South Carolina
Department of Transportation

MEMORANDUM

TO: Public Notice

FROM: Professional Services Contracting Office

DATE: September 12, 2023

RE: S-272-23 – 16 (Sardis Rd.) Bridge Replacement over Tyger River in Union County

The following firm was selected for the referenced solicitation above:

Rummel, Klepper & Kahl, LLP

The next top four (4) firms in ranking order are:

Neel-Schaffer, Inc.
Carolina Transportation Engineers & Associates, PC
A. Morton Thomas and Associates, Inc
Weston and Sampson, 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.

Wendy Hollingsworth

Wendy Hollingsworth
Contracting Officer/Contract Selection Manager

TO: Adam Humphries, Acting Director of Preconstruction
John Boylston, Acting Chief Engineer for Project Delivery
J. Darrin Player, Chief Procurement Officer

FROM: Wendy Hollingsworth

DATE: September 11, 2023

RE: **S-272-23 -** S-16 (Sardis Rd.) Bridge Replacement over Tyger River in Union County – RFP

Approval is requested for the referenced solicitation that was advertised on August 1, 2023, with a proposal due date of August 17, 2023. The **SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT)** requests a proposal containing a technical approach from all short-listed consulting firms. The purpose of this Request for Proposals (RFP) is to select a Proposer to perform the Project services and to design the Project, as further described in this RFP. It is not the intention of SCDOT to receive complete detailed Project analysis and design prior to the selection of a Proposer and the later execution of the Contract. Rather, the response to this RFP shall provide sufficient information to be evaluated by SCDOT to determine if the Proposal is in accordance with the specified process and criteria.

Requested services include but are not limited to: project management, environmental studies and documentation, environmental permitting, bridge design, structural design, roadway structures design, roadway design, hydrology/hydraulic design, geotechnical services, hazardous materials survey, subsurface utility engineering, utility coordination, development of preliminary/final right of way plans, right of way 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 these projects. The project team should be capable of providing all services outlined above.

Disadvantaged Business Enterprise goal is established as 9% 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.

Five (5) firm's submitted RFP proposals and all were deemed acceptable for meeting the minimum requirements for submittal. September 11, 2023 at 9:00 AM, through SCDOT WEBEX teleconferencing the selection committee convened to evaluate the proposals.

The final ranking of the five (5) firms deemed most highly qualified for this RFP selection were:

1. Rummel, Klepper & Kahl, LLP
2. Neel-Schaffer, Inc.
3. Carolina Transportation Engineers & Associates, PC
4. A. Morton Thomas and Associates, Inc.
5. Weston and Sampson, 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	Adam S. Humphries 2023.09.11 13:41:21 -04'00'	9/11/23
APPROVE	Chief Engineer for Project Delivery	John D. Boylston 2023.09.11 14:54:45 -04'00'	9/11/23
APPROVE	Chief Procurement Officer	J. Darrin Player Digitally signed by J. Darrin Player Date: 2023.09.11 15:10:13 -04'00'	9/11/23

ENGINEERING PACKAGE B
FORM 25

PROFESSIONAL SERVICES SELECTION PROCESS

Evaluation Committee Deliberation

Project Name: S-272-23 - S-16 (Sardis Rd.) Bridge Replacement over Tyger River

RFQ - RFP

☑ Submitted Information

☐ Interview

Firm	Comments
See Attached	

ENGINEERING PACKAGE B
FORM 26

PROFESSIONAL SERVICES SELECTION PROCESS

Evaluation Committee Recommendation

Project Name: S-272-23 - S-16 (Sardis Rd.) Bridge Replacement over Tyger River RFQ -RFP

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

Firm/Individual	Order Negotiation Approval	Comments
Rummel, Klepper & Kahl, LLP	1st	
Neel-Schaffer, Inc.	2nd	
Carolina Transportation Engineers & Associates, P(	3rd	
A. Morton Thomas and Associates, Inc.	4th	
Weston and Sampson, Inc.	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: 2023.09.11 15:10:46 -04'00'

Chief Procurement Officer

09/11/2023

Date

S-272-23 S-16 (Sardis Rd.) Bridge Replacement over Tyger River

Firm	SOQ Score	Technical Score	Total Score	Rank
Rummel, Klepper & Kahl, LLP	62.34	60.75	123.09	1
Neel-Schaffer, Inc.	66.61	54.38	120.99	2
Carolina Transportation Engineers & Associates, PC	62.91	56.88	119.79	3
A. Morton Thomas and Associates, Inc.	63.47	55.38	118.85	4
Weston and Sampson, Inc.	62.69	48.75	111.44	5

SCORING SUMMARY
MASTER SCORESHEET

SCDOT
PROFESSIONAL SERVICES
CONTRACTING OFFICE

S-272-23 S-16 (Sardis Rd.) Bridge Replacement over Tyger Ri RFQ

RANKING	FIRM RANKINGS Ranked in Order by Firm Name	TOTAL SCORE	CRITERIA									
			1	2	3	4	5	6	7	8	9	10
			25%	15%	15%	10%	20%	15%	0	0	0	0
1	Neel-Schaffer, Inc.	66.61	15.94	9.38	8.44	5.75	13.00	14.10				
2	A. Morton Thomas and Associates, Inc.	63.47	14.38	9.38	7.69	5.62	12.75	13.65				
3	Carolina Transportation Engineers & Associates, PC	62.91	11.88	9.38	9.00	5.75	13.25	13.65				
4	Weston and Sampson Inc.	62.69	12.81	8.62	8.44	5.12	13.00	14.70				
5	Rummel, Klepper & Kahl, LLP	62.34	13.75	9.19	9.00	5.50	12.00	12.90				
6	Davis & Floyd, Inc.	62.28	14.06	8.81	8.44	5.62	12.00	13.35				
7	Mead & Hunt, Inc.	62.05	13.44	8.81	7.88	5.62	12.50	13.80				
8	Holt Consulting Company, LLC	61.33	13.75	7.50	7.88	5.50	13.50	13.20				
9	STV, Inc.	60.69	13.12	7.50	8.25	5.62	12.25	13.95				
10	J. Bragg Consulting, Inc.	59.49	12.81	7.50	8.06	5.12	11.75	14.25				
11	TranSystems Corporation	57.04	13.12	8.44	8.06	6.12	13.50	7.80				
12	AECOM Technical Services, Inc.	56.14	8.75	8.44	9.38	4.12	12.25	13.20				

[redacted]

SCORING SUMMARY
MASTER SCORESHEET

SCDOT
PROFESSIONAL SERVICES
CONTRACTING OFFICE

S-272-23 S-16 (Sardis Rd.) Bridge Replacement over Tyger Ri RFP

RANKING	FIRM RANKINGS Ranked in Order by Firm Name	TOTAL SCORE	CRITERIA									
			1	2	3	4	5	6	7	8	9	10
			40%	30%	20%	10%	0	0	0	0	0	0
1	Rummel, Klepper & Kahl, LLP	60.75	26.00	16.88	12.25	5.62						
2	Carolina Transportation Engineers & Associates, PC	56.88	24.00	16.88	10.25	5.75						
3	A. Morton Thomas and Associates, Inc.	55.38	22.00	16.88	10.75	5.75						
4	Neel-Schaffer, Inc.	54.38	22.50	16.88	9.50	5.50						
5	Weston and Sampson Inc.	48.75	18.50	16.12	9.25	4.88						

[redacted]

SCORING SUMMARY
MASTER SCORESHEET

S-272-23 S-16 (Sardis Rd.) Bridge Replacement over Tyger Ri RFQ

7/26/2023

SCDOT
PROFESSIONAL SERVICES
CONTRACTING OFFICE

SCORING SUMMARY
MASTER SCORESHEET

SCDOT
PROFESSIONAL SERVICES
CONTRACTING OFFICE

S-272-23 S-16 (Sardis Rd.) Bridge Replacement over Tyger Ri RFQ

RANKING	FIRM RANKINGS Ranked in Order by Firm Name	TOTAL SCORE	CRITERIA									
			1	2	3	4	5	6	7	8	9	10
			25%	15%	15%	10%	20%	15%	0	0	0	0
1	Neel-Schaffer, Inc.	66.61	15.94	9.38	8.44	5.75	13.00	14.10				
2	A. Morton Thomas and Associates, Inc.	63.47	14.38	9.38	7.69	5.62	12.75	13.65				
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12	AECOM Technical Services, Inc.	56.14	8.75	8.44	9.38	4.12	12.25	13.20				

EVALUATOR:	EVALUATOR:
EVALUATOR:	EVALUATOR:

CRITERIA QUESTIONS AND WEIGHTS

SCDOT PROFESSIONAL SERVICES CONTRACTING OFFICE

1	•Provide an organizational chart showing the flow of the “chain of command” with lines identifying Key Individuals (by full legal name and firm) and any other disciplines (firm name only) the Proposer deems critical. The chart must show the functional structure of the organization down to the design discipline and construction superintendent level. Identify the critical support roles and relationships of project management, project administration, executive management, construction management, quality management, safety, environmental compliance, and subcontractor administration. The organizational chart shall be limited to one page and will not count towards the specified page limit. •Provide a brief, written description of significant functional relationships and how the proposed organization will function as an integrated team. •Identify in tabular form if any of the firms and/or Key Individuals have worked together on the same team (not just on the same job) in the past. Describe the types of projects they worked on, the year(s) they worked together, the level of participation, and a reference contact name, email address, and phone number for that project. Any references documented in this section must also be tabulated in the format listed in reference section of RFQ.	25

2	Project Management Team (15%) The Proposer's project management team shall include, at a minimum, a Project Manager. If the Proposer elects to include an Assistant Project Manager, the Assistant Project Manager will report directly to the Project Manager and will be responsible for facilitating delivery of the Project under direction of the Manager. If the Proposer elects not to include an Assistant Project Manager, the Project Manager shall be responsible for all duties and requirements of both the Project Manager and the Assistant Project Manager. If the Proposer elects not to include an Assistant Project Manager, any points assigned to that position will be re-allocated to the Project Manager. Project Manager The Project Manager shall be the primary person in charge of and responsible for delivery of the Project in accordance with the contract requirements. The Project Manager should have full authority to make final decisions on behalf of the Proposer and have responsibility for communicating these decisions directly to SCDOT. After award of the Project, the Project Manager shall be the primary contact for communications with SCDOT. The SOQ must identify the Project Manager and the employing firm and, if the Project Manager does not have full authority, clearly define what authority the Project Manager has to finalize decisions, the role of the executive level in those decisions, and the role and responsibility of the Project Manager relative to the member firms. •The Project Manager must have years of experience that demonstrates growth in responsibility and expertise in the management of highway transportation projects; •The Project Manager shall provide qualitative or quantitative proof that demonstrates experience in the management of projects with similar: oScope – project requirements, tasks, goals and deliverables; oMagnitude – workload, contract size, and resources needed to successfully complete the project; oComplexity – time constraints, sequencing, site accessibility, environmental concerns, engineering, uncertainty and risk. •The Project Manager shall be available at the request of the SCDOT.	15

3	Design Engineering Team (15%) The Proposer's design engineering team shall have experience and expertise in all phases of roadway design and bridge structure design for the Project. Key Individuals of the design team shall have the following minimum qualifications: Lead Design Engineer(s) •The Lead Design Engineer(s) shall be in charge of and responsible for all aspects of the design of the Project, subject to oversight of the Project Manager. •The Lead Design Engineer(s) shall provide qualitative or quantitative proof that demonstrates experience in the design of projects with similar: oScope – project requirements, tasks, goals and deliverables; oMagnitude – workload, contract size, and resources needed to successfully complete the project; oComplexity – time constraints, sequencing, site accessibility, environmental concerns, engineering, uncertainty and risk. •For the duration of the design phase, the Lead Design Engineer(s) will be available as needed by SCDOT.	15
4	Experience of Proposer's Team (10%): Provide no more than five projects for which a design services contract was executed within the last seven calendar years that identify the previous work experience by the Prime Firm or any Major Design Sub-consultants. The projects listed should be those the Proposer considers most relevant in demonstrating the qualifications of the team to manage and design this Project.	10
5	Quality of Past Performance (20%) Quality of past performance of the firm/team Key Individuals on similar type projects according to, but not limited to, consultant performance evaluations and references. The information required by subsections 1 and 2 will be used in the qualitative assessment of the SOQ. In evaluating past performance, SCDOT will evaluate the level of experience and quality of work of the Proposer's organization to effectively deliver the Project. The Proposers are advised that the SCDOT may use all information provided by the Proposer and information obtained from other sources in the assessment of past performance. Past performance information on contracts not listed by the Proposer, or that of named subcontractors, may also be evaluated. SCDOT may contact references other than those identified by the Proposer and information received may be used in the evaluation of the Proposer's past performance. While SCDOT may elect to consider information obtained from other sources, the burden of providing current, accurate, and complete past performance information rests with the Proposer.	20
6	Weighted Workload Criteria	15
	Total	100

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : A. Morton Thomas and Associates, Inc.

