwhelming. Details Role on proposed project. Provides 4 projects for PM which are not recent nor relevant. DPM provides DB projects. has not served in similar roles on these project either. Environmental Manager has lead major projects through NEPA phases, most of those being DB. DM/DSM/Design Leads all have similar experience in proposed roles on larger projects.</p>
Criteria 4	7.00	<p>Provides an entire page of explanation how DB projects are recent and relative to DBB. While they provide some valid points on how DB experience could enhance the team, the overarching process is not the same for development of the plans. Unsure if this was truly needed. Provides list of 9 projects with average CPE scores/Project relevance/Prime responsibilities/ Key members. CPE scores range from 5.1-8. Projects include mostly DB widening, DBB widening, interstates/rehabs/bridge replacements. Provides example projects for sub consultants as well.</p>
Criteria 5	7.00	<p>Provides two stout pages of practices and procedures for all disciplines. In depth and includes implementation strategies. Fairly light in Roadway.</p>
Criteria 6	7.30	<p>*** As of 3.20.23 (This score was added by an utilization evaluator.)</p>
TOTAL	38.30	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : KCI Technologies, Inc.**

Criteria 1	9.50	<p>1. Org chart is clear and concise and clearly shows division of work and personnel for each specific discipline and project element. Introduces the team in the write up to showcase the TWG leaders and explain how those meetings are set up with schedule. PMP elements are excellent and show great coordination on how to manage the project and submittals.</p> <p>2. Talks about the P&amp;N, graphic of alt. analysis proced. NPCE, monitor thresholds and convert to EA if necessary. Permits needed for the project and agency coord. In depth list resources/constraints and approach on that incorporate all environmental issues. PI coord., discuss the project branding the be consistent with corridor. Provides a list of stakeholders and engage. strategies. Does not mention PIM location, meeting included in schedule.</p> <p>3. Explains the division of work and personnel. Provides project goals. Entire approach was very well rounded and detailed. Road: Propose to upgrade horiz./vert. geometry. Detailed info for each interchange. Concepts for Exit 22 and 33 interchanges were well thought out and described, benefits were provide to support reconfigurations. For Exit 28 addressing deficient ramps. Also mentions reconfig. could be an opportunity for Gateway to Beaufort at exit 33. Structures: RR and River Xing will be staged, shows staging diagrams. CSX requirements for RR Bridge. Underpass and Interchange Bridges will be replaced. Sesimic design cat. C and push over analysis. Consideration for bridge rehabs for SC 462 and S-172. Pipe and culvert video inspections. Sound/MSE walls but will minimize due to cost and ground mods. Walls to be consistent with corridor. Hydro: Geopak to be used for drainage systems. Floods Zones for River Bridges. No CLOMR and LOMR. 2D analysis to be performed due to tidal influence. Create SRH-2D model. Mentions culverts that overtopped in Hurricanes. Proposed to do a 1-D analysis of all culverts. Coordination with CSX crossing that is affecting interstate. Propose adding flood resiliency into the design. Geotech: Geotech CE prior to field explor. Describes soil types. Mentions deep foundations. SSRA and seismic design. Described pile types and benefits. Considerations for constructability. Traffic/MOT: Describes each stage. Mentions construction access alternatives and provides graphic. Discussed crashes and safety countermeasures. Proposes using TransModeler. IMR/single IMR for corridor. Coordination with locals for land use. LATS TDM and State Wide TDM. Truck Travel Time Reliability and TAMP goal for reliability index. Utility/RR: Provides a list of utility owner and contact info and expansive list of key utility issues. Defines level of SUE. RR mentions Right of Entry and working with current RR. Extra coord. with CSX for flooding issues QC: Prime is ISO 9001 Certified. Provides explanation of thorough QC process and provides chart. Crossfirm QC and Interdisciplinary Reviews are highlights. Mentions Quality Manager and their role as well as a Value Meth. Associate.</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	9.00	<p>2. Exclusive team with prime and major subs. Provides a list of projects and project features similar this project on pg. 24. These include relevant DBB interstate work, large corridor projects and bridge project. Some DB projects included as well.</p> <p>2. Adhere to Project Schedule: Provides relevant quotes. Shows resource time line between the current project and proposed project on pg. 25.</p> <p>Schedule Management/Recovery: Develop detailed schedule with major submittals, reviews and approvals. Propose roll plots and Bluebeam for reviews. Provides detailed schedule with reasonable dates (52 months) letting in 2028 as planned. Describes how they are managing the schedule. Can use additional resources for schedule recovery. Active use of risk register and workshops. Gives reviewers advance notice of submittals.</p> <p>Engineering Cost/ Budget Management: Talks about Phasing of scope to better ensure estimates are streamlined and minimizes contingencies. Coordination with PM and Support staff in TWG meetings on decisions help minimize comments. Goes into FHWA Major Project Process and CSRA for cost and schedule for construction. Experts to look at cost and schedule from contractors perspective. Mentions IFP and will include project funding and cost flow considerations.</p> <p>2. Provides 3 project examples that highlight their responsiveness and coordination efforts. Commits to being available quickly if needed.</p>
Criteria 3	8.00	<p>Provides key qualifications and benefits they would bring to this projects and relevant experience for all key individuals. PM and APM has lead in similar roles and projects of relevance in the DBB world PM is also well versed in bridges. APM also has County experience from the public relation side. DM also has similar experience in role and projects, brings excellent structures knowledge and constructability to the team. Traffic Lead is experienced and versed in FHWA requirements and needs for NEPA document. Environmental Manager has lead major projects through planning and NEPA phases, most of those being DB. CDM segment design lead has relevant experience in DBB project and some DB for the transportation aspect. Team overall is strong and brings relevant experience.</p>
Criteria 4	9.00	<p>Provides Chart with 9 projects that have large interstate and corridor projects as well as some bridge replacement projects. Lists the staffing involved in each project along with quotes. CPE scores range from 7-9.5 with good relevant quotes. Half of these are DBB and other are DB.</p>

# EVALUATOR SCORING & COMMENTS



Criteria 5	9.00	Provides list of on-calls the prime and major subs have with the DOT on pg. 33. Prime was first preconstruction QC reviewer for the I-26 125-137 project. Also updating Bridge Drawing and Details for multiple structure types. CDM has prepared 4 IMR's in past 18 months also recently authored Bridge Scour Manual. Provides a table of scope items and associated agency practices and procedures which are not as detailed.
Criteria 6	4.80	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	49.30	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Mead & Hunt, Inc.**

Criteria 1	5.00	<p>1. Org Chart is split up in task # and then describes segments for designers. Provides a visual of project breakdown between prime/sub. Talks about accelerating project. PM will collaborate with DOT and encourages design leads to as well. Provides some detail to PM approach to project management. This was a very brief and general approach. Did not describe much detail on the collaboration internally has a team.</p> <p>2. Proposes NPCE. Mentions cultural resources and points out Lead Noise Analysis is trained is the new noise analysis model. Proposes noise is a concern and list places for potential noise receptors. Discusses protected species and provides list of 20. Discusses the permitting and key points. talks about EJ communities and Public Involvement. List potential PIM location. Overall this section is very general. Does not discuss any P&amp;N or alternatives analysis.</p> <p>3. Overall this was a basic approach to almost all discipline. Road: Provides Alternative for interchanges 22/33. They provides visuals as well as explain the interchange and provide a scale for cost, ROW, constructability, driver expectancy, and enviro impacts. Exit 33 Alt 1 has a lot of ROW impacts and introduces 3 bridges at the interchange. Alt 2 introduces more of a typical diamond and is less impactful. Alt 1 Exit 22 proposes a diamond type interchange. Alt 2 does show how the correct facility will connect in and ramps are very tight. Does propose coordination with the corrections facility. Write does not mention any current deficiencies on the interstate. Structures: Provides a list of considerations for bridges. Proposed mainly staged replacement over interchange bridges expect Exit 28 and retain S-172. Provides simple conditions of two bridges to remain in place. Provides 4 box culvert to be replaced with CIP. Very general information and no staging plans for bridges. Hydro: Discusses flooding at 22. Proposes 2D analysis. Mentions offsite undersize culverts to be addressed along with road grade. Culvert assessments and recommendations for rehab. Roadway drainage systems. FEMA Special Flood Hazard Area Zone A. BMPs for storm water runoff. Mentions sediment removal for CZC. Mentions RAMCAP for the flooding and provide task for that process. Approach was still very general but provide slightly more depth. Geotech: Preliminary exploration, boring and testing. Geotech reports for each bridge. Driven piles/drilled shaft will determine foundation design. Provides geotech report contents. Mentions seismic considerations and liquefaction. Basic approach. Traffic/MOT: Provides traffic studies/modeling key points. Transmodeler for traffic. Data collection, crash data and traffic forecast. Talks about traffic volumes and provide percentages with highest volumes. Section provides general information. Provides a very nice/clean graphic with explanations of urban/rural MOT sections. Utility/RR: Provides list and contact of utility by sites and mentions SUE. Does not go into any more depth. Reference sub has good relationship with CSX personnel and familiarity. Provides detailed information on RR coordination items. QC: No mention of QC in this section.</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	6.00	<p>2. Provides a list of similar project experience by firm however does not show any of the tasks associated with the projects (full services). Talks about Prime and larges subs work together and team cohesion. Have correctional facility design.</p> <p>2. Adhere to Project Schedule: Provides project schedule that shows 51 months which is reasonable. They have the timeline establish early, typically would not go under contract until Q4 of 2023 or Q1 2024 pushing their schedule out to 2028 which is when letting is planned for this project. Includes PIM and Public Hearing date very close together (PH is not necessary for NPCE.) Some of the other tasks do not align well in the schedule. PM will manage appropriate staff and resources.</p> <p>Schedule Management/Recovery: Will define and clear and measurable performance in baseline schedule. Schedule to be discussed in monthly meetings to min or eliminate schedule slippage. Will act quickly if issues arise to recover schedule. Provides some strategies to help like manpower/replacement/transfers. Increase frequency of meeting until recovery. Provides a very well rounded approach to get project back on schedule.</p> <p>Engineering Cost/ Budget Management: It was briefly discussed about shifting of budget for schedule recovery. Does not mention any further information about project cost.</p> <p>2. Provides relevant quotes on pg. 26 that demonstrate responsiveness on similar projects. Provides CPE score for responsiveness only to highlight good scores. Provides case study on 26 MOT to demonstrate collaborate with team and DOT. Provides lessons learned from previous project to 95. Provides an incorrect quote from PM on pg. 27.</p>
Criteria 3	7.00	<p>Provided a very short write up to highlight key staff. Not all key staff listed on org chart are showing in this criteria (2 Environmental personnel shown as key staff) . All of the key staff shown have recent and relevant interstate experience and has performed in similar roles. There is some concern that about not have a Assistant PM or someone is a DM role with this large of a project.</p>
Criteria 4	8.00	<p>Provided 5 larger projects with CPE scores if applicable. Listed staff involved in projects. Two are DBB interstate Project others being DB. CPE scores range from 7.6-8.9. Provides more quotes from CPE to highlight their performance.</p>
Criteria 5	9.00	<p>Provides list of projects and federal and state policies and manuals (does not reference GDM) on pg. 32. Also provides a list of scope items/manuals/implementation and shows they were used on past project on pg. 33</p>
Criteria 6	7.50	<p>*** As of 3.20.23 (This score was added by an utilization evaluator.)</p>
TOTAL	42.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Neel-Schaffer, Inc.**

Criteria 1	5.00	<p>1. Org chart shows 10 key personnel, broken up into Design Team 1 &amp; 2. Calls out they did not pair with firms that are involved in major interstate projects but provides a note that they are working as a sub for a phase of 26 interstate. (Does not reference that project throughout the proposal which is a recent and relevant project for them). Describes their pm/dm management structure and single point design leads. Describes understanding of risk requirement for developing Risk Assessments for FHWA PoDI (Major Projects are often PoDI). Pm will communicate with DOT be overseeing areas aside from design. DM will focus on design aspects. Provides a visual for breakdown structure. Describes how the team is splits and introduces the design discipline leads. Mentions document control with Project Wise. Proposes weekly meetings and then bi-weekly. Monthly reports to be provided to DOT and Pms/Apm welcomed to attend any meetings.</p> <p>2. Introduces Leads and provides P&amp;N and mentions NPCE. Talks about PIP and PIM with location. Discusses stakeholders and EJ community. Talks about small-community meeting and stakeholder group Mentions cultural resources and cemetery. Talks about noise, lists Protected Species and mentions permits required and mitigation. However did not mention alt. analysis.</p> <p>3. Talks about Project Development Manual that is project specific and list what is included. Overall approach was missing some key information. Provided good approaches for structures and QC. Road: Provides two interchange concepts for Exit 22/33 but has no explanation to describe design. Alts that were provided were fairly decent in concept. Notes that they are general concepts and will refine once based on update traffic data. Structures: Widening vs replacement on river crossings for cost savings if budget constraints. Lists proposed bridge replacements, includes construction method. Load ratings will be provides for new structures. Will inspect culverts, potential for lengthening. Mentions MSE/noise walls or rigid barriers. Nice visual of prop. Bridge elevation rendering.</p> <p>Hydro: Design Lead having extensive experience in former role with floods. Propose 2D model for flooding. Provides conceptual data for hydraulic crossings which includes Flood Zone, 50/100 peak discharge/existing culvert data/ prelim analysis. Provides a map of culverts along project corridor. Did not provide any further information on roadway drainage Geotech: Mentions seismic design in structures sections. No other information was provided Traffic/MOT: Typical sections with CMB/depressed grass median. Propose to have Insight and propose full shoulder reconstruction. Describes what is included in the IMR and introduces lead. He has developed 34 IARs. Does not discuss any further traffic information on how everything will be developed. Utility/RR: NS has served as on-call consultant for NS (Class 1), understands concern and expectations. Does not list anything specific to CSX. Includes list of utilities and introduces utility coordinator. Provides maps of utility locations along corridor QC: All team members receive QA/QC training. With utilized color coded/ approved</p>
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MasterScoresheetReportV2

5/31/2023

Page 18 of 71

# EVALUATOR SCORING & COMMENTS



Criteria 2	5.00	<p>2. Provides a list of multiple designers and their experience aside from their key personnel. Provides different disciplines to show the range of services.</p> <p>2. Adhere to Project Schedule: Mentioned project schedule adherence and firm resource were vetted at the teaming phase. However in the explanation it does not describe how they will adhere to any kind of schedule. They just say how they have experience but does not provide any examples. No schedule of project was provided</p> <p>Schedule Management/Recovery: Provides info on scheduling experience for 3 personnel with P6 experience and proposes team to meet weekly on schedule only then transition to bi-weekly if necessary. Will review critical path items and discuss potential pitfalls.</p> <p>Engineering Cost/ Budget Management: Proposes Meeting with DOT Financial staff to discuss funding sources and cash flow (This is typically the responsibility of the DOT PM and would not involve consultant with our financial staff) Cost/Budget Workshop run by former contractors. Describes process for CSRA</p> <p>2. 500 employees 38 offices in 9 states. Provides staff utilization chart. Provides quotes from DOT PMs on their responsiveness.</p>
Criteria 3	6.00	<p>Provides a page of information of PM and DM. Lists a ton of projects for PM most of those being in different roles than current role. Most relevant project roles at consultant has been bridge replacement projects or DB projects. Has experience in being PM for Carolinas Bay which is a larger corridor project. Provides long list of projects as well for DM however most of these are not relevant. Operations as designer from state to consultant have some similarities. Carolinas Bay is also only consultant project experience for large projects. All Lead Designers have experience in a leading role either in DB or DBB experience. Other 4 supporting leads (Enviro/Traffic/Risk) all have relevant experience.</p>
Criteria 4	5.00	<p>Provides list of 9 projects along with Key staff and similarities but does not provide CPEs scores for them. However does list CPE scores on pg.32 however most all of them are not relevant to this project. All expect 1 are for bridge/SUP. CPE scores provides ranged from 7-9. Provides quotes as well</p>
Criteria 5	5.00	<p>Holds on call contracts with 9 different states and are familiar with state agency practices across the SE. Provides manuals/practices used for specific projects. Familiar with RDM and BDM Call out recent design memos and standards drawing. No mentions of GDM or Hydraulics standards or practices.</p>
Criteria 6	9.10	<p>*** As of 3.20.23 (This score was added by an utilization evaluator.)</p>
TOTAL	35.10	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Rummel, Klepper & Kahl, LLP**

Criteria 1	6.00	<p>1. Org chart shows 17 key personnel and is broken up into Design Team 1 &amp; 2. Shows division of work. Introduces PM and DPM. Schedule of 45 months shows letting in 2027. Mentions letting this project in two segments which is not the current plan. Project Controls manager to develop PMP. DM over each of the RKK/NS sections respectively. Bi-weekly technical Design team meetings with leads. Teams to QC each other's design. Monthly meeting with DOT and other stakeholders.</p> <p>2. NPCE, elevate to EA if due to impacts. Permitting and field work, examples on projects. Chart showing permitting/mitigation/noise analysis/protected lands. Protected species and cemetery. EM will also be responsible for PI and will develop a PIP and coordinate with DOT. Lists stakeholders/describes outreach/meeting and PIM location and EJ communities. Proposes a very well rounded approach. Did not mention P&amp;N or Alt. analysis.</p> <p>3. Technical approach explained some areas of the project decent. Strong in geotech and qc. Road: Did not find any horiz/vert issues with using a 75 mph DS. Inadequate longitudinal grades. Will look at cross-slopes/grades to help eliminate storm water. Develop Design Criteria. Two interchange concepts for Exit 22/33 and reason for design. Exit 28 of off-alignment bridge replacements. Structures: Lists prop. bridge replacements with details of superstructure type and construction method. Constructability and MOT will be critical for bridges, did not provide a staging plan. Seismic Design Cat. C, reports will be provided. Load ratings for new structures. Widening vs replacement for river crossings for cost savings if there are budget constraints. Provides a nice visual of proposed Bridge elevation rendering. Mentions additional coord. with RR on reviews. Inspect culverts, potential for lengthening. MSE/noise walls or rigid barriers. Hydro: Evaluate all water crossings. Look at effects of tidal influence. Map of culverts along project corridor. HEC-RAS for hydraulic modeling. Analyze and design all conveyance and analyze scour with HEC-18. Design Lead having extensive experience in former role with flooding. Geotech: Subsurface investigations and describes soil conditions. Consid. for groundwater/foundations design include piles and shafts/construction/seismic/roadway/pavement. Very thorough approach with constructability in mind. Traffic/MOT: Data collection to help develop interchange alts and MOT schemes. Safety studies to help identify hot spots and countermeasures. No further traffic info. on development or IMR. Clear documents for contractors and evacuation routes. MOT has some issues wit offsets. Full shoulder replacement. Utility/RR: utility and RR coord., Act 36 requirements. Maps of utility locations along corridor. Describes utility coordination process in great detail. Provides further info on each utility along the corridor and contact info. No further discussion of RR. QC: Firm has QMP and introduces their Quality Assurance Manager. Coordinate with DOT engineering support through PM. Bluebeam for internal reviews and multi-layer checks. Discipline QC/Interdisciplinary/Constructability Review. Provides a flow chart to help explain process. Mentions Cross-firm QC</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	5.00	<p>2. Provides a breakdown by each firm and services firm will be doing for project, includes how many miles of interstates and interchanges. Then provide a few point of benefits of the team to the DOT. Also list team experience with task similar. Does not reference any about the personnel or team about this specific project, only highlights the firms.</p> <p>2. Adhere to Project Schedule: Makes a brief statement that their featured projects were all completed within the agreed upon schedule. Does not display any detailed information to support that.</p> <p>Schedule Management/Recovery: Will develop detailed schedule of key milestones and deliverables. Track critical activities in P6. PM to have regular meetings and maintain deliverable and submission schedule. Detailed schedule will help assess and implement recovery opportunities before coming a problem. Coordination with DOT to provide status updates and potential opportunities to advance schedule.</p> <p>Engineering Cost/ Budget Management: Talks about tracking and forecast budgets as it relates to contract. Does not discuss construction budget for project which is a large part of the FHWA Major Projects requirements.</p> <p>2. Provides their philosophy and core principles on collaboration and responsiveness. Will utilize Bluebeam and Teams for real time collaboration. They provide a list of examples of collab and responsiveness on pg. 22. These were project specific and showed how they collaborated with different stakeholders.</p>
Criteria 3	5.00	<p>They provided information of all 17 key individuals. Key personnel is very expansive and do not see the need to have that many listed for the team. PM has experience in large interstate projects however they were all DB and he was not in similar role. All projects list him as design manager or roadway manager. DPM does not have a lot of large interstate/corridor project experience in similar roles. QC manager has served in similar roles on larger projects. EM has relevant and large scale project experience. Prime DM has relevant and large scale experience. Sub DM has not serves in a large role as consultant DM. TM has similar experience in larger project. All Lead Designers for Team A &amp; B have experience in a leading role either in DB or DBB experience.</p>
Criteria 4	7.00	<p>Provides write up to show how their DB experience can help benefit through expedited design, design innovation and improved constructability. Provides 9 example projects from prime and sub. These includes Project intent/Descr. Stats/Major Project Milestone and measures of success/key similarities &amp; individuals. Provides list of most recent CPE scores on DOT contracts including both Prime and Major Sub.</p>

# EVALUATOR SCORING & COMMENTS



Criteria 5	7.00	Provides long list of manuals/ Memos/Drawings/Standards . These includes references/guidance/application was well applied.
Criteria 6	8.90	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	38.90	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Stantec Consulting Services Inc.**

Criteria 1	6.00	<p>1. Org chart broken up by discipline, further show project elements. Prime leading most of the effort. Will lead the project without a major sub. Highlights leads recent interstate experience. Mentions subs and task. Provides PM and coord. highlights. Document control in Project Wise with team access and structure. Scope man., reallocations. Comms man., monthly progress reports and clear communication with DOT PM. Risk man., will use risk registers. Does not address the communication as a team internally, just says these will apply within Stantec, does not tell me how the team even internally will collaborate.</p> <p>2. Anticipates CE. List of permitting strategies and agency coord. Mentions bats, does not list any other protected species. No cultural resources anticipated (cemetery not listed) no impacts to EJ community. No noise barriers however study will need to be done. Mentions two stakeholder meetings. Develop P&amp;N and altern analysis. Talks about different outreach. Does not mention PIM at all.</p> <p>3. Had strong approaches to road and structures and provided great visuals to supplement the information. Road: Talks about varying existing median widths and approach to widening. Horiz/vert geometry. Flat spots that can hold water during storm events, will correct. SE rates are not up to current standards and proposed SE rate to bring it up to 70 MPH DS. Provides visual of proposed interchange types and MOT patterns in the different median widths. Provide details of each interchange, all of them being diamond interchanges and provide great visuals of what each configurations. Structures: Bridge replacement strategies with proposed bridges types, span arrangement, geometric, alignment and MOT. Summarized everything well. Provides bridge staging's for each of the mainline bridges. Mentions the 23' vertical clearances for the RR bridges. These approaches were well thought out and explained. Roadway structures or noise walls were not mentioned and no seismic info. Hydro: Short write up for hydro. Talks about flooding and river crossing and flood zones. HEC-RAS model for each crossing and scour using HEC-18. Will evaluate box culverts and roadway drainage design. Did not mention any offsite effects that could be affecting the existing culvert that is causing the flooding. Geotech: Short write up. Describes soils and need to do slope stability/design for seismic loads/ drilled shaft/driven piles. Missing some other key info about testing and reports. Traffic/MOT: Data collections, growth rates/volumes/travel demand models (use of LATS and Statewide model), screen alternatives and analyze safety. Talks about safety along the corridor and provides crash data, includes crashes by type and injury level and fatality. MOT very detailed and was a nice clear visual accounted for all median types as well. Provides even further info on staging which typical sections and benefits. Utility RR: Provides just a list of names for utilities, no further info. Briefly mentions team is well versed with utility &amp; RR cert requirements and ACT 36. Does not show how they are versed or further info. QC: ISO 9001 certified. PIC will be responsible for quality and schedule goals. Introduces the personnel for VE and constructability reviews. Still does not explain how they plan to perform the QC checks.</p>
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MasterScoresheetReportV2