Criteria 1	6.50	Org chart includes all tasks necessary to successfully complete this project. 18 % DBE utilization. Identified a QA/QC Manager as well as a Bridge Design Support individual. Chart included shows integration and responsibilities of the proposed project team as well as the key individual involvement. Proposal identified past experience working together as firms and individuals. Also included an outline of services provided by all sub consultant firms. The proposed design team all have above average years of experience with the structure lead having the least at 9 years.
Criteria 2	7.00	PM has 21 years experience as a project manager and structural designer. Proposal provided several projects illustrating this experience including his roles on these projects, the scope of these projects, the magnitude of each as well as the complex issues encountered. An APM is identified but is not highlighted in this section.
Criteria 3	5.50	APM is highlighted here since he's serving in a dual role including roadway design lead. This section identified projects for both the roadway and structural design leads, but no other disciplines. Table include some very relevant information and project provided are similar in nature
Criteria 4	7.00	Proposal provided 5 bridge replacement projects, 3 being for the prime firm. Chart included construction estimates as well as task involvement of each firm per project.
Criteria 5	6.00	Most all scores for the subs were well above average in similar roles as proposed for this project. Prime did not have any scores to be evaluated, but direct quotes from client's would have been beneficial to indicate past performance. ACEC award received for interchange project.
Criteria 6	9.10	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	41.10	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : AECOM Technical Services, Inc.

Criteria 1	4.50	Org chart formatting was difficult to follow and was visually convoluted. While there was some beneficial information included the presentation was lacking. Triangular flow chart is a bit misleading saying individuals worked @ prime firm, when they actually work as subs for different firms. Key members were only identified in a brief paragraph, but it did identify projects they've worked on. The team structure was lacking and the only indication of team integration was the confusing triangular chart. No indication of DBE %
Criteria 2	7.00	PM has 21 years experience in transportation related projects. Proposal provide several bridge replacement projects he's served as PM on. The proposal also identified the skill he posses as related to project delivery. This section also highlighted the principal in charge who has 22 years of experience The proposal does not identify any projects specifically but did highlight her attributes and project delivery skills. Proposal also included a section dedicated to how the Principal and PM will work together.
Criteria 3	7.50	Design team proposed all have well above average experience in their respective disciplines. Layout detailing their experience and specific project examples was very well organized and easy to follow. All design associated members provide a minimum of 4 projects that are relevant to this bridge replacement.
Criteria 4	5.00	Several projects provided but the 9 on sheet 8 do not dictate involvement of specific individuals or team sub consultants. The three that were expounded upon on page 9 offered a bit more project information which was relevant, but did not specify individuals involved. only brief mention of sub consultants on one of these. Providing more detailed information would have been beneficial in this section.
Criteria 5	5.50	Scores provided representing past performance were above average, but these only reflected the prime firm. There was no indication of currently proposed team members involvement either.
Criteria 6	8.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	38.30	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Carolina Transportation Engineers & Associates, PC

Criteria 1	6.00	Org chart includes most tasks necessary to successfully complete this project. Did not see QA/QC included in the chart though. . The individuals identified for PM have above average years of experience as well as experience expediting bridge projects. Design management section highlights the key personnel and indentifies previous working relationships on past and/or current projects.
Criteria 2	6.50	Proposed management team (key Individuals) have worked on past emergency bridge replacement packages. PM has over 30 years experience in transportation projects, mostly bridge related. Asst. PM has almost 30 years of experience and has extensive knowledge of department practices and intricacies. Would have been beneficial to include any bridge project development experience.
Criteria 3	7.00	Structures lead has over 30 years of experience and has designed bridges over various obstacles as well as through the US Forestry Service property. Enviro lead has over 23 years experience with transportation projects. Proposal mentions several project currently under development but only mentions 1 by name. Hydro lead has 39 years of experience designing transportation projects. Proposal mentions the use of various modeling software, but did not mention any projects. Road lead has 35 years of experience and listed several projects he's worked on. Constructability engineer mentions SC 9 bridge demo plan.
Criteria 4	6.50	5 bridge replacement projects presented in this section, two of which were ACEC award winners. Needs personnel working onthese projects
Criteria 5	7.50	Scores provided representing past performance are above average and indicates several team members involvement in the 6 projects presented.
Criteria 6	9.10	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	42.60	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Davis & Floyd, Inc.

Criteria 1	7.00	Org chart included all tasks necessary to successfully complete this project. Key individuals are identified. QA/QC individuals included for both general and bridge related plans. PM mentioned had 28 years of experience. Chart provided shows years of collaboration between firms as well as the level of participation.
Criteria 2	6.00	PM has 29 years in this section, which is different than the previous section. APM/Structures lead has 16 years experience. Including some specific projects here would have been beneficial.
Criteria 3	6.50	Proposed team has well above average years of experience. All key individuals were represented here including descriptions of work that they've been involved in. Including some specific projects here would have been helpful.
Criteria 4	6.50	5 projects provided in this section included descriptions, team member involved and the similarities to the S-16 replacement project. Including roles each individual served in would have been helpful.
Criteria 5	7.00	Scores provided were above average and included involvement of sub consultants over 5 projects. These projects also included individuals involved, but not their roles.
Criteria 6	8.90	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	41.90	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Holt Consulting Company, LLC

Criteria 1	6.50	Org chart included all tasks necessary to successfully compete this project.The proposal identified all key individuals. Some designation in which individual was doing QA/QC for bridge vs road would have been helpful since Q/QC of ones own firm work may not be impartial. Proposal identified team strategies to remain cohesive including coordination with department staff. Chart included here shows previous working relationships, with one identified where all team member worked together previously. Including dates of these would have been beneficial.
Criteria 2	6.00	PM has 16 years of experience including management and roadway design. Provided 4 representative projects that he's been a part of. The chart provided did detail the relevance of these 4 projects but a bit more detail on these i.e. structure length and type would have been beneficial as well. PM has a roadway background.
Criteria 3	6.50	Proposed team has above average years of experience. All key individuals were represented here. Each person provided 3 projects including their roles served and the relevance to this project.
Criteria 4	6.00	5 projects provided in this section included descriptions, team members involved/their roles served in and the project elements. Including dates/status of these projects would have been helpful.
Criteria 5	7.00	Scores provided were above average and included direct quotes from rating officials. Dates of scores were also provided.
Criteria 6	8.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	40.80	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : J. Bragg Consulting, Inc.

Criteria 1	5.00	Org chart included all tasks to complete this project. Listing individuals who are to work supporting tasks would be beneficial to fully evaluate team as whole. Having single individuals complete entire tasks is unlikely and does not show any supporting staff. Key individuals were identified. QA/QC task present, but specifying which firm/team member would be beneficial since impartiality when doing QA/QC is important to ensure through evaluations.
Criteria 2	6.00	PM has 28 years experience. 5 projects provided but only 3 are bridge related. PM has a roadway background. Including dates of work completed for more that one project would have been beneficial. Including more detail on projects completed and there relevance to this bridge replacement would have been beneficial.
Criteria 3	6.00	Supporting staff have above average years of experience. Key individuals were all represented in this section. Supporting staff provided a minimum of 4 relevant projects and included their roles served. Including date of work would have been beneficial in this section.
Criteria 4	5.50	Section was condensed into a chart combining the project team firms and the projects they had worked together on. Some projects were previously mentioned in the previous sections and included dates here.
Criteria 5	4.00	The one project presented by prime was unclear as to what roles were served in by the individuals listed. The other three projects were not of a similar type to this bridge replacement. Scores provided by subs were average to above average, but none provided any project specifics or how they're related to this bridge replacement project.
Criteria 6	9.50	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	36.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Mead & Hunt, Inc.

Criteria 1	6.50	Org chart identifies all tasks to complete this project. QA/QC shown but is being done by prime firm. Proposal identifies all key personnel. Proposal identifies strategy for coordination internally and externally. Chart included to show teaming relationships with subs used previously. included years of projects and the roles the firms served in. Including personnel would have been beneficial. Chart indicating prime and their working relationships was also included. The chart also included timeframe of the projects and the project types. Including some project specifics and relative components would have been beneficial.
Criteria 2	7.00	Pm shown has 20 year experience in management and bride related tasks. Proposal included three specific projects, a brief scope, the project complexities and accomplishments attained. APM represented in next section due to dual roles. Including project similarities would have been beneficial.
Criteria 3	5.50	Design team leads did not show years of experience. The proposal did identify 2 projects per person identified in this section. And included the scope, project complexities and the accomplishment achieved. Few members have served in similar roles on projects together.
Criteria 4	5.50	Section provided four projects and thoroughly explained the scope or the projects as well as challenges that were overcome. One project let in 2020 and the other is awaiting letting
Criteria 5	6.00	Scores provided were above average and recent. Each provided a direct quote from evaluator as well. Project presented only reflected PM and APM/Bridge lead.
Criteria 6	9.20	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	39.70	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Neel-Schaffer, Inc.

Criteria 1	7.00	Org Chart identifies all tasks to complete this project. Proposal identifies key personnel. Identified personnel for 3 design and enviro items to complete QA/QC but the design staff is from prime firm too. Structure and integration graphic was very beneficial showing flow between staff including roles/responsibilities for each. Integration section mentions the use of software and meeting to coordinate. Previous teaming chart shows 9 projects where the team members provided have worked together currently/previously. Chart included some minimal bridge information.
Criteria 2	7.00	PM has 21 years experience in project management and APM has over 2 decades in transportation related projects. Each list three projects including the scope, magnitude and complexity. Both also provided additional projects worked on. Each project provided listed the individuals roles as well. timeframe would have been beneficial as well.
Criteria 3	7.00	Design team showed above average years of experience. There were two projects identified for each person that included project details, magnitude and complexity. Each also provided additional projects that have been worked on. The projects provided were for mirroring roles as identified for this bridge replacement project as well.
Criteria 4	6.50	Section provided 5 project and explained the scopes of each. The key staff involved were listed as well. Notable challenges were identified as well. Including timelines would have been beneficial as well.
Criteria 5	6.00	Scores provided were above average. Quotes for projects were also included from clients. Additional reference to subs would have been helpful in this section.
Criteria 6	9.40	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	42.90	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Rummel, Klepper & Kahl, LLP

Criteria 1	6.50	Org chart identifies all tasks to complete this project. Each org chart task only identified one person for each\QA/QC person is from prime firm. Proposal identifies roles of PM and APM, there is also mention of development of a project management plan. Expounding upon efforts and/or methods likely to be proposed in the PMP would have been beneficial.
Criteria 2	6.50	PM has 31 year experience and APM has 13 years experience. Both provided client quotes relating to their performance. Both provided the same three projects as similar experience. All three projects listed scope magnitude and complexity. Seeing a bit more information on the scope of work being completed would have been beneficial as well as listing similarities to the project at hand.
Criteria 3	7.00	Key team individuals experience ranges from above average to well above average. Each member provided 3 projects including scope, magnitudes and complexity. Providing a bit more information in the scope sections would have been beneficial to fully evaluate the similarities to this project. Each member did provide client comments on the services they provided.
Criteria 4	6.50	Projects provided in this section included key issues and the solutions developed to remedy them. Each of the 5 projects provided here included the individuals involved. Projects provided were from two DB packages. Project description provided insight on the selected projects. Providing similarities to this project would have been beneficial.
Criteria 5	5.50	Scores provided in this section ranged from average to above average. 4 of the 6 sets of scores were for roadway projects and not bridges. Scores provided only mention the prime and did not include what subs were involved or the roles of the prime team members involved.
Criteria 6	8.60	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	40.60	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : STV, Inc.