5/31/2023

Page 23 of 71

# EVALUATOR SCORING & COMMENTS



Criteria 2	6.50	<p>2.1 They highlight their Hydro and Geotech sub. List 9 interstate projects prime has worked on. Provides a list of firm name/role and reason for selecting them on pg. 23. This shows what the firm has worked on with the Prime and services they can provide.</p> <p>2.2 Adhere to Project Schedule: Provides the key dates that were met, does not show how quickly they needed to accelerate.</p> <p>Schedule Management/Recovery: Provide project management approach. Discuss scope development. Mentions capitalizing on rural interstate experience. Hold regularly scheduled meetings and keep DOT PM informed. Will include active sub consultants on meeting to improve communication. Schedule submittals in advance. Advise DOT PM on project option and cost/benefit. Provides expedited schedule of 32 months with letting in July 2026. The letting of this project is not until FY 2028 and does not plan to be accelerated at this time. Mentions increasing commitment for PIC on project and allocate additional resources.</p> <p>Engineering Cost/ Budget Management: Does not mention anything about cost/budget their proposal (besides literally saying budget management in leading paragraph but does not mention it again). Does not discuss construction budget for project which is a large part of the FHWA Major Projects requirements.</p> <p>2.3 Mentions they work as an extension of DOT staff under direction of DOT PM. Talks about how they are responsive and their collaborative approach but does not show any specific. Does provide an average CPE score for 27 active contracts.</p>
Criteria 3	7.00	<p>PM has served in similar role on large scale DBB rural interstate widening. DPM has relevant project experience with larger DB/DBB interstate projects however has not served in the same role, previous roles were roadway engineer. Lead Traffic/Structures/Geotech all have relevant large interstate experience and in similar roles. There are some concerns with the Hydro Lead, as she has lead similar roles but have only been on small projects. In general Have concerns about Aulick providing all hydro for this project. They are a smaller firm and does not seem like they have done a large project with multiple culverts and drainage. Only 7 staff show company wide. Also PIC is listed as key personnel however no information in this sections, has not had a similar role but has managed a large project.</p>
Criteria 4	8.00	<p>Provides average score of 8.2 on 27 active projects which include some traffic/Enviro. Also provides a break down of larger and more relevant projects on pg. 33. These range from 7.5-8.9. Feedback from the CPE was also provided as well a staff involved.</p>



# EVALUATOR SCORING & COMMENTS



Criteria 5	5.00	Provides a chart of key and critical personnel. Mentions many of their team members have participated in the review process for many manuals. Team members are also actively serving on ACEC subcommittees. Provide a chart with key DOT design manuals, which are basic. Does not mention GDM. Lastly notes that staff member have subscriptions to receive DOT updates for any new policies, IB, etc.
Criteria 6	6.20	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	38.70	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Civil Engineering Consulting Services Inc.**

Criteria 1	6.50	<p>Their response to this criterion was generally solid and discusses most of the major project issues and shows a good understanding of conditions in the project area. They state they are confident a NPCE would be the appropriate NEPA document, given the predicted project impacts. They discuss public involvement and suggest potential PIM locations. They discuss permitting and list potential mitigation banks. They discuss endangered species and provide a list of protected species that are likely to have suitable habitat within the corridor. They touch on bats and indicate that surveys for NLEB, tri-colored, and Rafinesque Big Eared Bat may be necessary. They indicate that they have staff who are capable of doing acoustic surveys for bats. They note that there are two unassessed archaeological sites near the project location and note the presence of a cemetery in the median. They discuss quality control and indicate individuals who would be earmarked to provide quality assurance reviews. They discuss traffic studies and modeling. They provide graphics and verbal descriptions of proposed interchange and road widening improvements and discuss how traffic would be maintained during construction. They note that hurricane evacuation would need to be taken into account in the construction MOT. They outline key issues with the proposed bridge replacements. They discuss hydrology and note that this section of roadway has experienced flooding in the past. They provide a list of utilities in the project area but provide limited contact information. They note that there are private utilities associated with the two correctional facilities located in Ridgeland. They discuss railroad coordination and describe CSX requirements for overhead bridge structures. They discuss project risks and the potential status of the project as a FHWA Major Project. They provide a table listing potential project risks and proposed mitigations, which is well done. They provide a brief discussion of methods for incorporating constructability and limiting ambiguity in contract documents. Omissions/Detractions: They imply (pg. 6 - 7) that if they avoid halving the distance between the new edge of pavement and receptors a noise analysis will not be necessary. In fact, per current DOT noise policy, a noise study will be necessary because a through traffic lane will be added. They state that they have staff available that can perform bat surveys but it would have been useful to know exactly who would be doing the surveys, given the current importance and rapidly evolving nature of this issue. A list of potential stakeholders for public outreach purposes would have been appreciated. They omit mention of Essential Fish Habitat or manatees. They omit mention of protected lands in the corridor. They omit mention of 4(f).</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	6.50	They state that CECS has experience managing similar types of projects in the past. They state that they have authored a web-based project management system for DOT at a previous time. They provide a table listing key milestones for project delivery and an anticipated project schedule. The anticipated PIM date (April 2025) provided in the anticipated schedule on pg. 25 looks wrong. Should be April 2024? They address responsiveness by saying that they have a large experienced staff. They also state that they have prior working relationships with all but one of the firms on the team. They provide a few quotes complimentary of their responsiveness on previous projects. Some organizational issues with this section.
Criteria 3	7.50	The proposed PM lists 22 years of experience that includes work on numerous interstate improvement projects. The proposed Assistant PM lists 37 years of experience that includes serving in the same capacity on the I-26 MM 85-101 project. The proposed Design Manager lists 35 years of experience that includes work on several interstate improvement projects. The proposed Roadway Design Lead lists 30 years of experience that includes work on several interstate improvement projects. The proposed Bridge Design Lead also lists 30 years of experience that includes work on interstate improvement projects. In general, the proposed project team is experienced with experience on analogous projects.
Criteria 4	7.50	They provide examples of similar projects that the team has worked on along with quotes complimentary of their work. In general, both CECS and ICE have received positive CPE scores for previous DOT work. CECS receives two outstanding and one excellent review in the Firm database. The excellent review was for I-26 Design-Build prep work for I-26 MM 85-101. Principal sub ICE receives two excellent reviews in the Firm database. Both reviews are for interstate widening projects. The proposed PM receives one outstanding and one excellent review in the Key Individual database. The excellent review is for their work as project manager on the I-26 MM 85-101 project. No reviews are available in the Key database for the proposed Assistant PM. The proposed Design Manager receives one outstanding and one excellent review in the Key database. Both reviews are for interstate improvement projects. Reviews are not available in the Key database for the proposed Roadway and Bridge Design leads.
Criteria 5	4.00	They state they have helped develop many DOT policies and procedures and are also familiar with many DOT policies by virtue of having been selected for numerous on-calls. They do not cite a list of manuals, etc., that would be relevant for this project and how those manuals would be applied.
Criteria 6	7.30	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	39.30	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Davis & Floyd, Inc.**

Criteria 1	6.50	<p>They hedge a bit on the level of NEPA document necessary, stating that they will coordinate with FHWA and DOT to determine if an NPCE is acceptable but that an EA may be necessary due to impacts associated with interchange modifications. They provide a list of threatened and endangered species that may be present in the project area, and provide a brief but solid discussion of bat issues, correctly noting that NLEB, Tricolored, and Rafinesque Big Eared Bat may be species of concern. They indicate that they have a specialized firm that will review acoustic bat survey results, which is good. They touch on Essential Fish Habitat and the Marine Mammal Protection Act. They discuss permitting and provide a list of potential mitigation banks. They correctly note that a detailed noise analysis will need to be conducted due to the addition of through traffic lanes and note that there are various receptors present in the project area. They discuss public involvement, provide a list of potential project stakeholders, and suggest potential PIM locations. They note that there are two unassessed archaeological sites near the project location and note the presence of a cemetery in the median. They note the presence of protected lands adjacent to the project area. They screened for nearby schools and fire station, which is a good touch. They touch on EJ but provide minimal discussion/documentation. They discuss roadway/bridge design, including maintenance of traffic and sequence of construction, which they illustrate with graphics. They discuss/illustrate potential interchange improvements, and provide a discussion of specific issues involved. They discuss hydrology and note that a portion of the corridor has been subject to flooding in the past. They provide a utility discussion along with a list of utilities present in the project area and contact information for the utilities. They discuss railroad coordination and provide descriptive information about the railroad and a discussion of likely CSX requirements for new bridge structures within their corridor. They discuss quality control and state that they have a company wide quality management plan but don't go into specifics. They indicate the person who will lead their QA/QC team. They provide a table listing potential project risks and solutions to those risks, but would have been improved if risks were more project specific. They provide a brief discussion of methods for incorporating constructability and limiting ambiguity in construction contract documents. Omissions/Detractions: There were a few editorial issues or awkwardly constructed sentences that detracted from the proposal. Examples: "SCDOT is our main client and we work to meet and exceed the expectations." "Our goal is committed to delivering this project for construction within 37 months from notice to proceed." "Our team has come together as we have the drive to execute this project for SCDOT." And in the tables on pg. 8 "Bald Eagle" is listed under Minority Population and Cultural Resource Impacts is spelled "Cultural Resporce Impacts." At the top of page 9 they reference a "table below" but the reference apparently refers to the table above. In their discussion of public involvement methods, they state that "Potential methods could include a public meeting, as well as notifications using social media platforms, mailers, and/or a project website. In fact, websites are SOP for DOT projects. Would have liked to have seen bats and the cemetery called out in the project risk table. Railroad coordination should have been included in risk table as well.</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	4.00	Based on their org chart and on the table on pg. 25 they have the personnel to provide the full range of services for the project. They state they will develop an integrated project schedule using Critical Path Methodology (CPM) in Primavera P6. They discuss how project team organization will enhance their ability to be responsive and state that they will keep the project on track by establishing a work plan, holding regular meetings, etc. They provide a draft 37 month schedule that will take the project from NTP to letting. They provide examples of their ability to be responsive but these examples are for a small bridge replacement and a highway interchange, not a project directly analogous to I-95 MM 22-33.
Criteria 3	5.00	The proposed PM lists 28 years of experience and experience on 8 interstate projects, although he doesn't list experience on an interstate widening project. The proposed Assistant PM lists 18 years of experience and experience on 8 interstate projects, which includes interstate widening and capacity improvement projects. The proposed Design Manager lists 35 years of experience and experience on 11 interstate projects, but the projects listed don't include interstate widening projects. In general, D/F does not evince extensive interstate experience, but they do state that principal sub Dewberry was included to provide interstate expertise.
Criteria 4	4.00	They state that DOT is their primary client and they will always place DOT projects at the forefront. They provide a table listing CPE scores they have received for previous projects. These scores are generally good but almost all for bridge replacements. CPE scores for Davis and Floyd overall are generally good but mostly for smaller undertakings. Dewberry does not have any CPE scores assigned. Neither prime Davis and Floyd nor principal sub Dewberry have any ratings listed in the firm database provided. Neither the proposed PM or assistant PM have any reviews in the key individual database. The proposed design manager also lacks any reviews.
Criteria 5	6.00	They provide a table citing various manuals, bulletins, etc., relative to the project and discuss efforts the firm makes to keep current on the latest industry/DOT practices.
Criteria 6	9.10	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	34.60	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : HDR Engineering, Inc.- Infrastructure Corporation of America**