Criteria 1	5.50	Org chart identifies all tasks necessary to complete this project. Tasks only include firm name and not names of individuals to be working on each. Quality checks to be done by prime firm. The only person listed was the PM. Team integration mentions the use of various software items to ensure project success. Working relationship section identified 4 projects including key individuals involved, years of collaboration, and client contact information.
Criteria 2	6.00	PM has over 15 years experience and there was no APM identified here nor on the org chart but proposal mentions the bridge lead assisting with supervisory and coordination duties as well. PM provided 5 projects serving in the same role and included a description of each. Of these 5 project one was for safety improvement and another was for an interstate interchange.
Criteria 3	6.50	Team members presented here had above average to well above average years of experience. Each included a brief intro detailing their experience. They all included 3 projects and included their roles and the scopes of the projects.
Criteria 4	6.00	4 projects included in this section are all ongoing. Each project included a detailed description of the scope, client contact information, key individuals serving on these and project relevancy to this project.
Criteria 5	6.50	4 projects represented here had above average to well above average scores. These also included client comments. Including dates here would have been relevant as well as individuals who worked on these including any subs if applicable. Some testimonials referred to construction based activities.
Criteria 6	9.30	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	39.80	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : TranSystems Corporation

Criteria 1	5.50	Org chart identified all tasks necessary to complete this project. 8 projects provided show teams involvement together. Including the scopes of these projects would have been beneficial with evaluation here. 3 of the 8 were likely more roadway related rather than bridge. No mention of techniques to be used to provide a successful project.
Criteria 2	6.00	PM has 9 years of experience. Brief introduction details experience managing bridge replacement projects. Proposal also listed key qualifications. Provided 4 projects and included scope and responsibilities. Including dates for these would have been beneficial.
Criteria 3	6.00	Team members presented here had above average years of experience. Each included project scopes and responsibilities. Also included is a brief profile description detailing their experience.
Criteria 4	7.00	5 projects included here identified the scope of each, key individuals involved as well as the relevancy to this project. Included timeframes which were beneficial too.
Criteria 5	6.50	6 projects provided in this section had above average scores. Two of which were for bridge load ratings. Included client comments for each of these 6 as well as the key personnel involved.
Criteria 6	5.20	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	36.20	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Weston and Sampson Inc.

Criteria 1	5.50	Org chart identified all tasks necessary to complete this project. QA/QC identified and is a third party firm. Team structure included chart detailing the task items that each individual was capable of. Including only the key individuals here would have been beneficial and given more space for the chart. No mention of team integration internally or externally, only brief mention of the ability to video conference with clients and the prime's rapport.
Criteria 2	6.50	PM has 24 years experience. Brief introduction introducing the PM and his relevant experience. Three projects provided all of which included bridge work. Would have been beneficial to include timeframe of these project. Also more scope information on these would have been beneficial to fully evaluate similarities with this project as well.
Criteria 3	6.00	Key individuals included here had above average years experience, hydro lead had average experience. Each of the three projects provided for each individual included a very brief description and a sentence with each somewhat detailing relevance. The relevance could have expounded more and given more detail of the similarities of these projects to S-16.
Criteria 4	5.00	5 projects presented in this section, but did not mention and key staff that worked on these or whether there were any sub involvement either. While the descriptions of there were better this section lacked information to fully evaluate the team effectively.
Criteria 5	6.00	Of the 5 projects provided 4 contained scores which were all above or well above average. Two projects for the prime (one of which did not have a score) and three for other subs. Client comments provided spoke well of the prime firm.
Criteria 6	9.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	38.80	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : A. Morton Thomas and Associates, Inc.

Criteria 1	7.00	Org chart shows key personnel for the appropriate disciplines, including constructability reviews. QA/QC is an independent firm. AMT provided a good table of functions listed in the RFQ, their responsibilities, and how they integrate with other functions in the project development. The list of projects demonstrating teaming relationships is rather limited and not very representative of the project details in the RFQ.
Criteria 2	7.00	PM has 21 years experience and has listed 3 bridge replacement projects as PM and Bridge QC/QA or Lead Bridge Engineer. 2 of 3 projects include environmentally sensitive areas. Steel superstructure design is listed.
Criteria 3	5.00	"Design Team only lists 2 discipline leads. It would have been beneficial to see Hydro lead description and relevant projects too. 14 years exp for road lead, 10 years for bridge lead, and 21 for hydro lead. A low volume criteria bridge is listed as a project example. Given the bridge in the RFQ is longer than the allowed maximum length for bridges designed under low volume criteria project example is irrelevant. The two project examples for the bridge lead are relevant, including a project with bridge alternative analyses."
Criteria 4	6.00	Consultant provided 5 relevant projects of bridge replacements over waterways, demonstrating various tasks involvement. 2 of the 5 bridges listed are similar length as RFQ project. Not much detail on key issues and project challenges
Criteria 5	7.50	Testimonials and performance ratings indicated good schedule adherence for AMT and TSC. 3OE and ESP were shown to provide quality, responsiveness, and timeliness. Not many DOT testimonials or CPEs for AMT.
Criteria 6	9.10	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	41.60	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : AECOM Technical Services, Inc.

Criteria 1	1.00	Org chart is provided in appendices and not the main body of submittal, as requested in the RFQ. Critical support roles are not discussed. AECOM provided a very brief description of past teamwork. Tabular form of key personnel and past experience together is not provided.
Criteria 2	6.00	PM has 21 years experience (14 years with a DOT) and has listed 8 bridge replacement projects. PM has served in management on more than 25 bridg replacements projects for a DOT. However, only project titles were given and not descriptions. Could not access the complexity of the projects or the relevancy with respect to design, challenges, environmental, etc.
Criteria 3	6.50	Structures lead has 30+ experience with 4 bridge replacement projects listed. Steel design experience not listed. Road lead has 17 years experience and Hydro lead has 39 years experience, both with same 4 bridge replacement projects listed. Both environmental members have listed National Forest Services experience.
Criteria 4	3.00	AECOM listed 9 past projects, with 6 of the 9 being bridges less than 150 ft long. One bridge project included National Forest Services involvement, and another project lists wetland/stream impacts. RFQ requested no more than 5 projects. List of projects should have been shortened and included more detail in the description of each project.
Criteria 5	6.00	Testimonials and performance ratings indicated good schedule adherence and responsiveness. However, not many ratings were provided.
Criteria 6	8.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	31.30	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Carolina Transportation Engineers & Associates, PC

Criteria 1	3.50	CTEA provided a below average description of how the key members and functions integrate and function as a team. The tabular format as requested in the RFP was not provided. However, they did provide an org chart showing the different groups and disciplines. Constructability/demolition key personnel identified. No discussion on safety, subcontractor administration, or quality management. Expected QC/QA as part of org chart.
Criteria 2	7.50	PM has 33 years experience and has listed 3+ relevant, similar projects, featuring challenging environmental and permitting issues. APM has 28 total years of experience, with 15 as a construction inspector and maintenance engineer and 13 as a planner, project manager, and DEA. APM is very well rounded. However, relevant projects were not listed.
Criteria 3	7.50	Structures lead has 30+ experience with an expansive list of bridge replacement projects. He lists bridge replacement experience with US Forestry/National Parks Service, which is a plus for this project. Env/NEPA lead has 23 years of experience and is well versed in DOT policies and practices with respect to NEPA. Hydro lead has 39 years of experience, but does not list relevant similar projects. Road lead has 35 years of experience but only list one bridge replacement over waterway project.
Criteria 4	6.00	CTEA provided 5 relevant projects of bridge replacements over waterways. However, the bridges listed were all 160' long or shorter, whereas the project in the RFQ is ~450' long. Key personnel involvement is not listed.
Criteria 5	7.00	Testimonials and performance ratings indicated good schedule adherence and responsiveness.
Criteria 6	9.10	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	40.60	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Davis & Floyd, Inc.

Criteria 1	5.50	Org chart shows key personnel for the appropriate disciplines, but does not include a constructability/construction mgmt position. The team structure and team integration is pretty generic and doesn't describe the project development process with respect to team integration. QA/QC person is part of primary firm; not truly independent. DF included a simple table of teaming relationship with 5 of 6 of the projects being bridge replacement projects. The level of participation column doesn't include much detail.
Criteria 2	6.50	PM has 30+ years of experience, in planning and in preconstruction. The bulk of that is with DOT. Listed as having participated in 40+ bridge projects. APM has 16+ years of experience in bridge design with being EOR for 16 bridges. Project management is listed as a role but years of experience in that role isn't.
Criteria 3	5.50	Bridge lead has 16+ years of experience as EOR for bridge replacements. Road lead has 17 years. Hydro lead has 28 years. Traffic Control is listed as a lead, even though bridge is closed. List of relevant projects isn't included for each discipline lead.
Criteria 4	6.00	DF listed 5 relevant bridge replacement projects, even including a chart that lists similarities to S-16 bridge. However, 4 of these projects haven't finished design. Would have preferred to see more bridge projects similar in length, utilizing precast girders or steel girders. The projects described do not speak to superstructure type.
Criteria 5	5.00	Performance ratings indicated good performance but only one testimonial is provided that speaks well to schedule delivery. More testimonials should be included to speak to quality and responsiveness.
Criteria 6	8.90	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	37.40	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Holt Consulting Company, LLC

Criteria 1	5.50	Org chart shows key personnel for the appropriate disciplines, including constructability reviewers. QA/QC includes one independent firm, which is a plus. Safety and subcontractor administration is not specified. The team integration write-up does not detail how the various roles work with each other with respect to the project development process. A table for previous teaming relationships is provided with average representation of the different firms. 3 of the 5 projects listed were for bridge replacements over waterways.
Criteria 2	5.50	PM has 16 years of experience. 4 bridge replacement projects are listed, 3 of them being over waterway. Project relevance is listed for each project, with FEMA Zone AE being a primary one. No National Forest coordination mentioned. Since PM has a road background, having an APM with a structures background would be beneficial.
Criteria 3	5.00	Bridge lead has 15 years of experience, with 6 years at a DOT. Number of bridge projects as EOR is not listed. 3 bridge replacements over waterways are listed with PS beams and flat slabs as superstructure (no steel). Relevant key issues are missing. Road lead has 14 years of experience; Hydro lead has 8 years; Geotech has 15 years; NEPA and Env lead has 22 years. Env lead has a generic blurb about NPS coordination but listed projects doesn't detail it.
Criteria 4	6.00	Holt lists 5 bridge replacement projects, 4 of them being over waterways. 3 of the 5 have good team representation among different disciplines. Bridge configuration details are provided, showing a good range of superstructure types, including steel girder and PS beams. Holt is practiced in providing bridge alt reports. Majority of project's key issues or challenges are not relevant to RFQ project. One project does discuss addressing FEMA flood zone. No National Forest coordination listed. Bridge lengths are not representative of RFQ project.
Criteria 5	7.50	Testimonials and performance ratings indicated very good responsiveness and communication. Schedule adherence and quality are also above average. Most testimonials speak to PM solely and not the team.
Criteria 6	8.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	38.30	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : J. Bragg Consulting, Inc.

Criteria 1	5.50	Org chart shows key personnel for the appropriate disciplines, but does not include a constructability/construction mgmt position. Safety and subcontractor administration are not mentioned in general. JBC provided an above average description of how the key personnel will interact and function as a team. QA/QC lists independent firm. JBC included a teaming history table as requested with 11 projects listed. 2-3 projects are bridge replacements with teamwork between JBC and a majority of the subs.
Criteria 2	4.50	PM has 28 years experience. Only 2 of 5 projects provided include bridge replacements Majority of projects shown are county transportation projects, which aren't relevant. Since PM has a road background, an APM with a structures background would be beneficial.
Criteria 3	5.50	Bridge lead has 14 years experience. 3 relevant bridge replacement projects over waterways are provided. Road lead has 24 years experience. 3 relevant bridge replacement projects over waterways are provided, including 2 design build projects. Would have preferred seeing projects under Preconstruction process. Hydro lead has 24 years experience. 4 relevant bridge replacement projects over waterways are provided. Geotech lead has 15 years experience. 3 relevant bridge replacement projects over waterways are provided.
Criteria 4	5.00	4 of 5 provided bridge replacement projects over waterways are provided. One of which is replacement with a culvert. One of which uses low volume criteria, which this bridge can't. The listed projects demonstrate design familiarity with cored slabs. The bridge in the RFQ will likely utilize steel girders. JBC did not provide examples of steel bridge design.
Criteria 5	7.00	Testimonials and performance ratings indicated good schedule adherence and responsiveness; however, majority of projects listed were not bridge related. The bridge replacement project listed speaks more to AECOM performance and not necessarily the prime.
Criteria 6	9.50	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	37.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Mead & Hunt, Inc.

Criteria 1	5.00	Org chart shows key personnel for the appropriate disciplines, but does not include constructability or construction management. QA/QC is not an independent firm. Safety and subcontractor administration is not mentioned. The write-up on team integration and structure doesn't detail how the different roles interact with respect to project development process. A table is provided showing previous teaming experience with average representation of involved firms on past projects. Listed projects do not feature many, if any, bridge replacements over waterways.
Criteria 2	6.50	PM has 20 years of experience, but doesn't specify number of bridge projects as PM. 3 bridge replacement projects are listed with 2 being over waterway. Each project details scope, complexities, and accomplishments. Projects involved bulb tee girder and steel girder superstructures. One project featured State Forest and National Forest coordination. Other than that, project challenges are not too relevant to RFP project. APM doesn't list years of experience. APM is Bridge Lead for this project. 2 bridge replacement projects over waterways are listed. One is low volume criteria (not relevant to RFQ project).
Criteria 3	4.50	Years of experience is not listed for any of the design team individuals. Bridge Lead is APM. 2 bridge replacement projects over waterways are listed. One is low volume criteria (not relevant to RFQ project). Road Lead lists same projects. No hydro or geotech lead info. Env lead has some park coordination experience, but not national parks.
Criteria 4	6.50	M&H provided 4 bridge replacement projects with 3 of the 4 being over waterways. Key points are very generic. The bridge replacement over the railroad involved National Forest and State Forest coordination. Additionally, that project utilized steel girders at a similar project length. Other projects utilized bulb tee girders. 1 project used low volume criteria, which isn't relevant to RFQ project. Projects include good representation of disciplines.
Criteria 5	6.00	Testimonials and performance ratings indicated good communication and responsiveness. Not a good representation of team members. Testimonials primarily speak to PM and not the team.
Criteria 6	9.20	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	37.70	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Neel-Schaffer, Inc.

Criteria 1	8.50	Org chart shows key personnel for the appropriate disciplines, and it includes constructability reviewers. Safety and subcontractor administration are not mentioned in general. QA/QC personnel not independent firm, but personnel are independent. NS does include a design manager, which is very helpful for coordination of disciplines. Traffic probably doesn't need a key personnel since bridge is currently closed. A team integration and functional relationship chart is provided, describing how the various roles interact with each other in respect to the project development process. NS acknowledges uses of ProjectWise and Bluebeam for reviews. A table is provided showing previous teaming experience with excellent representation of the majority of personnel. 4 of the 9 projects listed are bridge replacements over waterways.
Criteria 2	8.00	PM has 21 years of experience, with 3 relevant bridge replacement projects over waterways. Each project lists the bridge configuration and the project's challenges/constraints that are relevant to the RFQ project. DM has 21 years of experience, with 14 years at a DOT. 3 relevant bridge replacement projects over waterways are provided. Each project lists the bridge configuration and the project's challenges/constraints that are relevant to the RFQ project. National Park involvement is mentioned.
Criteria 3	5.50	Bridge lead has 19 years of experience; doesn't mention number of bridge projects as EOR. 2 relevant bridge projects over waterways are listed with bridge configuration and project constraints. Would prefer to see listed projects with similar bridge length to RFQ project. Road lead has 12 years; Hydro lead has 23 years; Geotech lead has 15 years; NEPA lead has 23 years; Permitting lead has 9 years.
Criteria 4	6.50	NS provided 5 bridge replacement projects, 4 of which are over waterways. 4 of the 5 are also listed in the same region as the RFQ project. Relevant project challenges are bolded. Would have preferred to see different superstructure types to see range of bridge design and bridge projects with similar length to RFQ project. Environmental and FEMA project aspects are mentioned. Good representation of personnel.
Criteria 5	7.00	Testimonials and performance ratings indicated good schedule adherence, product quality, and responsiveness. Missing testimonials describing listed sub consultants for this project.
Criteria 6	9.40	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	44.90	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Rummel, Klepper & Kahl, LLP

Criteria 1	5.50	Org charts shows key personnel for the appropriate disciplines. Constructability/construction management is not shown. QC/QA Manager isn't independent firm. Safety and subcontractor administration not mentioned. Team structure and project execution write-up lacks depth and detail with respect to project development process and team integration. The table on prior team experience shows good representation of the involved firms, but 2 of the 6 listed projects are bridge replacements and are also design build projects. Would have been good to see some bridge projects with preconstruction if possible.
Criteria 2	7.00	PM has 31 years of experience, with 26 years at a DOT. 3 bridge replacement projects are listed, with two of those being packages of 24 replacements. 1 preconstruction project is listed that shows good relevance with steel girder and prestressed girders. That same project features steel truss on National Forest land. APM has 13 years of experience, with 10 years at a DOT. The same bridge projects are listed.
Criteria 3	6.50	Bridge lead is the APM; 13 years of experience (10 with a DOT). 3 bridge replacement projects are listed, with two of those being packages of 24 replacements. 1 preconstruction project is listed that shows good relevance with steel girder and prestressed girders. That same project features steel truss on National Forest land. Road lead has 17 years of experience; Hydro lead has 34 years (30 with a DOT); Geotech lead has 16 years; Env doc lead 23 years exp; Env permit lead has 17 years.
Criteria 4	6.00	RKK lists 5 bridge replacement projects over waterways. Key individuals shown are a good representation of different disciplines involved. The table identifies relevant key issues for each project, including National Forest involvement, wetlands, and hydraulics. However, the bridge projects are 160' long or shorter, with the only listed superstructure being PS boxed beams. All project references are design build PMs. This project is under preconstruction.

Criteria 5	6.50	Performance ratings and testimonials indicate above average responsiveness, cooperation, and quality of work. Would have preferred to see CPEs relevant to the RFQ project type (Preconstruction Bridge Replacements). Majority of testimonials speak to the prime and not sub consultants. RKK notes that they've had no change orders for the 5 past projects and responds to RFIs within 48 hours.
Criteria 6	8.60	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	40.10	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : STV, Inc.

Criteria 1	5.50	Org chart shows key personnel for the appropriate disciplines. Constructability is included. QA/QC is not independent firm, but are listed in functional relationships and are independent. Traffic is included as key personnel but probably isn't needed due to current closure. Safety and subcontractor administration not mentioned. The description on functional relationships and team integration doesn't speak much to how the team will function with respect to the project development process. Bluebeam is mentioned as a review tool. A table is provided with teaming relationships listed. 3 of 4 projects shown are bridge replacements over waterways with above average representation.
Criteria 2	4.50	PM has 15+ years of experience, but number of bridge projects not provided. Majority of projects have slightly below average relevance to RFQ project. Majority seem to be packaged projects using low volume similar criteria, not typical of standard preconstruction project delivery. Bridge lengths listed are fairly short, not typical of RFQ project.
Criteria 3	5.50	Bridge lead has 20 years of experience, including 30 similar bridge replacements. Listed as a potential APM. Superstructure types listed include PS girders and cored slabs, 150 ft or less in length (not as long as RFQ project). 3 bridge replacement projects over waterways listed with average description of project features and challenges. Road lead has 15 years of experience; Hydro lead has 40 years; Env lead has 10 years. All include 3 bridge replacement projects over waterways.
Criteria 4	6.50	STV lists 4 bridge replacement projects over waterways. Project relevant tasks, challenges, etc are provided but are generic. All projects are listed as ongoing. Projects show good range of bridge lengths. Steel superstructure isn't mentioned. Projects have very good detail on interagency coordination, hydro challenges, and environmental challenges.
Criteria 5	6.00	Performance ratings indicated good performance but 3 of 4 testimonials speak to construction phase support. Would prefer to see testimonials speaking more about the pre construction tasks.
Criteria 6	9.30	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	37.30	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : TranSystems Corporation

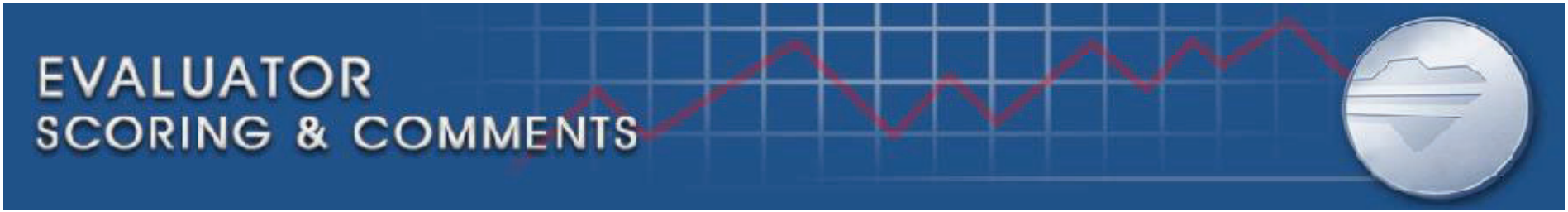
Criteria 1	5.50	Org chart shows key personnel for the appropriate disciplines, but does not include a constructability/construction mgmt position. Safety and subcontractor administration are not mentioned in general. QA/QC is a separate firm, which is a plus. A table is provided listing the different firms with years working together on various projects with 4 of the projects being bridge replacements over waterways. No description provided on how the team will function with respect to project development process.
Criteria 2	7.00	PM has 9 years of experience, with 5 years of experience as PM and 4 years of bridge design (EOR for 15 bridge projects). 4 bridge replacements over waterways are provided with good description of the bridge details and project challenges. Several different superstructures of various lengths are listed, including steel girder.
Criteria 3	5.50	Bridge lead has 13 years of experience; doesn't mention number of bridge projects as EOR. Project experience isn't as extensive as PM's. Has developed concept alts report. Listed projects include 3 bridge replacements over waterways. Road lead has 10 years of experience. Geotech lead has 15 years of experience. Hydro lead has 20 years of experience. Projects shown are primarily bridge replacements over waterways. Environmental lead has 22 years of experience, providing support for 75+ bridge projects.
Criteria 4	8.00	TS lists 5 bridge replacement projects over waterways in tabular format with scope, key individuals involved, and relevancy to RFQ project. Table should've included at least one project with environmental lead as a key individual. Projects are all listed as on going. Projects listed demonstrate a good representation of different superstructure types. Environmental permitting and FEMA floodway listed as relevant constraints.
Criteria 5	8.50	Testimonials and performance ratings indicated good schedule adherence, responsiveness, and superb product quality.
Criteria 6	5.20	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	39.70	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Weston and Sampson Inc.

Criteria 1	5.00	Org chart shows key personnel for the appropriate disciplines, but does not include a constructability/construction mgmt position. Safety and subcontractor administration are not mentioned in general. QA/QC is a separate firm, which is a plus. A table is provided listing the different personnel, years experience, and past roles, but it's not clear on how the different personnel worked together on past projects. No description provided on how the team will function with respect to project development process.
Criteria 2	6.50	PM has 27 years of experience with 35 bridge and road projects (misleading if bulk are road projects) with background in planning and program management. 3 relevant bridge replacement projects over waterways are listed. Not much detail about each project is provided.
Criteria 3	6.50	Bridge lead has 36 years of experience with 75+ bridge design projects. Mentions that he has experience with steel truss bridges. 3 relevant bridge projects are listed but not much detail is provided. Env lead has 20+ years of experience. Mentions NPS coordination in the description. Hydro lead has 7 years of experience. Projects listed are not bridge related. Traffic lead is provided. Bridge is closed, so shouldn't need much traffic. Would have preferred to see roadway design lead.
Criteria 4	6.50	W&S provided 5 bridge replacement projects over waterways. 4 of the 5 are generic descriptions of tasks provided. One project over the Enoree River does discuss the project challenges and provides more detail into the bridge design, citing bulb tee girders for a new bridge around 500 feet long.
Criteria 5	7.00	Testimonials and performance ratings indicated good quality and responsiveness, as well as overall client support. Testimonials representative of multiple firms.
Criteria 6	9.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	41.30	



EVALUATOR : 3

FIRM : A. Morton Thomas and Associates, Inc.

Criteria 1	4.50	The organization chart and description of functional relationships was well done, but lacked they part where they showed past working relationships in tabular form
Criteria 2	5.00	Project manager has good amount of experience with bridge projects
Criteria 3	4.50	The road lead is also the Assistant PM. Bridge team is a bit light on years of experience.
Criteria 4	4.50	Most of the example project are ongoing and 2 of the 5 are under other firms names
Criteria 5	4.00	Not much about past performance, most of the scores come from other firms which have minimal involvement on this project.
Criteria 6	9.10	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	31.60	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : AECOM Technical Services, Inc.

Criteria 1	3.50	Proposal was not organized well met all necessary criteria but the information was scattered.
Criteria 2	5.50	The PM has plenty of experience overall and more than sufficient experience working on bridge projects.
Criteria 3	5.00	Design Leads have sufficient amount of experience and several examples of projects that they have worked on. Is there a need for an archaeologist or architectural historian.
Criteria 4	4.00	3 project provided, one was 9 years ago, one is ongoing and the last does not have a specified date
Criteria 5	5.00	CPE scores were above average on the 6 bridge projects listed. No Key Individuals were not listed though
Criteria 6	8.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	31.80	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Carolina Transportation Engineers & Associates, PC

Criteria 1	4.50	No real detail of previous working relationships was given.
Criteria 2	5.00	Project manager has a good amount of experience in both years of experience and with bridge projects.
Criteria 3	4.50	All leads have plenty of experience but no examples of past work/type of work was given in the bio's.
Criteria 4	5.50	Past performance shows good examples of similar work having been completed
Criteria 5	5.00	CPE scores where above average for the 5 projects listed. Key Individuals were not listed as having worked on the projects.
Criteria 6	9.10	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	33.60	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Davis & Floyd, Inc.