Criteria 1	7.50	<p>Their response to this criterion indicates a generally sound scoping of the project area, with a few omissions. They state they are currently leading Design-Build support services for the section of I-95 from MM 8 – 21, just to the south of the current section. They also state that they have worked with DOT on phased interstate projects categorized as FHWA Major Projects requiring specific documentation and have assembled their team to meet Major Projects criteria which would prepare them for this project it was elevated to that level. On pg. 3 they give a brief history of the roadway segment, which is appreciated. They state that a NPCE would likely be the appropriate NEPA class of action but allow for the possibility that the project may need to be elevated to an EA due to potential impacts associated with interchange modifications. They address environmental concerns and solutions in a table, touching on wetlands and streams, Essential Fish Habitat, sturgeon, manatee, etc. They state that there are numerous protected species potentially present in the corridor, but don't provide a list of them. They note that the tricolored bat is under review for listing. They have a sub specifically to advise on bats, which is good. They note the presence of protected lands along the corridor. They discuss permitting and list potential mitigation banks. They touch on noise and provide a brief list of noise sensitive areas in the corridor. They state that they will develop a noise analysis work plan for DOT approval. They touch on public involvement and suggest two potential PIM locations. They suggest establishing a project hotline in addition to a website. They provide a brief demographic description of the project area, suggesting that there is a sufficient Hispanic population to justify translating public outreach materials into Spanish. They indicate they have staff devoted to Environmental Justice but do not otherwise discuss potential EJ issues in the corridor. They recommend LiDar mapping of the corridor, culvert inventory, and other preliminary survey activities. They discuss potential interchange improvements, bridge replacement scenarios, and Work Zone Traffic Control scenarios. They make good use of graphics to illustrate these scenarios. They discuss hydrology and note that the portion of the road near Exit 22 has a history of flooding. They discuss utility coordination and provide an overview of utilities in the corridor, but they don't provide contact information for the listed utilities. They discuss railroad coordination and provide a brief list of CSX requirements. They note that the flooding issues near Exit 22 are exacerbated by limited flow allowed by culverts in the railroad embankment. They provide a table listing project risks and potential solutions. They include among the risks coordination with adjacent correctional facilities and also USFWS coordination regarding bats, which is good. They provide a discussion of methods for incorporating constructability and limiting ambiguity in construction contract documents, which is good. Omissions/Detractions: In the letter of interest and in the table on pg. 21 Richland Correctional Institute should be Ridgeland Correctional Institute. There is no discussion of potential 4(f) issues. They don't provide a list of potential project stakeholders. They omit any discussion of cultural resources and do not appear to have done a desktop screening for same. They do not mention the cemetery shown on plans in the median near MM 23.5.</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	8.00	As evidence of their ability to provide the full range of services they provide a list of projects they or their subs have been involved in, and the tasks they have been responsible for. Many of the examples provided are interstate improvement projects. They also state they are a large firm with a deep bench. They provide a tabular graphic addressing schedule management, schedule recovery, and budget management. They cite high CPE scores on other projects as evidence of their ability to be responsive to DOT and discuss means of streamlining and facilitating collaboration.
Criteria 3	7.50	They state that all of their task leads have experience leading large scale corridor improvement projects, and provide a table showing proposed personnel and projects they have worked on, which includes several interstate projects. The proposed PM lists 20 years of overall experience that includes serving as Project Manager on one interstate rehabilitation project (I-26 MM 110-115) and performing utility coordination for the Carolina Crossroads project. The proposed Assistant PM lists experience as Project Manager or in other capacities on a number of interstate projects. The proposed segment lead for the northern half of the project lists 17 years of experience that includes work in a number of capacities on interstate improvement projects; the proposed segment lead for the southern half of the project lists 11 years of experience providing roadway engineering and plan development services on corridor improvement projects.
Criteria 4	7.00	They cite six examples of other corridor improvement projects the team has worked on to demonstrate experience with similar projects. Prime HDR receives two outstanding reviews in the firm database, both for interstate improvement projects. Principal sub Mead and Hunt receives three excellent ratings in the firm database, all for work on interstate improvement projects. In the Key Individual database, the proposed PM receives a very good review for work on an interstate widening project and an outstanding review for work on the Richland County penny tax program. The proposed Assistant PM receives two excellent reviews for work on interstate improvement projects. The proposed segment lead for the northern half of the project receives three excellent and one very good review in the Key database for work in various capacities on various projects, The proposed segment lead for the southern half of the current project receives one excellent, one slightly below average, and one outstanding rating in the Key database for various road widening projects. The excellent rating was for work as the Design Lead on an I-26 widening project. Both HDR and Mead and Hunt have received generally positive CPE scores for previous work.
Criteria 5	7.50	They state that they have become familiar with various DOT design manuals by helping to review them as they were developed. They provide a table listing scope items for the I-95 project that includes references to the relevant manual/section that applies to the scope item, and describes how the manual/section will be implemented on the I-95 project.
Criteria 6	5.70	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	43.20	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Infrastructure Consulting & Engineering, PLLC**

Criteria 1	7.00	<p>They state that they have provided similar services on six other interstate projects over the past six years. They state that the fact that the prime and principal sub are located in the same geographic area and that some of the project principals have a long history of working with one another will help facilitate work on this project. They state that normally a project of this magnitude would be an EA but it might be possible to advance as an NPCE due to the rural nature of the project area and potential to widen within the existing median. Elsewhere in the proposal (pg. 23) they list a signed EA as a projected project milestone. They provide a table listing various environmental concerns and approaches to manage the risk associated with these concerns. They discuss wetlands/permitting and list a potential mitigation bank. They touch on Essential Fish Habitat. They note that there are 22 federally listed species that are potentially present in the project area and list the species of greatest concern, which include manatee, sturgeon, NLEB and tricolored bats. They describe various bat survey protocols. They touch on EJ and note that the surrounding area has potential to include a high percentage of minorities and/or low income populations. They suggest a public involvement plan tailored to reach EJ populations, and Spanish translations of outreach materials. They touch on cultural resources and note several nearby/adjacent historic structures and archaeological sites. They note the presence of protected lands adjacent to the corridor. They touch on public involvement and provide a list of effective outreach tools and tactics, which is fairly generic. They mention traffic noise but state that preliminary review did not identify any immediate noise constraints. This implies that no noise analysis would be necessary, but elsewhere in the proposal (pg. 6) they do note that a traffic noise analysis would be conducted. They discuss and illustrate potential modifications to the interchanges within the project area. They provide and illustrate a Maintenance of Traffic Plan. They suggest options for each of the bridge replacements. They state on page 12 that there is only one anticipated detour (for the S-172 bridge), but on pg. 15 they state that "for the overpass and interchange bridges, consideration will be given to closing/detouring traffic and replacing these bridges in the same footprint," implying that more detours might be necessary. They list utilities present in the project area but don't provide utility contact information. They touch on railroad coordination and list some CSX requirements for overhead bridge structures. They discuss Quality Control and describe how they will go about this. They provide a table listing potential project risks and mitigation strategies, which is well done. In the table, and elsewhere, they note the role of I-95 as a potential hurricane evacuation route, which is a good point. They include bat surveys among the project risks, which is also good. They discuss methods for incorporating constructability and limiting ambiguity in construction contract documents, and identify individuals who would be responsible for constructability reviews. Omissions/Detractions: They do not mention the cemetery shown on plans in the median near MM 23.0. They describe various bat survey protocols but do not call out who on the team would do this work or what their qualifications are. Given the complexity and importance of bat issues currently it would be good to know this. There is no mention of Section 4(f). They do not suggest potential DIM locations. They provide a list of potential project stakeholders types (property owners, utility</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	5.00	They indicate that they have an experienced team that has worked together before and are familiar with DOT practices. They have personnel on board from all key disciplines, though it is unclear who on the team specifically will be responsible for bat surveys. They address the issue of schedule management and schedule recovery by saying that they have the resources and experience to keep on schedule and that they will hold regular meetings to keep things on track. They commit to a schedule that will allow construction to start a year earlier than the current timetable, if funding allows, but an accelerated schedule is not necessarily desirable for the current project. They state that the project could be broken down into smaller segments if there are funding constraints. They address ability to be responsive to DOT by saying their Project Manager will be a single point of contact to facilitate communication, and state that ICE and the various subs will work as one firm and as called for will perform effectively as an arm of DOT. They provide a selection of quotes where their responsiveness and communication are praised.
Criteria 3	7.50	The proposed PM lists 32 years of overall experience that includes work on a I-95 widening project in Florence and Darlington counties and on the I-73 project. The proposed Deputy Project Manager and Roadway Design Lead lists 30 years of overall experience that includes work in various capacities on I-26, I-20, and I-85 widening projects. The proposed Design Manager lists 30 years of overall experience that includes work on three interstate widening projects. The proposed Bridge Design Lead lists 18 years of experience that includes work on three interstate widening projects as well as the Carolina Crossroads project. Overall, the proposed team has a good amount of overall and interstate improvement experience.
Criteria 4	7.50	In their response to this question, they focus on their experience on Design-Build projects where they coordinated closely with contractors. They also provide a list of previous projects they have worked on, including interstate projects, along with a selection of complementary quotes or other measures of performance. In general, both ICE and principal sub CECS have received positive CPE scores for previous DOT work. ICE receives two excellent ratings in the Firm Database. Both ratings were for work on interstate widening projects. Sub CECS receives two outstanding and one excellent rating in the Firm database. The excellent rating was for Design-Build prep for the I-26 MM 85-101 project. The proposed PM receives one very good and one excellent review in the Key Individual database. The very good rating was for work on an interstate project. The proposed Deputy PM/Roadway Design lead receives one very good and two excellent ratings in the Key database. The very good rating was for work on an interstate project. The proposed Design Manager receives one very good and one excellent rating in the Key database. The excellent rating was for work on an interstate project. The proposed Bridge Design Lead receives one excellent and two very good ratings in the Key database. The excellent rating was for work on an interstate project.
Criteria 5	6.50	To demonstrate their familiarity with DOT practices and procedures they provide a table showing proposed project scope items, associated practices and procedures, and associated implementation strategies. Table would have benefited by being more project specific.

# EVALUATOR SCORING & COMMENTS



Criteria 6	7.30	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	40.80	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : KCI Technologies, Inc.**

Criteria 1	9.00	<p>Their response to this criterion shows a thorough scoping of the project area and provides a generally thoughtful discussion that addresses most of the salient issues for the project. They indicate the anticipated level of NEPA documentation is a CE but state that they are prepared to do an EA if circumstances dictate. They provide a draft purpose and need for the project. They provide a table listing potential environmental approaches/constraints. They show they did a desktop review for cultural resources and list sites within/adjacent to the project corridor. They note the presence of the cemetery shown within the median around MM 23 and include a cemetery relocation specialist in their org chart. They provide a list of potential project stakeholders. They discuss noise issues and state that a noise study will be necessary, but conditions make it unlikely that noise walls would be constructed other than at the south end of the project area. They provide a list of utilities in the project area along with contact information and note key utility issues. They list endangered species in the project area. They indicate an understanding of bat issues, referencing NLEB and tricolored, and note that consideration of Rafinesque Big Eared Bats, a state listed species, might be necessary due to permitting requirements even though it is not federally protected. They touch on Essential Fish Habitat. They discuss permitting and note that there are sufficient wetland mitigation credits available in the project service area but no stream mitigation credits. They note the presence of protected lands in the corridor. They touch on 4(f) and EJ issues, noting that potential EJ populations within the corridor will require special public outreach strategies. They discuss railroad coordination. They discuss hydrology and note previous issues with flooding on this section of roadway. They provide a table listing risk factors and proposed mitigation. They discuss methods for incorporating constructability and limiting ambiguity in construction contracts and describe who will be doing reviews for this. They outline a quality control plan for the project. They discuss project team organization and break down their potential division of labor for the project. They provide clear discussions of project design issues and describe/illustrate their proposed approaches to road widening and bridge replacements. They include a discussion of potential construction access issues, which is a nice touch. Omissions/Detractions: they provide a brief discussion of public involvement but do not list potential PIM locations within the project area. They discuss permitting but do not list potential mitigation banks by name. They reference bat experts at Three Oaks Engineering, but it would have been preferable if they had been explicit about who was responsible for bat studies, given the current issues with bats. Would have liked to have seen bats and the cemetery called out in the project risk table.</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	8.00	They state that along with their subs they have a deep bench with many years of experience. They provide a table listing projects the team has worked on and how these projects have features similar to the I-95 project. As an example of the team's ability to adhere to schedule they cite the I-95 MM 0-8 project, which is staffed with many of the same firms, and has been advanced with a compressed schedule. They state that they would create a PMP which would include project milestones. They provide an anticipated schedule for the project. They discuss phased project development as a tool to manage engineering costs. They note that FHWA is likely to classify the project as a Major Project, which will necessitate additional planning and reporting. To demonstrate their ability to be responsive they cite a long history of working with DOT and commit to being available on short notice if a need arises. They provide several examples of projects they have completed where their responsiveness has been highlighted, along with quotes complimentary of their responsiveness.
Criteria 3	8.00	The proposed PM lists 23 years of experience that includes work on other corridor improvement projects. The proposed Assistant PM lists 37 years experience that also includes corridor improvement experience. The proposed Structures Lead lists 21 years' experience that includes work on some of the same corridor improvement projects as the proposed PM and Assistant PM. The proposed Roadway Lead lists 30 years of experience that includes work on corridor improvement projects. The other proposed project principals list similar levels of experience.
Criteria 4	8.00	To address this criterion, they provide a list of past projects the team/team members have been engaged in, along with associated CPE scores and laudatory quotes regarding their performance. In general, KCI and principal subs CDM Smith and HNTP have received good CPE scores for previous work. KCI receives one outstanding rating in the firm reference database for their combined work on the I-95 MM 0-8 and US 278 corridor improvements projects. Sub CDM Smith receives one very good score in the firm database for their work on the I-526 Low Country Corridor project. Sub HNTP does not have any reviews in the firm database. The proposed PM receives two outstanding reviews in the Key Individual database. One of these reviews is for a similar project, I-95 MM 0-8. The proposed Assistant PM receives one outstanding and one excellent review in the Key database. The outstanding review is also for the I-95 MM 0-8 project. The proposed Roadway Lead receives one outstanding and one excellent rating in the Key database, with the outstanding rating assigned for the I-95 MM 0-8 project. The proposed Structures Lead also receives one excellent and one outstanding rating in the Key database, with the outstanding rating for work on the I-95 MM0-8 project.