Criteria 1	5.00	Organizational chart, description of functional relationships and Identification of past working relationships all meet the stated criteria. It would have been better if the key individuals were mentioned instead of firms
Criteria 2	6.00	The Project Management team has a good amount of experience in both years and number of projects
Criteria 3	5.00	All leads have appropriate amount of experience, but do not have any specific projects listed in the bios. The Assistant Pm is the bridge lead.
Criteria 4	5.00	Give 5 examples of previous projects that show key similarities to the proposed project.
Criteria 5	5.00	CPE scores where above average for the 5 projects listed. Listed the Key individuals but not the roles they filled.
Criteria 6	8.90	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	34.90	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Holt Consulting Company, LLC

Criteria 1	5.00	Organizational chart, description of functional relationships and Identification of past working relationships all meet the stated criteria. It would have been better if the key individuals were mentioned instead of firms
Criteria 2	4.50	The PM has sufficient years of experience but not much with bridge projects
Criteria 3	5.00	All leads have appropriate amount of experience, includes examples of previous projects and relevance to proposed project.
Criteria 4	5.00	Five previous projects were given with key individuals identified
Criteria 5	5.50	Past Performance scores from previous projects were average, testimonials and dates were provided.
Criteria 6	8.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	33.80	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : J. Bragg Consulting, Inc.

Criteria 1	5.00	Organizational chart was a bit lacking as it only included key individuals and firms and not supporting staff.
Criteria 2	4.50	PM has the years of experience but has mostly a roadway background.
Criteria 3	5.00	All leads have appropriate amount of experience and gave examples of previous experience
Criteria 4	5.00	5 previous project examples were given where key individuals were listed.
Criteria 5	4.50	Only 1 listed were done by the prime. The scores of the subs were above average but overall lacking in information.
Criteria 6	9.50	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	33.50	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Mead & Hunt, Inc.

Criteria 1	5.00	Organizational chart, description of functional relationships and Identification of past working relationships all meet the stated criteria. It would have been better if the key individuals were mentioned instead of firms
Criteria 2	5.00	The PM has sufficient years of experience and a good amount of bridge experience. Listed previous projects that he had worked on that would be relevant to this project.
Criteria 3	5.00	Assistant Pm is also the Bridge lead, would prefer to have more information about years of experience or more than just 2 previous project from the leads.
Criteria 4	5.50	Provided 4 past projects that went into detail and went into detail on how they were relevant
Criteria 5	5.00	Past performance scores from previous projects were above average, but only applied to the PM, APM and bridge lead.
Criteria 6	9.20	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	34.70	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Neel-Schaffer, Inc.

Criteria 1	5.00	Organizational chart, description of functional relationships and Identification of past working relationships all meet the stated criteria. It would have been better if the key individuals were mentioned instead of firms
Criteria 2	5.00	The Project Management team has a good amount of experience in both years and number of projects, with 2 examples of previous projects given.
Criteria 3	5.00	All leads have appropriate amount of experience and gave examples of previous experience
Criteria 4	5.00	Provided 5 projects and listed key individuals and details of how they were relevant.
Criteria 5	5.00	CPE scores where above average and included testimonials
Criteria 6	9.40	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	34.40	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Rummel, Klepper & Kahl, LLP

Criteria 1	5.00	Organizational chart was a bit lacking as it only included key individuals and firms and not supporting staff.
Criteria 2	5.00	Project manager has a good amount of experience in both years of experience and with bridge projects, included previous projects.
Criteria 3	5.00	All leads have appropriate amount of experience and gave examples of previous experience. The Assistant Pm is the bridge lead.
Criteria 4	4.50	5 projects listed as well as they key issues they faced in these and the solutions they came up with. Included they key individuals involved. Did not included similarities to the proposed project. Examples are from design build and are smaller bridges.
Criteria 5	5.00	CPE scores where above average and included testimonials. The projects were mostly road projects however
Criteria 6	8.60	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	33.10	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : STV, Inc.

Criteria 1	5.00	Organizational chart, description of functional relationships and Identification of past working relationships all meet the stated criteria. It would have been better if the key individuals were mentioned instead of firms
Criteria 2	4.50	Project manager has the minimum amount of experience need and has a senior project manager ready to assist if needed.
Criteria 3	5.00	All leads have appropriate amount of experience and gave examples of previous experience
Criteria 4	5.00	Provided 4 projects all have key individuals listed and relevance to proposed project outlined
Criteria 5	5.00	CPE scores where above average and included client comments. The comments were mostly about construction faze however.
Criteria 6	9.30	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	33.80	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : TranSystems Corporation

Criteria 1	5.00	Organizational chart, description of functional relationships and Identification of past working relationships all meet the stated criteria. Included individuals working under the leads.
Criteria 2	4.50	Project manager insufficient amount of experience as a PM but has a good amount working on bridge projects.
Criteria 3	5.00	All leads have appropriate amount of experience and gave examples of previous experience
Criteria 4	5.00	Provided 5 projects all have key individuals listed and relevance to proposed project outlined
Criteria 5	5.00	CPE scores where above average and included client comments
Criteria 6	5.20	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	29.70	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Weston and Sampson Inc.

Criteria 1	5.00	Organizational chart, description of functional relationships and Identification of past working relationships all meet the stated criteria. Included individuals working under the leads.
Criteria 2	5.00	Project manager has a good amount of experience in both years of experience and with bridge projects, included previous projects.
Criteria 3	4.50	All leads except the hydro lead have appropriate amount of experience and gave examples of previous experience. The hydro lead has below average experience
Criteria 4	4.50	Examples lacked some key information such as key individuals involved
Criteria 5	5.00	CPE scores where above average and included client comments. 3 of the scores were for subs however.
Criteria 6	9.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	33.80	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : A. Morton Thomas and Associates, Inc.

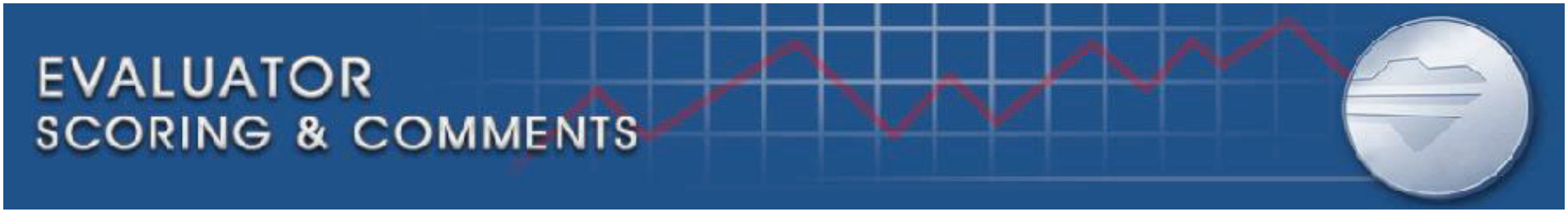
Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	6.00	PM has 20+ yrs experience including bridge design; APM has 14 yrs experience. Experience with environmental/cultural issues
Criteria 3	5.50	DE Team is sufficient to meet project needs. (Key Individuals combined exp. - 188 yrs.)
Criteria 4	5.00	Overall team experience is good and can meet project needs.
Criteria 5	8.00	Previous reviews and past performance of the staff have been excellent. Good testimonials.
Criteria 6	9.10	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	38.60	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : AECOM Technical Services, Inc.

Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	4.00	PM has 20+ yrs experience but does not list bridge design experience . APM does have some design experience
Criteria 3	6.00	DE Team's experience is more than sufficient to meet projects needs (Key Individuals combined exp. - 218 yrs)
Criteria 4	4.50	Overall team experience is good and can meet project needs. Didn't follow the 5 max rule for the criteria.
Criteria 5	8.00	Previous reviews and past performance of the staff have been excellent
Criteria 6	8.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	36.30	



EVALUATOR : 4

FIRM : Carolina Transportation Engineers & Associates, PC

Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	6.00	PM has 30+ yrs experience. APM has 25+ yrs (13 pm). Experience with environmental issues and accelerated schedules
Criteria 3	5.00	DE Team's experience is sufficient to meet project needs (Key Individuals combined exp. - 152 yrs)
Criteria 4	5.00	Overall team experience is good and can meet project needs.
Criteria 5	7.00	Previous reviews and past performance of the staff have been good
Criteria 6	9.10	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	37.10	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : Davis & Floyd, Inc.

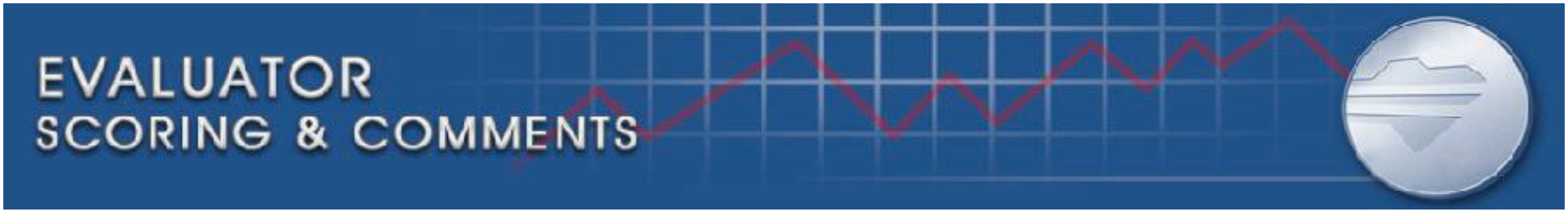
Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	5.00	PM has 25+ yrs experience primarily in preconstruction and planning not bridge design. APM has 16 yrs experience. APM has experience with environmental issues
Criteria 3	5.50	DE Team's experience is more than sufficient to meet project needs (Key Individuals combined exp. - 167 yrs)
Criteria 4	5.00	Overall team experience is good and can meet project needs. Added similarities to proposed project is a nice addition to the presentation.
Criteria 5	7.00	Previous reviews and past performance of the staff have been good
Criteria 6	8.90	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	36.40	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : Holt Consulting Company, LLC

Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	4.00	PM has 15+ yrs experience. Experience listed is primarily roadway design and not bridge design.
Criteria 3	4.50	DE Team's experience is capable of meeting project needs (Key Individuals combined exp. - 74 yrs)
Criteria 4	5.00	Overall team experience is good and can meet project needs.
Criteria 5	7.00	Previous reviews and past performance of the staff have been good
Criteria 6	8.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	34.30	



EVALUATOR : 4

FIRM : J. Bragg Consulting, Inc.

Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	5.00	PM has 25+ yrs experience. Background is roadway, not design. Experience with environmental and permitting.
Criteria 3	5.00	DE Team's experience is sufficient to meet project needs (Key Individuals combined exp. - 99 yrs)
Criteria 4	5.00	Overall team experience is good and can meet project needs.
Criteria 5	8.00	Previous reviews and past performance of the staff have been excellent
Criteria 6	9.50	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	37.50	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : Mead & Hunt, Inc.

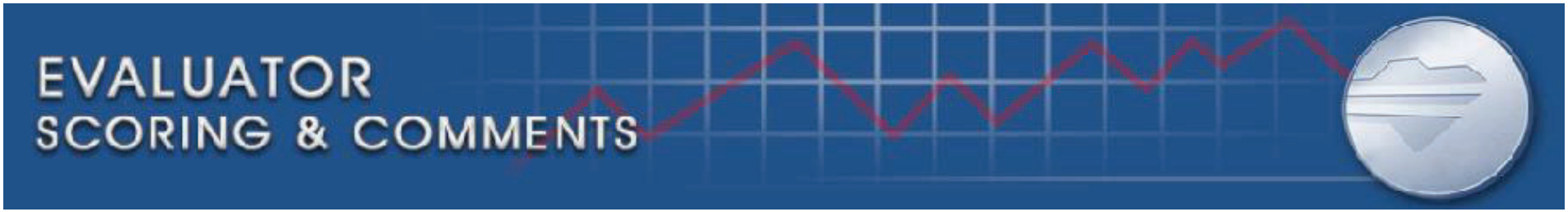
Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	5.00	PM has 20+ yrs experience including bridge design. APM has 10+ yrs.
Criteria 3	6.00	DE Team's experience is more than sufficient to meet project needs (Key Individuals combined exp. - 141 yrs)
Criteria 4	5.00	Overall team experience is good and can meet project needs.
Criteria 5	8.00	Previous reviews and past performance of the staff have been excellent
Criteria 6	9.20	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	38.20	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : Neel-Schaffer, Inc.

Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	5.00	PM has 20+ yrs experience. APM has 20+ yrs experience. neither mentioned bridge design. Experience with environmental and 4f issues.
Criteria 3	5.00	DE Team's experience is sufficient to meet project needs (Key Individuals combined exp. - 150 yrs)
Criteria 4	5.00	Overall team experience is good and can meet project needs.
Criteria 5	8.00	Previous reviews and past performance of the staff have been excellent
Criteria 6	9.40	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	37.40	



EVALUATOR : 4

FIRM : Rummel, Klepper & Kahl, LLP

Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	6.00	PM has 30+ yrs experience. APM has10+ yrs experience. Experience with environmental issues and structural design
Criteria 3	5.50	DE Team's experience is more than sufficient to meet project needs (Key Individuals combined exp. - 194 yrs)
Criteria 4	5.00	Overall team experience is good and can meet project needs.
Criteria 5	7.00	Previous reviews and past performance of the staff have been good
Criteria 6	8.60	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	37.10	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : STV, Inc.

Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	5.00	PM has 15+ yrs experience including overseeing design . Environmental/permitting experience
Criteria 3	5.00	DE Team's experience is sufficient to meet project needs (Key Individuals combined exp. - 135 yrs)
Criteria 4	5.00	Overall team experience is good and can meet project needs.
Criteria 5	7.00	Previous reviews and past performance of the staff have been good
Criteria 6	9.30	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	36.30	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : TranSystems Corporation

Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	5.00	PM has <10 yrs experience but is familiar with bridge replacement projects .
Criteria 3	5.00	DE Team's experience is sufficient to meet project needs (Key Individuals combined exp. - 105 yrs)
Criteria 4	4.50	Overall team experience is good and can meet project needs. Didn't follow the 5 max rule for the criteria
Criteria 5	7.00	Previous reviews and past performance of the staff have been good
Criteria 6	5.20	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	31.70	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : Weston and Sampson Inc.

Criteria 1	5.00	Meets RFQ support requirements
Criteria 2	5.00	PM has 25+ yrs experience. Has NEPA and permitting experience.
Criteria 3	5.50	DE Team's experience is more than sufficient to meet project needs (Key Individuals combined exp. - 151 yrs)
Criteria 4	4.50	Overall team experience is good and can meet project needs. Exceeded the 5 project criteria rule.
Criteria 5	8.00	Previous reviews and past performance of the staff have been excellent
Criteria 6	9.80	*** As of 6.8.23 (This score was added by an utilization evaluator.)
TOTAL	37.80	

SCORING SUMMARY
MASTER SCORESHEET

S-272-23 S-16 (Sardis Rd.) Bridge Replacement over Tyger Ri RFP

9/11/2023

SCDOT
PROFESSIONAL SERVICES
CONTRACTING OFFICE

SCORING SUMMARY
MASTER SCORESHEET

SCDOT
PROFESSIONAL SERVICES
CONTRACTING OFFICE

S-272-23 S-16 (Sardis Rd.) Bridge Replacement over Tyger Ri RFP

RANKING	FIRM RANKINGS Ranked in Order by Firm Name	TOTAL SCORE	CRITERIA									
			1	2	3	4	5	6	7	8	9	10
			40%	30%	20%	10%	0	0	0	0	0	0
1	Rummel, Klepper & Kahl, LLP	60.75	26.00	16.88	12.25	5.62						
2	Carolina Transportation Engineers & Associates, PC	56.88	24.00	16.88	10.25	5.75						
3	A. Morton Thomas and Associates, Inc.	55.38	22.00	16.88	10.75	5.75						
4	Neel-Schaffer, Inc.	54.38	22.50	16.88	9.50	5.50						
5	Weston and Sampson Inc.	48.75	18.50	16.12	9.25	4.88						

EVALUATOR:	EVALUATOR:
EVALUATOR:	EVALUATOR:

CRITERIA QUESTIONS AND WEIGHTS

SCDOT PROFESSIONAL SERVICES CONTRACTING OFFICE

1	Description of the consultant's understanding and technical approach to the project as it relates to the bridge/structural design, hydrologic/hydraulic design, and geotechnical design. Including any challenges and mitigation strategies.	40
2	Description of the consultant's understanding of the project as related to environmental documentation and permitting challenges. These should include but are not limited to public involvement, external agency coordination and permitting strategy.	30
3	Consultant's technical approach to applying the SCDOT Bridge Design Manual and other associated/relevant manuals to this project.	20
4	Consultant's approach to limiting ambiguity in the development of the PS&E package.	10
	Total	100

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : A. Morton Thomas and Associates, Inc.

Criteria 1	6.00	The existing conditions for the road and bridge are mentioned in their respective sections. Proposal mentions surveying, but that service has been completed in-house already. Roadway design criteria chart provided in proposal and included typical section visuals. Section also identifies the need for additional r/w to meet the typical section per the RDM and the challenges associated. These included reduction of lane width and altering the vertical curvature. Included development plan visual as well. Bridge section mentions the desire to use low volume criteria but identifies that it would require a design exemption. Proposal provides chart with existing conditions as well as two options including the advantages and disadvantages. Also included were typical sections of both options. Proposal did not indentify which is preferred though. Hydro sections mentions the FEMA Zone A designation, but did not have a model available to review. A no-impact certification is anticipated at this location due to meeting the FEMA opening requirements. Geotech section provided some detail to the approach to accessing the site to perform boring and testing activities, but did not delve into the specifics anticipated at this location. The items mentioned were very high level and generic. Constructability section was also included and mentions several option that can be investigated to demo the existing bridge.
Criteria 2	6.50	Proposal mentions the bridge being located in the US National Forest property and the need for additional time coordinating with the appropriate entities. The public involvement section included a chart identifying the area demographics, the stakeholders, potential meeting locations and ways to communicate the improvements. Proposal identified a CE level of analysis but did not specify which type document anticipated. Bridge was not anticipated to be historic per preliminary review. Sub responsible for these investigations completed the Union County Historic Resource Survey back in 2013. The proposal identifies the use of the GP-4 for this project as well as listing the banks that have mitigation credits and the balances remaining. Proposal included a chart with sensitive species listed and identified that the tri-color bat is anticipated to be listed in September 2023 which will require additional investigations as well.
Criteria 3	5.00	Chart included was very clear and concise. It included specific references, the criteria and how each would be applied to this project. There were no manuals/specifics listed for geotech though.
Criteria 4	6.50	Proposal mentions the experience of the constructability engineer and the bridge/structural lead experience of 27 and 21 years respectively. There was also mention of the deputy PM and the geotech engineers years of experience. Proposal mentions review at 30, 70 and 90% completion. Proposal also included a listing of questions that should be considered for constructability.
TOTAL	24.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Carolina Transportation Engineers & Associates, PC

Criteria 1	7.00	There was no cover sheet on the proposal. The proposal identifies the existing bridge structure, length and makeup as well as identifying the need to improve the approaching roadway section to 11 ft lanes and 6 ft shoulders. Proposal identifies the preference to span the entire river but due to several constraints like the site being remote, other limiting bridges/culverts and the need for a special hauling permit would limit the ability to deliver the 160 ft+ beams necessary to do so. Proposal identified the importance of demolishing the existing bridge as well while also minimizing impacts to the jurisdictional areas. The proposal identifies the possible use of low volume bridge criteria, which would require a design variance. This alternative included considerations of why this would be very beneficial to the client. The proposal provided 2 alternatives to replace the bridge but did not specify which one was preferred. Hydro section was brief but did identify the FEMA flood zone and the incomplete FEMA model. Geotechnical section mentioned F&ME had some work at a similar bridge relative to this area as well as including the old plan sheet indicating the rock elevation for the previous bridge construction. Proposal identified the use of driven piles at the end bents and drilled shafts for the interior bents. Section also mentions the possible need for a settlement period for embankment of approximately 100 days. Proposal also mentions use of the low volume criteria could eliminate this need.
Criteria 2	6.50	Proposal mentions the possible use of a PCE or Non-PCE, but does not provide a selection. Proposal identified the bride existing in the US Forest territory and the need to coordinate with USACE and SHPO. Proposal identifies that the projects can be completed under the GP-4 and also identified the mitigation banks in the area and the type of credits available. Proposal included chart identifying at-risk plants and animal as well as the recommended investigation periods. Truss bridge section was also identified to be investigated for historical value due to its age. Boat landing and trail were both identified and will need to be considered during construction. The public involvement section mentions use of the EJ screening tool to determine demographics as well as the approach to public involvement and outreach. The stakeholders, use of post cards to reach more residents, and the mention of several possible venues was included.
Criteria 3	6.00	Chart included showed on-call contracts held by team firms. Secondary chart included showed all 4 design disciplines as well as specific manual applications.
Criteria 4	6.50	Proposal leans on experience of the PM, road lead and bridge lead being in excess of 30 years each, with 20+ design build contractors as providing a unique perspective of construction. Performance of constructability reviews is also mentioned. There's also mention of the typical 30, 60, and final plan reviews to address any and all concerns. There's also mention of these milestones being used to incorporate value engineering opportunities.
TOTAL	26.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Neel-Schaffer, Inc.

Criteria 1	6.00	The proposal identified the existing conditions of the bridge and the preparation of a Bridge Alternate Study report. The proposal mentions the 150' limitation of the PSC bulb tee beam and the resulting selection of welded steel plate girder type structure. The proposal also identified the used of drilled shafts for the interior bents due to the rock elevations. 3 span structure proposed and included a conceptual bent layout sketch. The end bents are anticipated to be driven H piles. Increase in elevation of the bridge was identified and the resulting impacts to the surrounding area were mentioned. A typical section for this area was included. Roadway section identified the ADT at 1950, but per the SI&A report it's 175. Design speed for existing curves mentioned and the need to improve curves with this proejct identified as well. Utilities identified and path to coordinate identified as well. Hydro section identified this location in FEMA zone A and there was a conceptual analysis completed as well. This was used to determine that a No-Impact certification can be attained. FEMA coordination and erosion control BMPs also mentioned. Geotech sub has completed investigation in the general area on another bridge and have reviewed the existing plans. Proposal identified end bent and interior bent concepts including justification for each. Settlement that my be experienced is also mentioned and mitigation factors as well.
Criteria 2	6.50	The use of a PCE or non-PCE was identified but no selection was made. The GP-4 is anticipated to be applicable. The proposal identified the mitigation banks, the types of credits available and the service area designation. This section also identified the plant and animal species of concern. Proposal mentioned the possibility of the steel structure being deemed historic. The proposal mentions use of a PIP. There was mention of using the EJ screening tool to determine project site demographics. The proposal also identified the possible stakeholders and locations to host the public information meeting.
Criteria 3	5.00	The proposal went into great detail in regards to the bridge/structural manual including specific sections and how they're to be applied. There was even mention of the load rating manual and its application. There were no other manuals specified.
Criteria 4	7.00	The approach to limiting ambiguity listed the design manager and constructability reviewers roles including bulleted points of the design managers responsibilities. Chart including review items for both constructability and ambiguity were included as well. Proposal included a list of items the QA team will be responsible for to limit ambiguity.
TOTAL	24.50	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Rummel, Klepper & Kahl, LLP

Criteria 1	8.00	Proposal identifies the existing bridge conditions as well as the impacts of the closure on surrounding sites. Proposal identified the desire to remain within existing r/w since any acquisition would add approximately 1 year to the schedule. To avoid impacts at the approaches gabion basket walls have been recommended. Cross-section visual included to show the proposed improvements. Hydro section indicated FEMA zone A and the need to extend the bridge by 160' to alleviate increasing backwater over the 1' maximum. Charts included contained very good information and indicated the element reviewed, the goal and the reference manual associated as well. Mentions that the goal is to achieve a no=rise certification, but is prepared if that is not the case. Bridge section includes a span arrangement and bridge type selection that opens the main channel to 185'. Other design consideration was mentioned but was not cost effective. Section provided a project with similar conditions as S-16. Geotech section mentions the use of drivenpiles at the end bents and drilled shafts for the interior bents. The need for soil reinforcement is also mentioned as well as the possibility of settlement at the embankment areas. Utilities are also mentioned. The AT&T transmission line has been preliminarily deemed a no conflict per the proposal. Chart indicating challenges and mitigation strategies was very beneficial it covered all design aspects and enviro as well.
Criteria 2	6.50	Mitigation banks were named in this section as well as the types of credits available. Proposal mentions the us of the GP-4 to cover any impacts. Species of concern were listed and included a survey recommended timeframe as well. Discussed the need to investigate the steel structure as historic. Public involvement section shoed data from the Ej screening tool and mentions the use of a PIP. The chart including stakeholders and potential meeting locations was beneficial as well.
Criteria 3	8.00	Proposal identified manuals that would be used in a step by step process from initiation through final plans which was very beneficial. Chart included the task description and identified the associate reference.
Criteria 4	7.00	Proposal mentions the use of a quality management program and highlights the qa/qc manager. Proposal mentions the use of Bluebeam to assist with quality checks and provided a flow chart visual for these reviews. Included bulleted list of likely areas of ambiguity and how to mitigate them.
TOTAL	29.50	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 1

FIRM : Weston and Sampson Inc.

Criteria 1	5.50	Proposal identified the existing bridge conditions. Proposal provided 4 span arrangements, but did not specify which was preferred. Mentions that the new bridge will maintain the 150' span over the river. This section was very vague in recommendations and left the bridge superstructure selection open ended. Hydro section identified the FEMA zone A designation, but the remaining information was very generic and did not include any site specifics. Geotech section identified driven piles for the end bents and drilled shafts for the interior bents. Proposal mentions the settlement likelihood as well as the need for soil reinforcement. Roadway did not have a designated section.
Criteria 2	6.50	Section identified that a CE was likely but did not specify which type. Proposal mentions the use of the NEPAssist tool to provide demographic information. Outreach items were mentions as well as a limited list of PIM locations. Proposal included a chart with mitigation banks and the types and amounts of credits available. Proposal mentions the use of the GP-4 for impacts. Proposal identified the species of concern and included a chart as well.
Criteria 3	5.50	Section included a chart identifying disciplines and associated manual to be used. There was no section for geotech it was just mentioned under "other".
Criteria 4	5.50	Proposal mentions the years of experience of the team specifically highlighting the PM. There was also mention of the QA/QC firm and their involvement for value engineering. The formal 30, 60, 90 plan reviews were also mentioned and indicated that ve will be performed at each of these stages.
TOTAL	23.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : A. Morton Thomas and Associates, Inc.

Criteria 1	6.00	Bridge: AMT acknowledges that LVC cannot be used due to bridge length and channel width. Proposed two main options (steel girder and Type VI beam), both roughly the same depth. AMT does state that they evaluated cored slabs. It would have been helpful to discuss the fill impacts between the deeper superstructures and the cored slabs. Sleeper slabs are noted. Skew angle is provided, noting that the potential for scour and debris entrapment is high, given the upstream wooded area. AMT discusses the constructability challenges with respect to removal and disposal of the existing bridge, noting that they discussed options with outside construction experts and contractors. Hydro: AMT acknowledges that the site is FEMA Zone A and will have to develop a flood model. Acknowledges the standard backflow and freeboard minimum requirements. AMT did not mention that FEMA is updating model and will become Zone AE. Geotech: Proposes foundations be offset at least 10' from existing foundations. AMT addresses the drilling challenges given the existing overhead truss structure, and proposes to utilize the nearby boat landing to use a barge for riverbed borings. AMT also acknowledges the challenges with the wetlands in the floodplain and needing to comply with NWP 6. AMT did not state any specific soil conditions despite existing plans being available.

Criteria 2	6.50	AMT lists the relevant stakeholders and intergovernmental agencies related to the Sumter National Forest and acknowledges that early coordination is necessary. Noted additional requirements for protected species and special permitting for arch surveys. AMT identifies the minority population and low income population percentages in the area. Potential public involvement meeting locations are listed. Identifies Categorical Exclusion, but does not specify whether Programmatic or Non programmatic. AMT identifies the following environmental challenges: 1. Parks and rec (Section 4(f)/6(f)) involvement with Tyger River Canoe Trail passing under bridge and the nearby boat launches that may be used temporarily by construction equipment 2. Land Water Conservation Fund applicability 3. Cultural resources (Section 4(f)) involvement with arch surveys and the potential historic register eligibility of truss bridge (and subsequent MOA if registered) 4. Section 404 permitting with wetlands presence, water quality, navigable waters. 5. Protected species such as tri-colored bat and monarch butterfly, including a list of other forest service sensitive species AMT includes a table of current available mitigation credits at nearby service area banks.
Criteria 3	8.00	AMT provides a table with manual references, criteria, and application for bridge, hydraulic, and roadway design standards. Due to the length of the proposed bridge, sleeper slab provisions are stated if AMT utilizes a jointless superstructure. Bent cap minimum clearance is noted, which is useful given the heavily wooded area upstream and the potential for large debris. The two hydraulic criteria are standard; nothing extraordinary is pointed out. AMT provides very relevant design criteria for this project: the required lane/shoulder widths per the RDM, a NCHRP report that could support using smaller lane/width criteria in a design exception, and low point of bridge cannot be in a sag curve. The NCHRP report will be beneficial in establishing a smaller project footprint that will help reducing fill slopes and the subsequent ROW and environmental impacts.
Criteria 4	6.50	AMT points out the importance of constructability reviews throughout the design process to reduce ambiguity. Instead of describing the team members and their years of experience, the proposal to talk more about permitting coordination in order to meet the PS&E schedule. Additionally, describing any project applicable special provisions would be helpful (i.e. cofferdam, temp shoring, etc.). Missing discussion on QC/QA reviews.

TOTAL	27.00

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Carolina Transportation Engineers & Associates, PC

Criteria 1	7.50	Bridge: CTEA presents 2 alternative bridge configurations within 2 alternative construction methods. The second construction alternative utilizes the existing bridge by designing and installing temporary bents to support construction equipment and drill rig. Superstructure types include cored slabs for approach spans and steel girder for main spans. Typical AASHTO beams are dismissed for the main span due to haul route issues. It would have been useful to know the maximum length for AASHTO beam that could be transported to limit the use of cored slabs, where DOT standard is 70' max. This would limit interior bents in the floodplain. CTEA identifies the existing substandard vertical alignment, and the low point being on the bridge unless the profile is raised, which creates greater fill slopes. CTEA provides opportunities for limiting roadway fill slopes, and subsequently ROW and wetland impacts by utilizing design exceptions and/or variances. While utilizing LVBRC would be very helpful, the core criteria for bridge length and stream width cannot be waived. FHWA agreed on that criteria in their review, and this project will be federally funded. The steepened slopes with armor and compressed shoulder is a valid consideration. Hydro: CTEA acknowledges the standard freeboard and low chord requirements. They also noticed the existing roadway approaches blocking some water flow, indicating an increase in backwater during large storms. CTEA proposes to explore a design variance for backwater. This would help with not having to lengthen the bridge any more than it currently is. FEMA Zone A to AE with remodel is mentioned. Geotech: CTEA claims that barge drilling is not needed for geotech exploration; however, they stated that FME will need to assess the existing structure's ability to support drilling equipment for taking borings off of the bridge deck. This is contradicting. CTEA did list another bridge replacement project eight miles away that gives an idea of what the soil will be for this project. Additionally, they researched existing bridge plans for this site, which included geotech data. Potential downdrag forces are identified and addressed with wait periods. It would have been helpful to discuss potential environmental effects with needing to use a barge.

Criteria 2	6.00	CTEA lists the relevant stakeholders and intergovernmental agencies related to the Sumter National Forest and acknowledges that early coordination is necessary. Noted additional requirements for protected species and special permitting for arch surveys. Mentioned that a separate Section 401 permit will not be required, since a Regional General Permit 4 is needed and covers that. CTEA identifies the minority population and low income population percentages in the area. Potential public involvement meeting locations are listed. Identifies project will be either Programmatic or Non-Programmatic Categorical Exclusion. CTEA identifies the following environmental challenges: 1. Parks and rec (Section 4(f)/6(f)) involvement with Tyger River Canoe Trail passing under bridge and the nearby boat launch. 2. Impaired aquatic life due to turbidity (SCDHEC 303(d)). 3. Cultural resources (Section 4(f)) involvement with arch surveys and the potential historic register eligibility of truss bridge 4. Protected species such as tri-colored bat and monarch butterfly, including a list of other forest service sensitive species CTEA includes a table of current available mitigation credits at nearby service area banks. Section 404 and navigable waters is not mentioned in this tech criteria section. However it's mentioned in other sections briefly.

Criteria 3	4.50	CTEA's suggestions for design variances and exceptions demonstrate their awareness of DOT design standard and policy requirements (BDM, HDM, etc.). A table is provided with select design standards applicable to S-55 (typo) project. They correctly identify the vehicular limit for cored slab use on projects. Based on the row discussing max length for jointless bridges, CTEA does not acknowledge the DOT BDM Design Memo that revises BDM Section 12.2.4.1 to remove the length criteria. No mentioning of sleeper slabs is provided. The rest of the bridge criteria is generic. Hydraulic criteria is standard for bridge replacement projects. CTEA does provide useful project specific criteria. However, the 2:1 slopes and guardrail provision contradicts the design recommendations earlier in the proposal. It would have been useful to include a row on the LVBRC with discussion to keeping existing alignment and having a 15 mph design speed difference. The environmental criteria provided is specific and detailed.
Criteria 4	6.50	CTEA points out the importance of constructability reviews throughout the design process to reduce ambiguity. The proposal lacks discussion on environmental or ROW coordination to ensure timely deliverables. Additionally, describing any project applicable special provisions would be helpful (ie cofferdam, temp shoring, etc.). The QC/QA discussion is a generic sentence. It would have been useful to list the details of how CTEA's QC Plans incorporates DOT QC/QA checklists and policies.
TOTAL	24.50	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Neel-Schaffer, Inc.

Criteria 1	7.50	Bridge: NS will prepare a Bridge Alternate Study to determine the preferred bridge configuration. However, based on their preliminary assessment, they recommend using steel girders for the main span to span the river. They acknowledge that 72" modified bulb tee superstructure would be pushing design limits at 150' length. NS correctly points out the type of steel grades allowed. To limit the number of interior bents, NS proposes 3 span continuous girder bridge (140'-180'-140'). The proposed span lengths support a balanced span configuration that would reduce the moments in the girders (most economical). Interior bents will be aligned with river, introducing bridge skew and reducing scour impacts. NS correctly identifies that the profile will need to be raised due to substandard vertical alignment given the speed. Design exceptions and variances are generally proposed to limit grade rise and subsequent fill slopes. NS anticipates the roadway to be 12' wide lanes and 8' wide shoulders, which contradicts the RDM for rural major collectors (11' lanes, 6' shoulders). Bridge constructability is adequately addressed, discussing steel girder splice lengths, beam transportation, and crane lift requirements. Removal and disposal of existing bridge is not discussed. NS references an AADT of 1950, which contradicts ITMS and the SI&A form attached to the RFP. Hydro: NS correctly identifies project in FEMA Zone A and even includes the flood map. NS performed a conceptual analysis using HEC RAS 1D to show that a no-impact cert is obtainable and demonstrate that the low chord will not to be raised for hydraulic reasons. Proposal does not mention backflow or freeboard at bridge. NS does state that they will mitigate any discharge into the river due to the impaired aquatic life. Geotech: NS/FME states that barge drilling is not anticipated and that borings can be taken from existing structure. However, a load rating will need to be done to evaluate whether the structure can support the drill equipment. This seems contradicting. Proposal should mention the possibility of the drilling from barge and any ROW and environmental impacts associated with it. Traffic control is mentioned, but the bridge is currently closed. The proposal provides the subsurface data/classifications from a nearby Tyger River project FME worked. Seismic criteria/parameters are mentioned. Potential downdrag forces are mentioned, so waiting periods will be incorporated between construction activities. NS/FME acknowledge that a vibration monitoring program is not anticipated given the project is fairly remote.

Criteria 2	6.00	NS lists the relevant stakeholders and intergovernmental agencies related to the Sumter National Forest and acknowledges that early coordination is necessary. Noted additional requirements for protected species and special permitting for arch surveys. Mentioned that a separate Section 401 permit will not be required, since a Regional General Permit 4 is needed and covers that. NS identifies the minority population and low income population percentages in the area. Potential public involvement meeting locations are listed. Identifies project will be either Programmatic or Non-Programmatic Categorical Exclusion. NS identifies the following environmental challenges: 1. Parks and rec (Section 4(f)/6(f)) involvement with Tyger River Canoe Trail passing under bridge and the nearby boat launch. 2. Impaired aquatic life due to turbidity (SCDHEC 303(d)). 3. Cultural resources (Section 4(f)) involvement with arch surveys and the potential historic register eligibility of truss bridge 4. Protected species such as tri-colored bat and monarch butterfly, including a list of other forest service sensitive species NS includes a table of current available mitigation credits at nearby service area banks. Section 404 and navigable waters are not mentioned.
Criteria 3	5.50	NS describes their approach to design manual application. They correctly point out the design memo that allows a jointless bridge to be considered with sleeper slabs. Based on the proposal, NS is very familiar with the DOT load rating process. Seismic design provisions are mentioned. Referenced BDM chapters are applicable to the project. NS did not provide specific design standard criteria applicable to the project. Most of the discussion is broad. It would have been helpful to see some discussion on how to limit the project limits to mitigate ROW and environmental impacts using design standard criteria or listing the criteria that would require design exceptions/variances.