# EVALUATOR SCORING & COMMENTS



Criteria 5	7.50	They state that they are familiar with state transportation agency practices and procedures because much of their staff have spent their careers working for or with DOT. They also state that they helped develop many of the design manuals, etc., utilized by DOT. They cite as evidence of familiarity the number of on-call contracts they and their subs have been awarded. They provide a table listing scope items for the I-95 project, associated agency practices and procedures, and how these practices and procedures would be implemented on the project.
Criteria 6	4.80	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	45.30	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Mead & Hunt, Inc.**

Criteria 1	6.50	<p>Mead and Hunt is teamed with HDR as principal sub. They state that the two firms have worked on other interstate improvement projects together. They anticipate dividing the project with different tasks assigned to the two firms. Their response to this criterion indicates a generally good scoping of the project area with a few omissions. They anticipate that a NPCE will be the appropriate level of NEPA document for the project. They note that there are several previously recorded cultural resources in the project vicinity but don't list any archaeological sites, so it is not clear if they did a complete screening for cultural resources. They correctly state that the project will require a noise study due to the addition of a through lane and note several noise sensitive receptors. They discuss natural resources impacts and provide a list of threatened/endangered species that may be present in the project area. They touch on manatees, sturgeon, and Essential Fish Habitat. They indicate that they will have a consultant dedicated to bat surveys, which is good. They list permitting key points and discuss the availability of mitigation credits for the project area. They discuss public involvement and suggest the possibility of virtual public involvement, if needed. They suggest several potential public meeting locations. They discuss traffic studies and modeling. They discuss roadway design and provide graphics showing possible new interchange configurations. They also provide graphics showing proposed maintenance of traffic plans for urban and rural sections of the project corridor. They discuss bridge and culvert replacement options. They discuss hydrology and note that that this segment of roadway has experienced flooding issues in the past. They emphasize that the complexity of the watersheds within the corridor will likely dictate the need for two-dimensional hydraulic analysis of the river and stream crossings. They discuss utility coordination and provide a list of utilities in the project area, along with contact information. They list potential HAZMAT concerns. They discuss railroad coordination and provide a list of issues related to this. They state that their proposed rail coordination lead has extensive experience working with CSX. They discuss coordination with/potential effects on the nearby Ridgeland Correctional Institution and Jasper County Detention Center, which is a nice touch. They discuss risk management and provide a table listing potential project risks and mitigation measures. They discuss means of incorporating constructability and limiting ambiguity in construction contract language. Omissions/Detractions: They fail to mention the cemetery shown on project plans located in the median near MM 23. They don't mention the presence of protected properties adjacent to the corridor or discuss 4(f) issues. They state that EJ is one of the main areas of environmental interest for the project but don't elaborate or discuss. The fail to provide a list of potential project stakeholders. Would have liked to have seen bats added to the risk table.</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	7.00	The prime and principal subs list extensive interstate improvement experience and indicate that they can act as one firm based on previous collaborative arrangements. Based on the org chart the team would be able to provide the full range of services. They provide a table giving their approach to schedule management and provide the example of a recent I-26 project as evidence of their ability to adhere to schedules. They state that they are highly responsive to DOT and cite as a case study Maintenance of Traffic on I-26 MM 187-194. They mention a public hearing in the proposed design schedule, but a hearing wouldn't be necessary for a NPCE.
Criteria 3	8.00	The proposed PM lists 32 years of experience and experience on similar interstate improvement projects, including I-26 MM 187-194, where he served as PM. The proposed Roadway Design lead lists 12 years of experience and also served as design lead on the I-26 Widening MM 187-194 project and also worked on the Carolina Crossroads project. The proposed Structures Lead lists 20 years of experience which also includes work on I-26 and Carolina Crossroads. In general, the project principals evince a good deal of experience in similar projects.
Criteria 4	8.00	They respond to this criterion by providing examples of previous projects the team has worked on and lessons learned from each project, along with a sample of CPE scores they have received. Both Mead and Hunt and HDR have received generally positive CPE scores for previous work. Prime Mead and Hunt receives 3 excellent ratings in the Firm database, all for work on interstate widening/interchange improvement projects. Principal sub HDR receives two outstanding reviews in the firm database. Both reviews were provided for interstate improvement projects. The proposed PM receives two excellent reviews in the Key Individual database for widening/interstate improvement projects. The proposed Roadway Design Lead receives an outstanding, an excellent, and a slightly below average rating, all for road widening projects. The proposed Structures Lead receives one very good and one outstanding rating in the Key database. Both ratings were for road widening projects.
Criteria 5	7.50	They provide a table showing various manuals, bulletins, etc., the team has utilized in previous projects and a second table referencing manuals, bulletins, etc., that they believe will be relevant to the I-95 project.
Criteria 6	7.50	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	44.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Neel-Schaffer, Inc.**

Criteria 1	6.50	<p>Their response to this criterion shows a generally solid scoping of the project area. They make good use of graphics. They state that they chose to team with RKK because neither firm is encumbered by other active large scale design projects in the state. Their approach in the proposal is to highlight their experience and detail their management approach rather than providing engineering specifics. They state that a NPCE would be the appropriate level of NEPA document and provide a general summary of what the document would include. They provide a draft purpose and need statement. They provide a brief discussion of public involvement and provide a list of potential project stakeholders. They touch on environmental justice and note that the project is in an area that is predominantly minority/low income and state that the team will incorporate public outreach methods that promote diversity and inclusion. They note that a noise study will be needed and list some potential noise receptors within the corridor. They provide a list of protected species in the corridor and note that the tricolored bat is anticipated to be listed prior to construction. They state that the team has an acoustic bat survey technician and a specialist with extensive bat experience for QC, which is good. They discuss permitting and list potential mitigation banks. They note the presence protected lands that extend to the DOT right-of-way. They provide a list of utilities present in the corridor along with contact information and provide graphics showing utility locations at various intersections, which is nicely done. They note the presence of a railroad bridge but don't discuss railroad coordination in detail other than to say that they understand it is often a time-consuming issue. They state they have been on on-call consultant to Norfolk Southern for over 15 years and this gives them insights into railroad coordination. They discuss hydrology and note that there are 10 hydraulic crossings in this section of roadway and a history of flooding near MM 22; therefore, hydrology will be very important for this project. They discuss intersection modification concepts and state that more refined designs would be developed once traffic counts, etc., were available. They provide a table listing bridges to be replaced and statistics for the proposed replacement bridges. They discuss constructability and state that constructability reviews will be implemented throughout the project and conducted by team members not involved with the design to ensure that the reviews are unbiased. They provide a table listing potential project risks and mitigating factors, although some of the mitigating factors are non-specific, such as "unique strategies for accessing and involving these EJ communities will be identified." They discuss project organization and state that instead of using a Project Manager and Assistant Project Manager, they would use a Project Manager and Design Manager to oversee the project. They state that they would divide the project between the two principal firms, with Neel-Schaffer taking MM 28-34 and RKK taking MM 22-28. They would use ProjectWise for internal document control and regular meetings to ensure that all parties are up to speed. Omissions/Detractions: One of the examples of outreach methods they cite that will promote diversity and inclusion are post cards, but postcards are typically standard for DOT projects and do not necessarily promote inclusion unless targeted, translated, etc. They note the presence of the unnamed cemetery in the median shown on plans at around MM 22 but don't provide any other discussion of cultural</p>
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MasterScoresheetReportV2

5/31/2023

Page 40 of 71



# EVALUATOR SCORING & COMMENTS



Criteria 2	6.50	They show that they have the personnel needed to complete the project. They base their ability adhere to project schedules and be responsive to DOT on the fact that they have a large staff that includes personnel that are both skilled and unencumbered by other major projects. They also cite a history of collaboration with sub RKK and their corporate structure that encourages collaboration among offices as factors that would ensure adherence to schedule. They state that they have multiple offices with resources they can draw on for the project which will enhance responsiveness. They provide a sample of quotes about their work on other projects that are complimentary of their responsiveness.
Criteria 3	5.50	The Proposed PM lists 28 years of overall experience that includes interstate widening experience. The proposed Design Manager lists two decades of experience that includes work on several interstate corridor reconstruction/rehabilitation projects. The proposed Structural Design Lead lists 19 years of experience but project examples provided are not for interstate work, although bridges over railroads are included. The proposed Roadway Design lead lists 22 years of experience that includes interstate interchange and bridge replacement work. Overall, the team is experienced but has less overall experience managing projects directly analogous the I-95 widening project.
Criteria 4	6.50	They list several examples of work on similar projects in various locations, and separately provide a sample of quotes complementary of their work, along with a list of positive CPE scores. The quotes and scores pertain to a variety of types of projects but none of them are for interstate widening/improvement projects. Overall Neel-Schaffer has received generally positive CPE scores, but none of the scores are for interstate improvement/widening projects. Sub RKK also has received generally positive CPE scores, but none are for interstate improvement/widening projects. There are no ratings for Neel-Schaffer in the Firm database. Sub RKK receives one outstanding rating in the Firm database for their work on a closed and load restricted bridge package. The proposed PM receives one outstanding and one very good rating in the Key Individual database for their work on Design-Build projects. The proposed Design Manager receives one Excellent rating for their work on a road widening project. The proposed Structures Lead receives two outstanding ratings for their work on a bridge replacement project. The proposed Roadway Design Lead does not have any ratings in the key database.
Criteria 5	5.50	They state that they hold on-call contracts with 9 DOTs across the SE and have numerous ex-DOT employees on staff, which gives them familiarity with transportation agency practices. They list sections of various design manuals, etc. that they are familiar with and have utilized on previous projects. They don't list manuals, bulletins, etc. that they believe will be relevant to the I-95 widening project.
Criteria 6	9.10	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	39.60	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Rummel, Klepper & Kahl, LLP**

Criteria 1	6.50	<p>Their response to this criterion is generally on point, with a few omissions. They hedge a bit on projected level of NEPA document, saying that they will coordinate with DOT/FHWA to see if a NPCE is acceptable, but suggest that impacts associated with interchange modifications may elevate the NEPA document to an EA. They provide a list of potential project stakeholders. They correctly note that a noise study will be necessary for the project as it involves the addition of through lanes and list potential receptors along the corridor. They provide a list of utilities in the project area along with contact information and note key utility issues. They also provide graphics showing the location of utility lines at three locations within the corridor. They touch on railroad coordination but don't go into depth. They provide a list of endangered species of potential concern. They provide a brief discussion of bats and note that tricolored bats are likely to be listed in the near future. In the org chart they list two individuals who they say will do acoustic bat surveys. They touch on Essential Fish Habitat. They discuss permitting and list potential mitigation banks that might be used for the project. They note the presence of protected lands in the corridor. They touch on EJ and state that according to the US Census the proposed project is in an area that is predominantly minority/low income, but don't provide additional discussion beyond saying that they will evaluate potential community impacts and tailor public outreach accordingly. They provide a brief discussion of public involvement and suggest two potential PIM locations. They discuss hydrology and note previous issues with flooding on this section of roadway. They provide a table listing risk factors and proposed mitigation. They discuss methods for incorporating constructability and limiting ambiguity in construction contracts. They discuss quality control and provide a brief outline of their team's QA/QC process. They provide a discussion of project design issues and describe/illustrate proposed approaches to road widening and bridge replacements. They suggest that it might be possible to widen bridges over rivers rather than replace if there are project budgetary constraints. They provide a brief discussion of project team organization and say that they will have two teams working on two sections of the corridor simultaneously, with one team lead by RK&amp;K and the other led by their principal sub Neel-Schaffer. Omissions/Detractions: They do not discuss cultural resources or list previously recorded sites within the corridor. There is no discussion/mention of potential 4(f) properties in the corridor. They correctly note the presence of the cemetery shown within the median around MM 23, which is good, but state that the potential widening on the inside shoulder won't impact it. Without additional work to determine the exact boundaries of the cemetery this is a questionable statement. Their treatment of railroad coordination is limited. Given the current importance of and changing requirements for bat documentation a more robust discussion of this issue would have been appreciated. Would have liked to have seen bats and the cemetery called out in the project risk table. In the identification of project risks table, they state the proposed environmental lead is the former head of DOT EMO. Should be ESO.</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	6.50	The show in the org chart that they have the personnel to provide the full range of services. They provide a table listing accomplishments of the prime and various subs in terms of number of projects of various types completed, etc. They state that the core firms are top-ranked design firms, cite the depth of resources the team would provide, and note that many team members have DOT experience. They provide a second table listing similar projects the team has worked on. They provide a brief overview of schedule management and engineering cost management and state that they will use Primavera P6 and Deltec Vision software to keep track of project progress and budgets. They state that responsiveness and collaboration are parts of their core corporate principals, and provide a table listing responsiveness and collaboration examples.
Criteria 3	7.00	The proposed PM lists 24 years of experience that includes work on several interstate improvement projects. The proposed Deputy Project Manager lists 30 years of experience that includes work on two interstate improvement projects and an interstate bridge replacement package. The proposed Design Manager lists 21 years of experience that includes work on several interstate improvement projects. The two roadway design leads (Team A and Team B) list 14 and 21 years of overall experience, respectively, and both list interstate improvement experience. The two structures design leads (Team A and Team B) list 40 years and 17 years of experience, respectively, and both list interstate improvement experience.
Criteria 4	7.00	They state that most of their similar experience on interstate projects is design-build based, but assert that that this experience may be beneficial in undertaking this DBB project. They provide a list of similar projects the team has worked on along with information about each project and notes about how the projects compare to the I-95 MM 22-33 project. They cite generally positive CPE scores where these are available but note some states don't assign scores, so the record is incomplete. In general, RKK evinces positive CPE scores in the list provided, but none of the scores are for interstate improvement/widening projects. The same description applies to the scores received by principal sub Neel-Schaffer. RK&K receives one outstanding rating in Firm database for their work on a closed and load restricted bridge package. There are no ratings for principal sub Neel-Schaffer in the Firm database. There are no ratings for the proposed PM in the Key Individual database. The proposed Assistant PM receives two excellent ratings, one of which was for work on the I-385 rehabilitation project. The proposed Design Manager receives one excellent rating in the Key database for work on a road widening project. Where available, ratings for other team principals are generally positive.
Criteria 5	8.50	They provide a table listing various manuals, memorandums, bulletins, etc., and stating specifically how they are relevant to the proposed project. This is well done.
Criteria 6	8.90	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	44.40	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Stantec Consulting Services Inc.**

Criteria 1	7.00	<p>They say that their approach includes Stantec leading and designing the majority of the project, without a major subconsultant partner, which will streamline delivery, facilitate better communication, and improve overall quality." Holt and Parish and Partners, the principal subs, would each perform 10% of the work, while Stantec would perform 40%. They would draw on recent experience working on the I-26 MM 125-137 project. They discuss various means of project management and coordination, which would include having regular meetings, storing documents where they are universally assessable, and using project tracking software. They anticipate that the appropriate level of environmental document would be a CE. They state that the same proposed staff prepared CEs for I-26 widening and other interstate improvement projects. They discuss permitting strategies and list potential mitigation banks. They discuss endangered bats and state that their biologists hold the necessary federal permits to survey and handle all protected bat species. They touch on EJ and state that no impacts to EJ communities are anticipated, but don't otherwise elaborate. They touch on noise and state that due to the rural nature of the project area they don't anticipate any noise barriers. They correctly indicate that due to the addition of through traffic lanes a traffic noise analysis will be required. They make general mention of potential noise receptors in the project area. They state that their initial evaluations indicate four small areas prime farmland adjacent to the road. They touch on public involvement. They correctly note that public involvement methods used for urban projects might not suffice here, and suggest some possible outreach methods. They discuss traffic and safety analysis. They discuss roadway widening strategies, bridge replacement strategies, interchange improvement strategies, and maintenance of traffic. They make very good use of graphics to illustrate these discussions. They touch on railroad coordination and state that they are familiar with this from working with CSX on the I-526 project. They discuss hydrology and note that I-95 was flooded near Exit 22 in 2016 and say that attention will be paid to addressing drainage issues in this area. They note that I-95 may be used for evacuations during a storm event. They list utilities present in the corridor but don't provide contact information and don't discuss in any depth other than to say that they are well-versed in DOT utility policies and will coordinate with the various companies. They discuss quality control and state that they have a company-wide quality management system. They state that they will relieve DOT of having to "helicopter over your consultant's work." They provide a table listing project risks and potential mitigation strategies. They discuss methods for incorporating constructability and limiting ambiguity in construction contract documents and indicate two individuals who would assist with constructability reviews. They provide a table listing potential constructability and ambiguity issues and potential solutions. Omissions/Detractions: It is not clear if they did a desktop screening for cultural resources. They state that no cultural resources are anticipated, but by this it is not clear if they mean that no NRHP eligible cultural resources are anticipated or no cultural resources at all are anticipated. They don't mention the cemetery indicated on old plans in the median near MM 23. They don't mention the presence of protected lands in the corridor. They don't mention Section 4(f). They don't address potential Essential Fish Habitat or Marine Mammal</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	6.50	They state that they are a large company with broad transportation experience and a deep bench, with many personnel who have experience on an analogous interstate improvement project. They provide a graphic indicating that they are a highly ranked design firm and another graphic showing interstate experience. They show they would be able to provide the full range of necessary services. They state that successful schedule management begins with project scope management, and emphasize that clear and frequent communication is a key to success. They cite high scores for responsiveness for their recent DOT work and emphasize that they will work in partnership with DOT in moving the project forward. They state they are prepared to accelerate the I-95 schedule, if needed, primarily by augmenting staff.
Criteria 3	7.50	The proposed PM lists 25 years of overall experience and has recently managed a similar DOT project, I-26 MM 125-137. The proposed Deputy PM/Roadway design lead lists 13 years of experience that includes work on major interstate projects. The proposed bridge design lead lists 43 years of experience that also includes work on several interstate projects. Overall, the proposed team is strong on experience with projects analogous to the I-95 project.
Criteria 4	7.50	They list generally high scores for their work on active DOT contracts and cite/quote a sample of favorable reviews. In general, Stantec receives high CPE scores. The firm receives one very good score in the firm database for work on I-20 bridge replacements. The proposed PM does not have any ratings in the Key Individual database. The proposed Deputy PM/Roadway Design manager receives one outstanding and one excellent rating in the Key database. Both ratings were for work on the I-526 Lowcountry Corridor West project. The proposed Bridge Design lead receives one very good rating in the key database for work on a bridge replacement project.
Criteria 5	5.00	They state that they are well acquainted with DOT practices based on nearly 25 years of DOT work, and that they have helped develop, update, or review various manuals, etc. They provide a table showing key DOT manuals and guidelines that Stantec has experience with but don't indicate how these manuals and guidelines will be specifically applicable to the I-95 project, which would have been preferable.
Criteria 6	6.20	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	39.70	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Civil Engineering Consulting Services Inc.**

Criteria 1	6.00	Good technical approach. Researching existing conditions and data provided good insight into the potential design. Project management approach seemed generic. Would have liked to have seen more detail about the approach to communication as well as earlier coordination with the districts/MOT.
Criteria 2	4.00	Would have liked to have seen more discussion of which personnel were associated with which projects. Unsure if schedule is realistic.
Criteria 3	5.00	No concern with any of the key staff experience. Most of the experience from the PM is related to DB and not DBB.
Criteria 4	6.00	Provided a good cross section of relevant experience.
Criteria 5	3.00	Section was underwhelming and did not provide enough details on familiarity with practices and procedures.
Criteria 6	7.30	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	31.30	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Davis & Floyd, Inc.**

Criteria 1	5.00	H&H section was strong. The approach of using acceptable levels of backwater was appreciated. Grade raises were mentioned to avoid flooding issues, but it wasn't mentioned how that could impact MOT. Also, DOT does not usually use spline grades except for in gore areas. Did not address safety issues at Exit 33 intersection. More discussion about external coordination. There was little mention of constructability reviews. Sometimes the writing was challenging to understand. Document was not thoroughly proof-read.
Criteria 2	4.00	It was not discussed how the team's experience relates to this project. Overall generic response.
Criteria 3	5.00	Very few similar design bid build projects listed for PM.
Criteria 4	4.00	Past performance does not relate to interstate widening projects.
Criteria 5	4.00	Would have liked to have seen more in-depth presentation of how standards will be applied.
Criteria 6	9.10	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	31.10	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : HDR Engineering, Inc.- Infrastructure Corporation of America**

Criteria 1	6.00	Did not note the cemetery within the median. Good approach to drainage. It would have been helpful to see how roadway grade adjustments to alleviate flooding would have impacted MOT. It is challenging to evaluate alternatives due to the size of the graphics in Figure 5.1. Exit 33 approaches all have very significant impacts/footprints. Including roadway grade adjustments in project risk was a plus.
Criteria 2	5.00	Graphics in section 5.2.2 were helpful. The mention of a project dashboard is intriguing.
Criteria 3	5.00	PM does not have much experience managing large interstate projects.
Criteria 4	4.00	Would have liked to have seen quotes from references and more details on the performance instead of project descriptions.
Criteria 5	9.00	Excellent inclusion of the FHWA controlling criteria & FHWA Mitigation Strategies. The inclusion of the comparison to NS vertical clearance was insightful.
Criteria 6	5.70	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	34.70	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Infrastructure Consulting & Engineering, PLLC**

Criteria 1	6.00	No mention of the cemetery in the median. Good technical approach to roadway design and the attention to the hurricane evacuation route. It would have been helpful to see discussion of if the flooding near Exit 22 would cause a grade raise and impact MOT. Overall, project approach was very high level and lacked detail.
Criteria 2	4.00	High level discussion that didn't provide would benefit from more detail.
Criteria 3	6.00	PM & leads have good experience in projects of similar scope.
Criteria 4	5.00	Too much focus on design build projects, but had a lot of good past performance.
Criteria 5	4.00	Did not seem to address project specific issues.
Criteria 6	7.30	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	32.30	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : KCI Technologies, Inc.**

Criteria 1	7.00	Strong approach. The mention of understanding update in local land uses may play a key role in the development of alternatives. Would have liked to have seen mention of grade raises to alleviate flooding near Exit 22 and how this may impact MOT. Including the superelevation table and evaluating the vertical curves was helpful, but not sure of the impacts of bringing the design speed up to 75 mph are practical.
Criteria 2	5.00	Would have liked to have seen more details about which personnel were associated with which projects, not just the firm. I appreciate the use of roll plots to allow for comprehensive plan reviews.
Criteria 3	6.00	PM/Leads have good similar experience on projects of similar size and scope.
Criteria 4	6.00	Good CPE scores on relevant projects.
Criteria 5	4.00	Would have liked to have seen how specific design criteria applied to the challenges of this project.
Criteria 6	4.80	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	32.80	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Mead & Hunt, Inc.**

Criteria 1	7.00	There were some good approaches here, Some errors though (CSX required vertical clearance is currently 23'-0", not 23'-6"). Did not mention cemetery within the median. The mention of crash data shows good forward thinking. The mention of pulling crash data was a good mention. Discussion of a potential design exception at Exit 22 was a high point. More detail for horizontal and vertical geometry would have been helpful.
Criteria 2	5.00	Schedule notes an NTP in summer of 2023. This is not realistic. Good approach to schedule recovery. Team personnel could use more detail.
Criteria 3	6.00	PM leads have similar experience of projects of similar scope.
Criteria 4	6.00	The lesson learned regarding coordinating construction projects is a good insight. Good CPE scores on relevant projects
Criteria 5	4.00	Did not address project specific issues.
Criteria 6	7.50	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	35.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Neel-Schaffer, Inc.**

Criteria 1	5.00	Did not address any sort of roadway/geometric design outside of the interchanges. Risk table mentions that DM would help with the PM duties, but PM/DM section says there will be no duplication of responsibilities. I would have liked to have seen more about the approach to alleviate flooding at Exit 22.
Criteria 2	6.00	Good details about personnel qualifications and their roles on projects
Criteria 3	5.00	Most relevant projects are in different roles than the current PM/DM roles
Criteria 4	4.00	Prime consultant demonstrated experience with interchanges, but is limited on widening projects.
Criteria 5	5.00	Did not address project specific issues, but mention of the FHWA Mitigation Strategies is a good reference.
Criteria 6	9.10	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	34.10	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Rummel, Klepper & Kahl, LLP**

Criteria 1	5.00	Generic technical approach. Most of the basic design elements were caught, but nothing stood out. Railroad mis-identified as SCRR
Criteria 2	4.00	High level discussions that would have benefitted from more details
Criteria 3	5.00	Very few similar design bid build project listed for the PM.
Criteria 4	6.00	Discussion of innovation was interesting.
Criteria 5	8.00	Good details showing how design manuals apply to project specific challenges.
Criteria 6	8.90	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	36.90	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Stantec Consulting Services Inc.**

Criteria 1	7.00	No mention of the cemetery in the median. The inclusion of a safety section analysis is a helpful. I would have liked to have seen some elaboration on the shift in the outside of the travelway. Good approach to horizontal and vertical geometries. Clean approach to the interchanges.
Criteria 2	4.00	Would have liked to have seen more detail for personnel on project team.
Criteria 3	5.00	PM/APM have recent similar project experience of similar scope. APM has not served in a similar role.
Criteria 4	5.00	Good CPE scores, but would have liked to have seen which projects they applied to. Would like to have seen the DOT feedback attributed to an individual.
Criteria 5	3.00	Section did not include specifics from design manuals or how the specific issues that the manuals.
Criteria 6	6.20	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	30.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Civil Engineering Consulting Services Inc.**

Criteria 1	5.50	The narrative for Project Management and Coordination was very underwhelming. The write-up was broad and generic and would have been more impactful if it included more specifics. Statements like "... he will keep the SCDOT project manager abreast of the project status..." would have been more meaningful if they had actually included a strategy that would be utilized. In stark contrast was the Permitting and Environmental portion of the response which was more detailed with some specific strategies and information. This included the scoring system utilized to determine the best means of public outreach, but seemed to include some anomalies with items such as noise mitigation. Design Services narrative was generally comprehensive with relation to included scope and made good use of figures. Reviewer found the interchange graphics and MOT illustrations helpful in understanding the proposer's vision. Risks were all appropriate for this project, however mitigation strategies were all very typical and underwhelming.
Criteria 2	4.00	The 5.2.1 table was a clear and concise way to document the depth of experience at the firm level. However the reviewer found it laborious to tie the resumes and org charts to this section to determine how well the document as a whole responded to the criteria of the RFQ. The ability to meet schedule portion of the response was generic in nature, basically using past experience as justification of ability to meet schedule. In general, the reviewer felt the response did a poor job of describing the teams approach and very poorly acknowledged the RFQ's request for addressing schedule recovery. In the reviewer's opinion, the portion of the narrative for ability to be responsive and collaborate relied too heavily on past performance (which is really Technical Criteria 4).
Criteria 3	7.50	The Project manager had considerable experience with projects with similar scope and scale. However, much of that experience was noted to be in other roles such as assistant Design engineer, Roadway manger, IMR Preparer, etc. The reviewer would have liked to have seen more experience in a PM role that was not limited to D/B prep. Design Manager was described as highly qualified, however most of the roles listed in past experience were as a QC manager and/or project principal type role. However the reviewer did note that the availability listed later in the response. QC manager was described very qualified based on past experience, despite the table in section three not reflecting the interstate widening experience. Traffic Lead listed what was relevant experience, however reviewer noted the only way to determine this was by working the SF330's in tandem with the narrative. This was in contrast to other lead roles which were more clearly defined.
Criteria 4	8.00	Past performance excelled at linking relevant projects, client testimonials, awards and key individuals proposed on this project. Recent, relevant CPES scores were reviewed and were generally good.
Criteria 5	5.00	References to manual development and years of transportation experience were noted and considered acceptable by the reviewer.



# EVALUATOR SCORING & COMMENTS



Criteria 6	7.30	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	37.30	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Davis & Floyd, Inc.**

Criteria 1	4.50	<p>The reviewer felt the narrative for coordination within and external to the team was fairly generic serving largely as an introduction to the team. The response contained bare minimum information regarding the breakdown of responsibility and some action frequency internal to the team. The response seemingly neglected to address HOW the team intends to coordinate with the Department. The Permitting and Environmental portion of the response was fairly detailed with some strategies and information specific to this project. Design Services narrative was generally detailed and made good use of figures, but reviewer noted that the variable median widths were not addressed. SC462 interchange was problematic with regards to constructability in the reviewers opinion. Some Risks were appropriate for this project, however nearly 50% of risks were considered low. Reviewer would have appreciated seeing more focus on the larger project risks. In some cases, the response did not clearly indicate what the actual risk was. For instance the risk "earthquake analysis" which was to be mitigated by following DOT procedures. Earthquake design is a project requirement, not a project risk. Following DOT procedures is not a strategy, it's a project requirement. It was unclear what the actual risk was.... does the proposer believe that seismic analysis may not be possible for some reason? Constructability was not addressed in the response.</p>
Criteria 2	3.50	<p>The response indicated that the firms have adequate manpower, with acceptable levels of experience, to perform the work at more senior levels. However there was no real discussion on capabilities beyond this handful of individuals. The strategies to maintain schedule were typical and met expectations. There was minimal discussion on ability to recover... only the ability to determine that schedule recovery is necessary. Reviewer noted that there were numerous identified key individuals making the team seem very "manager heavy". This raised concerns at how efficient the team could truly perform. Further the reviewer found the organizational chart somewhat confusing in that it was unclear how certain items were listed in both discipline specific roles, but also in support roles (such as noise analysis). The proposed project deliver did not seem streamlined and was interpreted to be somewhat disjointed by company lines. The narrative devoted to responsiveness and collaboration was relatively generic. The reviewer felt the testimonials and case studies, while glowing, represented past performance as much or more than a means to be responsive on this project.</p>

# EVALUATOR SCORING & COMMENTS



Criteria 3	5.00	The Project manager had considerable experience with interstate projects of similar scope and scale. The reviewer would have liked to have seen more experience in a PM role that included recent, delivered projects. Reviewer noted that experience such as the I-26 Port Access Road where the proposed PM served in a “principal management services” role was not truly applicable. Similar issues were noted on many other key individuals’ resumes, for instance experience on I-26 Port Access project that was actually located far from the Interstate and/or interchange.
Criteria 4	4.00	Past performance narrative was considered generally weak. It relied almost exclusively on CPES scores with no real narrative as to what made constituted quality. Were plans delivered ahead of schedule, were there no change orders in construction, awards won, etc.? Recent CPES scores were considered adequate.
Criteria 5	5.00	References to transportation experience were noted and considered acceptable by the reviewer..
Criteria 6	9.10	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	31.10	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : HDR Engineering, Inc.- Infrastructure Corporation of America**

Criteria 1	7.00	The reviewer felt the narrative for coordination within and external to the team was somewhat generic. The response contained commonplace information regarding meeting frequency and the establishment of PMP. The response did however excel at documenting how project cost projections would be managed. project schedule was clear. The Permitting and Environmental portion of the response was fairly detailed with some strategies and information specific to this project. Cultural resources did appear to be lacking however. Reviewer appreciated the few references to preliminary activities already performed such as the development of a preliminary study area. Design Services narrative was generally detailed and made good use of figures. Interchange options contained numerous issues such as closing and detouring SC462 and substantial impacts. Pros and Cons did seem comprehensive. Reviewer noted willingness to work under an LNTP and detailed forethought such as surveying prior to vegetative growth. Reviewer further appreciated the 2D modeling which was already performed at the MM22 and CSX crossings. Risks were appropriate for this project. Reviewer noted that several of the strategies were past performance and presumably considered "Benefits of the HDR team". While noted by the reviewer as a positive, they did not directly address the RFQ criteria's request to describe how risks would be managed. Constructability section was relatively detailed and well thought out. Reviewer appreciated the expertise brought by the 3 individuals directly referenced, however it was noted that one individual is no longer on the team.
Criteria 2	6.50	The response demonstrated that the firms have adequate manpower to deliver the project. Further it demonstrated that the firms have worked together to deliver numerous projects of similar scope and scale. The reviewer would have liked to have seen how the proposed key staff correlated to the projects of Figure 5.2-1 (but acknowledges this could be done by working figure 5.2-1 with figure 5.3). The strategies to maintain schedule were very detailed and appropriate for the project size and complexity. The Reviewer found the schedule recovery section particularly impressive. Reviewer noted that there were an a number of identified key individuals making the team seem very slightly "manager heavy". Further, the reviewer found the organizational chart somewhat confusing with persons serving as both a segment lead and also a support role for all segments. Reviewer was impressed by the team's commitment to address inquiries within 24 hours.
Criteria 3	6.50	The Project manager had several interstate projects on their resume, however they often were not of the same scope/scale or a very different role was served. The reviewer would have liked to have seen more experience in a PM role that included interstate widening. Reviewer noted that experience of other key individuals and design leads seemed to do a much better job of matching scope/scale with similar roles

# EVALUATOR SCORING & COMMENTS



Criteria 4	5.50	Past performance narrative was considered generally weak. It read much more as a list of experience while providing almost no indication as to what quality was provided. The exception was the 2 references to awards which could be an indication of quality. Firm References were outstanding. Individual references and CPES scores were all very good.
Criteria 5	6.00	References to transportation experience were noted and considered acceptable by the reviewer. Reviewer noted the 2 manuals written by the firms, although their impact to this project are expected to be minimal. Specific references to new RR clearance was noted.
Criteria 6	5.70	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	37.20	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Infrastructure Consulting & Engineering, PLLC**

Criteria 1	6.00	The narrative for Project Management and Coordination was very underwhelming. The write-up was broad and generic and would have been more impactful if it included more specifics. Much of the narrative for the PMP and PM's Duties was redundant. The most meaningful evidence of a management/communication plan was the meeting descriptions, however those were not unique in nature. The Permitting and Environmental portion of the response was detailed with specific strategies and information but seemed to be missing some key concerns such as the median cemetery. Design Services narrative was generally detailed and made good use of figures. Reviewer found the interchange graphics and MOT illustrations helpful in understanding the proposer's vision. Risks were all appropriate for this project, however mitigation strategies were all very typical and underwhelming. Dedicated MOT and constructability reviews at defined stages of plan delivery was appreciated by the reviewer.
Criteria 2	5.00	The narrative clearly indicated that the firms have adequate manpower to perform the work and document considerably relevant experience. However the reviewer found it laborious to tie the resumes and org charts to this section to determine how well the document as a whole responded to the criteria of the RFQ. The commitment to accelerate design by at least one year was noted as a very strong point in the response. There was minimal references to how costs would be managed as well as budget. Reviewer noted that the team broke itself into 4 tiers in section 1.1 (pg. 2), yet identified key individuals in at least 3 of them. This make the team seem very "manager heavy" making the reviewer concerned at how efficient the team could truly perform. The narrative devoted to responsiveness and collaboration was relatively generic with the only real strategy provided being participation in meeting and phone calls. The reviewer felt the testimonials, while glowing, represented past performance as much or more than a means to be responsive on this project.
Criteria 3	6.00	The Project manager had some experience with interstate projects of similar scope and scale. As written the experience seemed to focus on environmental document development or other conceptual style tasks such as D/B prep. The reviewer would have liked to have seen more experience in a PM role that included recent, delivered projects. The Depth of experience and similarity of past roles appeared to be deeper at the level of other key individuals.

# EVALUATOR SCORING & COMMENTS



Criteria 4	5.00	Past performance excelled at linking projects to key individuals. However the similarity of the projects to the scope and scale of this RFP was not always impressive. Reviewer felt that while past experience was demonstrated, the RFP response did not clearly demonstrate the actual level of quality of that performance. As an example the I-26 177-194 stated an abbreviated EA was prepared to maintain schedule. Maintaining schedules is an expectation for the reviewer and the narrative did not clearly indicate why this should be considered quality. Firm reference, individual reference and CPES scores were good to very good.
Criteria 5	5.00	References to transportation experience were noted and considered acceptable by the reviewer.
Criteria 6	7.30	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	34.30	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : KCI Technologies, Inc.**

Criteria 1	7.00	The reviewer felt the narrative for coordination within and external to the team contained numerous commonplace strategies regarding meeting types and the establishment of PMP. This section was bolstered by the TWG concept and included specific suggestions for meeting frequency by staff level. The Permitting and Environmental portion of the response was moderately detailed with some strategies and information specific to this project. Reviewer appreciated the investigations into the development planned at the MM33. Design Services narrative was generally detailed and made good use of figures. Reviewer noted forethought such as proposed increases to storage area. Reviewer also appreciated the cross firm QC strategy. Risks were all applicable to the project, however they were mostly risks that would be commonplace to nearly any project. Mitigation strategies provided were all pretty typical, lacking any real innovation and included generic language like "MOT design with simple concepts" with not example or description on what a simple concept may be. Constructability section was somewhat detailed but mostly relied on the individual's resumes and didn't really discuss any specific strategy. Reviewer appreciated the expertise brought by the construction reviewers.
Criteria 2	6.00	The response demonstrated that the firms have past interstate experience, and also demonstrated that firms have adequate reserve staff to deliver the project. There is also an impressive amount of overlap of key individuals on the same projects. The ability to meet schedule portion of the response was generic in nature, basically using past experience as justification of ability to meet schedule with some limited CPM strategies. Budget management was more impressive than schedule management in the reviewer's opinion. The portion of the narrative devoted to responsiveness made commitments to response times in addition to providing past performance of responsiveness.
Criteria 3	7.00	The Project manager had several interstate projects on their resume, and recent projects where they served in the same role. Reviewer noted that experience of other key individuals seemed to also scope/scale with similar roles.
Criteria 4	8.00	Past performance narrative was fairly strong in the reviewer's opinion, tying relevant jobs, with key persons, with quotes that were often specific to the type of quality provided. Firm References, individual references and CPES scores were all outstanding.
Criteria 5	7.00	References to transportation experience were noted and considered acceptable by the reviewer. The use of specific manual clause references and their application to a similar project was unique. There were also references to the authoring of manuals/specifications.
Criteria 6	4.80	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	39.80	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Mead & Hunt, Inc.**

Criteria 1	5.00	The reviewer felt the narrative for coordination within and external to the team was somewhat generic. The response contained commonplace information regarding meeting types and the establishment of PMP. The response did commit to completing the design on an accelerated schedule, however it did not go as far as to commit to an actual timeframe. While this was appreciated by the reviewer, such statements did not address the criteria regarding how the team would manage/coordinate the project. The Permitting and Environmental portion of the response was moderately detailed with some strategies and information specific to this project. Reviewer appreciated the consideration for the Department's bridge inventory. Design Services narrative was generally detailed and made good use of figures. MM22 exit was overly complex and either had significant structural impact or large footprint impacts. Reviewer noted forethought such as surveying prior to vegetative growth. Risks were all applicable to the project, however they were noted too often be repetitive (CSX & Business impacts). Mitigation strategies provided were all pretty typical lacking any real innovation. Constructability section was fairly detailed and well thought out. Reviewer appreciated the expertise brought by the construction reviewers, however it was noted that one individual is no longer on the team. Reviewer saw particular value in the firm's commitment to review all of the contract SPs with their staff.
Criteria 2	3.50	The response demonstrated that the firms have past interstate experience, but did not really address the personnel aspect of the criteria. Also the response did not clearly demonstrate that the project experience of the firms/individuals included the full range of services for this project. The strategies to maintain schedule were somewhat lacking basically boiling down to the Project manager monitoring progress. Also, budget management was almost completely omitted. Conversely, the Reviewer found the schedule recovery section particularly impressive. The portion of the narrative devoted to responsiveness read more as a demonstration of past performance (Criteria 4), than a demonstration of how the team would ensure responsiveness on this project. The most notable exception being the case study and "Lesson Learned to apply to I-95" discussion which the reviewer found encouraging.
Criteria 3	6.00	The Project manager had several interstate projects on their resume, and one recent project where they served in the same role. Reviewer noted that experience of other key individuals seemed to also scope/scale with similar roles. While reviewer acknowledges that the more critical disciplines were accounted for, it was noted that some key individuals were omitted.

# EVALUATOR SCORING & COMMENTS



Criteria 4	4.50	Past performance narrative was considered relatively weak. It read much more as a list of experience while providing almost no indication as to what quality was provided. It did include lessons learned, but no real indication those were items of quality for the project, or if those were lessons learned the hard way. The exception was the quotes which were glowing. Firm References were very strong. Individual references were a mixed bag of good and bad. CPES scores were all very good.
Criteria 5	5.00	References to transportation experience were noted and considered acceptable by the reviewer. The use of specific manual clause references and their application to a similar project was unique. GDM seemed oddly missing
Criteria 6	7.50	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	31.50	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Neel-Schaffer, Inc.**

Criteria 1	4.00	The reviewer felt the narrative for coordination within and external to the team contained considerable depth in the PM DM structure but otherwise lacked adequate breadth to truly allow the reviewer to have a clear understanding of how actual communication would actually be managed. The Permitting and Environmental portion of the response was moderately detailed with some strategies and information specific to this project. Informational kiosks were noted by the reviewer as being a unique add to the narrative. As promised by the opening remarks of the RFQ response, the Design Services portion of the response was nearly completely neglected, while some minimal information was provided for Plan Development and QC. Reviewer found the risk table to be somewhat disappointing. While the risks were applicable to the project, the mitigating factors were mostly a rehash of previously provided information making the response very redundant. IN lieu of "... unique strategies for accessing and involving these EJ communities will be identified." The reviewer would have preferred to have had the response provide a possible solution, even if only in draft form. Following the risk matrix, and included in the response section 1.4 was information that seemingly would have been more appropriate in response section 1.3. This left the reviewer somewhat confused as to the best way to interpret the narrative. Constructability section was somewhat detailed and thought out. Reviewer appreciated the narrative on ambiguity review items.
Criteria 2	3.50	The response demonstrated that the firms have individuals with past interstate experience, but this was not overly impressive. Particularly lacking was clear evidence of individuals serving in the same role on past projects. For instance proposed the PM where five SF330 projects are listed, three of which were interstate projects. None of those projects indicted the actual role served by the individual, and in all three instances the services provided would appear have reduced applicability to this project. The strategies to maintain schedule were somewhat lacking with schedule recovery being nearly ignored. Although the reviewer did not allow it to affect scoring, the "Tables" appeared to be less like tables and more like an attempt to circumvent the line spacing requirements. The portion of the narrative devoted to responsiveness read more as a demonstration of past performance (Criteria 4), than a demonstration of how the team would ensure responsiveness on this project.

# EVALUATOR SCORING & COMMENTS



Criteria 3	5.50	The Project manager had several interstate projects on their resume. Some of this information expanded upon the response to Criteria 2 and provided some additional clarity to the reviewer on roles served. The most applicable roles and project combination were dated and the response didn't expand on exactly what responsibilities the individual served. For instance where the Role stated Program Manager it was unclear if this was an in-house design or consultant led design. It was difficult that actual day-to-day involvement and applicability to a project manager role. Reviewer noted that experience of the Design manager appeared to be extremely impressive. While reviewer acknowledges that the more critical disciplines were accounted for, it was noted that some key individuals were omitted.
Criteria 4	5.00	Past performance narrative was considered relatively weak. It read much more as a list of experience while providing almost no indication as to what level of quality was provided. The exception was the quotes which were glowing. Individual References were very strong. CPES scores were all very good.
Criteria 5	5.00	References to transportation experience were noted and considered acceptable by the reviewer. Seeming omitted any reference to geotechnical standards.
Criteria 6	9.10	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	32.10	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Rummel, Klepper & Kahl, LLP**

Criteria 1	4.50	The reviewer felt the narrative for coordination within and external to the team contained largely generic and at times ambiguous information. The Permitting and Environmental portion of the response was moderately detailed with some strategies and information specific to this project. Cultural resources were not covered in any real depth. Design Services narrative was moderately detailed and made good use of figures. Reviewer found the risk table to be somewhat generic. While the risks were applicable to the project, the mitigations were mostly commonplace approaches and lacking much detail. The mitigation for "Resources to complete project on schedule" was actually interpreted by the reviewer as an inefficacy (or "bloat") by having a DPM that will apparently be redundant to the two proposed design managers. Constructability section was generally lacking meaningful detail with the most impactful portion being the discussion the importance of field visits.
Criteria 2	5.00	The response demonstrated that the firms have past interstate experience, but fell short in addressing the "individuals" portion of the technical criteria. Although brief, the strategies to maintain schedule were meaningful and reviewer took particular note in the monthly reporting of opportunities to advance the schedule. The portion of the narrative devoted to responsiveness was the highlight of Criteria 2 for the reviewer providing detailed examples, but falling slightly short of providing any possible applications to this particular project.
Criteria 3	6.50	The Project manager had several interstate projects on their resume with many of those being in the same role proposed here. The narrative went in to discussions regarding how the PM and DPM will be complementary by one bringing large interstate widening experience while the other brings detailed knowledge of project requirements. This was interpreted by the reviewer as project inefficiencies by requiring two persons to provide the expertise of one role. Reviewer noted that experience of the other key individuals was generally relevant with past experience in similar roles. There were only a few exceptions where past experience lacked depth at the same roles such as one of the Design Managers who's past experience was mostly listed at non-managerial levels.
Criteria 4	8.00	Past performance response was considered exceptional by the reviewer. It linked the firms, to past projects, key individuals for this role and most importantly included the "major milestones" and "measures of success" sections that made it a true representation of quality and not just a laundry list of past projects. Firm and individual references were good to very good. Available CPES scores were of average quality.
Criteria 5	7.00	References to transportation experience were noted and considered acceptable by the reviewer. Application of standards to project specifics was appreciated.
Criteria 6	8.90	*** As of 3.20.23 (This score was added by an utilization evaluator.)

# EVALUATOR SCORING & COMMENTS



TOTAL	39.90
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# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Stantec Consulting Services Inc.**

Criteria 1	5.00	The reviewer felt the narrative for coordination within and external to the team contained largely generic strategies, but did contain adequate detail on each strategy to provide a detailed understanding of how the job would be managed. Internal communication narrative was lacking. The Permitting and Environmental portion of the response was minimally detailed but did at least acknowledge most of the “highpoints”. EJ, cemetery and Cultural resources were not covered in great/meaningful detail. Design Services narrative was moderately detailed and made good use of figures. Reviewer appreciated references to coordinating the closure of the secondary route with the improvements at Exit 33. Reviewer found the risk table to be somewhat generic. While the risks were applicable to the project, the mitigations were mostly commonplace approaches and lacking much detail. Constructability section included largely commonplace strategies, but did provide more than adequate information to clearly understand how the strategy would be implemented.
Criteria 2	5.00	The response demonstrated that the firms have past interstate experience and did a good job of indicating that an appropriate team size is conceptualized. Further it demonstrated that additional resources exist if needed. The strategies to maintain schedule were highlighted considerably more than those for budget. But reviewer appreciated the team’s commitment to meeting an expedited schedule if preferred. While the past project on I-26 appeared to be impressive this appeared to be more “past performance” related than any specific strategy being proposed for this project. The portion of the narrative devoted to responsiveness included information that was largely a rehash of information provided in other locations in the response. For the reviewer it fell short of advancing the consultants RFQ response in a meaningful way.
Criteria 3	8.00	The Project manager had several interstate projects on their resume with many of those being in the same role proposed here. Reviewer noted that experience of the other key individuals was generally relevant with past experience in similar roles. There were only a few exceptions where past experience lacked depth at the same roles such as the DPM whose past experience was mostly listed at staff level engineering levels.
Criteria 4	7.50	Past performance response did a good job of linking the firms, to meaningful past projects and to key individuals proposed on this project. While the client remarks section was appreciated, those remarks often failed to truly represent any exceptional quality of performance. For instance, client testimonials where it was stated the firm did a good job of meeting milestones. The reviewer’s expectation is that all qualified consultants would meet milestones as a minimum level of service. Firm and individual references, as well as CPES scores were typically good to very good with only a few outliers.
Criteria 5	5.00	References to transportation experience were noted and considered acceptable by the reviewer.....



# EVALUATOR SCORING & COMMENTS



Criteria 6	6.20	*** As of 3.20.23 (This score was added by an utilization evaluator.)
TOTAL	36.70	