Criteria 4	5.50	NS provides a generic description of their approach to limiting ambiguity. NS emphasizes the importance of constructability reviews and include items in the table. However, several items are not relevant, since bridge construction will not be staged and MOT is not needed (bridge is closed). The ambiguity review items acknowledge environmental, ROW commitments, special provisions, utility accommodations, etc. A MOT review item is included but not relevant. Some of the special provisions referenced are not relevant (e.g. vibration monitoring) as pointed out earlier in the proposal. NS does include a design manager role, which will help with final plan development and QC review. NS documents their QA process and how it involves DOT QC Checklists and QA Design Memo. NS does mention the DOT Rainbow Chart, which shows they are aware of the project submittal dates involved with letting.
TOTAL	24.50	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Rummel, Klepper & Kahl, LLP

Criteria 1	8.00	Bridge: RK&K provides a feasible approach to constructing the project within the current ROW limits. They noted the previous realignment project on this roadway acquired 66' of ROW from centerline of roadway. They acknowledge that there will be significant grade change due to the new structure, which cause large fill slopes and require obtains/permissions from the forest service for new ROW. To prevent encroaching on USFS and lengthening the project development process with their review of the plans, RK&K proposes constructing gabion baskets where fill slopes would fall outside of existing ROW near the bridge ends. They referenced a previous, nearby project that utilized baskets. RK&K also mentions other methods for reducing project footprint, including soil reinforcement for less than 2:1 slopes and compressed shoulder. However, they recommend using the full roadway profile for safety. A sketch is provided to show the typical section utilizing gabion baskets. RK&K appropriately considers a gap between existing ROW and the baskets for constructability and future maintenance. Very minimal discussion on bridge constructability and no mention of removal/disposal. Substandard vertical alignment requiring grade rise is not discussed. Hydro: RK&K performed a very preliminary design to determine the required hydraulic opening with 1' or less of backwater. This calculation requires a new bridge length of 610' with a low chord rise of 4'. This aligns with the FEMA map showing Zone A floodplain with possible roadway overtopping. RK&K would need to remove portions of the causeway to achieve the hydraulic opening. A table of hydraulic goals with the appropriate references and standards is included. RK&K notes that the existing bridge has no skew, despite the river having a skew with the roadway. They also noted large debris trapped in the bents. Therefore, they plan on spanning the entire channel and incorporating skew, using 185' steel girder for the main span. Approach spans will be continuous AASHTO beams. Geotech: A table is provided discussing site conditions, proposed foundations, seismic conditions, and settlement concerns. Waiting periods between construction activities is proposed to address settlement and downdrag forces. There is no discussion on drilling rig set up and its feasibility from either drilling from existing structure or having to use barge.

Criteria 2	6.00	RK&K lists the relevant stakeholders and intergovernmental agencies related to the Sumter National Forest and acknowledges that early coordination is necessary. Noted additional requirements for protected species and special permitting for arch surveys. Mentioned that a separate Section 401 permit will not be required, since a Regional General Permit 4 is needed and covers that. RK&K points out several permits that may be applicable, but keeping within existing ROW limits by using gabion baskets would not require them. RK&K identifies the minority population and low income population percentages in the area. Potential public involvement meeting locations are listed. Identifies project will be either Programmatic or Non-Programmatic Categorical Exclusion. RK&K identifies the following environmental challenges: 1. Parks and rec (Section 4(f)/6(f)) involvement with Tyger River Canoe Trail passing under bridge and the nearby boat launch. 2. Impaired aquatic life due to turbidity (SCDHEC 303(d)). 3. Cultural resources (Section 4(f)) involvement with arch surveys and the potential historic register eligibility of truss bridge 4. Protected species such as tri-colored bat and monarch butterfly, including a list of other forest service sensitive species RK&K includes a table of current available mitigation credits at nearby service area banks. Section 404 and navigable waters is not mentioned.
Criteria 3	7.00	RK&K provides a detailed table on the application of design standards to the plan development process, demonstrating thorough knowledge of using these manuals. The various tasks include determining bridge geometry, superstructure type, roadway profile, preliminary plans, and final plans. RK&K is familiar with the load rating process and the QC/QA steps involved.

Criteria 4	6.00	RK&K provides a generic description of their approach to limiting ambiguity, pointing out several areas of concern. These include environmental and ROW commitments, stakeholder notifications, special provisions, and utility commitments. They do acknowledge that they will ensure all utility commitments are met, and companies that quality for ACT 36 funding are identified. However, an SC 811 ticket shows no utilities in limits. Constructability is mentioned but not in specifics. RK&K does provide a good description of their different levels of QA/QC and the coordination with DOT on providing QC checklists and meeting the PCDMs for QA reviews.
TOTAL	27.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 2

FIRM : Weston and Sampson Inc.

Criteria 1	4.00	Bridge: W&S proposes four different bridge configurations: 5 span prestressed girders, 5 span steel girders (rolled beams possibly for 4 approach spans), 3 span steel girders, and 3 span prestressed girders. All types would limit the need for interior bents, reducing impacts and future maintenance activities. W&S plans on spanning the river. A similar project (3 span bulb tee) in Laurens County over Enoree River is referenced. W&S will investigate the need for bridge skew, so the interior bents align with the river (helps with scour). The proposal doesn't address the constructability and removal/disposal aspects of the project and the potential subsequent environmental and ROW challenges for access. Additionally, girder transportation limitations are not addressed (length, weight). Design variances or exceptions are not being considered to limit the project footprint and costs. Lightweight concrete is considered to help with dead load, given the spans are fairly long. Very limited discussion of fill impacts with potential grade rise. Hydro: W&S recognizes project is in FEMA Zone A. They state the FEMA model will be reviewed, but Zone A usually means that a detailed model has not been performed (contradiction). A FEMA model would need to be prepared for this project. There is no discussion on minimum freeboard, backwater, low chord requirements. Most of the hydro portion of the proposal is generic and doesn't provide much project specific challenges. Geotech: W&S lists another bridge replacement project eight miles away that gives an idea of what the soil will be for this project. Additionally, they researched existing bridge plans for this site, which included geotech data. Potential downdrag forces are identified and addressed with wait periods. W&S/FME provide likely seismic criteria/parameters for the project and recommend soil reinforcement for geotech and scour issues. They do acknowledge that a vibration monitoring plan is not needed as the project site is fairly remote.

EVALUATOR SCORING & COMMENTS

Criteria 2	6.50	W&S lists the relevant stakeholders and intergovernmental agencies related to the Sumter National Forest and acknowledges that early coordination is necessary. Noted additional requirements for protected species and special permitting for arch surveys. W&S identifies the minority population and low income population percentages in the area. Potential public involvement meeting locations are listed. Identifies Categorical Exclusion, but doesn't specify programmitc or non programmitc. W&S identifies the following environmental challenges: 1. Parks and rec (Section 4(f)/6(f)) involvement with Tyger River Canoe Trail passing under bridge and the nearby boat launches that may be used temporarily by construction equipment 2. Land Water Conservation Fund applicability 3. Cultural resources (Section 4(f)) involvement with arch surveys and the potential historic register eligibility of truss bridge (and subsequent MOA if registered) 4. Section 404 permitting with wetlands presence, water quality, navigable waters. 5. Protected species such as tri-colored bat and monarch butterfly, including a list of other forest service sensitive species W&S includes a table of current available mitigation credits at nearby service area banks.
Criteria 3	4.50	W&S provides a table of select design standards applicable to the project for bridge, hydro, roadway, and other categories. They correctly acknowledge that the LVBRC is currently not allowed for this project given bridge length and stream width. Based on the row discussing max length for jointless bridges, W&S does not acknowledge the DOT BDM Design Memo that revises BDM Section 12.2.4.1 to remove the length criteria. No mentioning of sleeper slabs is provided. The rest of the bridge, hydro, and roadway criteria is accurate and representative of the project.
Criteria 4	4.00	W&S provides a generic description of their approach to limiting ambiguity, emphasizing plan reviews at various stages of design. They teamed up with ICE to perform independent QA/QC on deliverables and value engineering, as needed. Constructability is briefly mentioned but not in any specifics. Lacks any discussion on environmental coordination or special provisions.
TOTAL	19.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : A. Morton Thomas and Associates, Inc.

Criteria 1	5.00	Best practice is to design 5 over posted speed limit. They are going into the project expecting several design exceptions.
Criteria 2	5.00	Bridge located in national forest and will need extra time for that. Bridge should not be historic. endangered species listed.
Criteria 3	4.00	Chart clear and concise, but geotec not mentioned and lacking in road references
Criteria 4	5.00	Mention experience of the leads. reviews at 30,70,90% outlined things they will be focusing on.
TOTAL	19.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Carolina Transportation Engineers & Associates, PC

Criteria 1	4.50	This project does not qualify for LVBRC or as a low volume local road. Did take into account designs above the posted speed. Designing for standards but hopeful for exceptions.
Criteria 2	5.00	Bridge in national forest Chart with at risk plants and animals investigate if historic
Criteria 3	5.00	Chart was clear and concise but lacking in road references
Criteria 4	5.00	mentioned the experience of the project manager 30,60, final plan review
TOTAL	19.50	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Neel-Schaffer, Inc.

Criteria 1	4.00	The AADT and the posted design speed assumptions are wrong. Included road typical does not match what the design criteria would call for.
Criteria 2	5.00	Plant and animal species of concern investigate if bridge is historic
Criteria 3	4.00	went into great detail for bridge but didnt mention any other manuals
Criteria 4	4.50	Design manager role mentioned included a list of items of concern
TOTAL	17.50	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Rummel, Klepper & Kahl, LLP

Criteria 1	5.00	The design speed of 30 for a posted speed of 50 is low, though it does meet the minimum design criteria.
Criteria 2	5.00	species of concern listed investigate if bridge is historic
Criteria 3	5.00	identified manuals in a step by step process with sections listed
Criteria 4	5.00	quality management program mentioned list if concerns to look out for to limit ambiguity
TOTAL	20.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 3

FIRM : Weston and Sampson Inc.

Criteria 1	4.00	Road design meets design criteria. No mention of design speed how they would minimize impacts or any change to existing vertical curves lacked a road section
Criteria 2	4.00	included the species of concern no mention if the bridge might be historic
Criteria 3	4.00	identified disciplines and manual references geotec left out
Criteria 4	5.00	Mentions years of experience of team 30,60,90% plan reviews mentioned the QA/QC firm
TOTAL	17.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : A. Morton Thomas and Associates, Inc.

Criteria 1	5.00	Consultant has a good understanding of the project. Bridge, hydraulic, and geotechnical designs and approach address potential challenges with solutions. Mentioned current conditions of existing bridge. Gave potential options for the new bridge.
Criteria 2	4.50	Consultant is familiar with the requirements of the environmental process. The consultant understands the issues and potential issues with this project and how to handle them. No mention of migratory birds. Mentioned the project is in a US Nat. Forest and the additional time needed for permitting. They are aware of the potential listing of the TCB.
Criteria 3	4.50	Consultant is familiar with the SCDOT BDM as well as other associated manuals and their applications. No mention of environmental guidance. No Geo tech listed.
Criteria 4	5.00	Consultant has the experience to identify any ambiguities and provide clarification. 30%, 70%, and 90% design review approach is sufficient to detect ambiguous items. Mentioned the years of experience of key personnel.
TOTAL	19.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : Carolina Transportation Engineers & Associates, PC

Criteria 1	5.00	Consultant has a good understanding of the project. Bridge, hydraulic, and geotechnical designs and approach address potential challenges with solutions. Identified existing conditions and gave alternatives for the new design. Experience with bridges of similar size.
Criteria 2	5.00	Consultant is familiar with the requirements of the environmental process. The consultant understands the issues and potential issues with this project and how to handle them. Identified the project is in a US National Forest and how it affects permitting.
Criteria 3	5.00	Consultant is familiar with the SCDOT BDM as well as other associated manuals and their applications. Included examples for different design disciplines and environmental.
Criteria 4	5.00	Consultant has the experience to identify any ambiguities and provide clarification. 30%, 60%, and Final design review approach is sufficient to detect ambiguous items. Mentioned the experience of the PM and other key personnel.
TOTAL	20.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : Neel-Schaffer, Inc.

Criteria 1	5.00	Consultant has a good understanding of the project. Bridge, hydraulic, and geotechnical designs and approach address potential challenges with solutions. Identified current conditions and showed potential new designs. Identified the FEMA status.
Criteria 2	5.00	Consultant is familiar with the requirements of the environmental process. The consultant understands the issues and potential issues with this project and how to handle them. Identified mitigation needs and available mitigation banks. Mentioned the project is in a national forest.
Criteria 3	4.50	Consultant is familiar with the SCDOT BDM as well as other associated manuals and their applications. No mention of environmental guidance.
Criteria 4	5.00	Consultant has the experience to identify any ambiguities and provide clarification. Prior to milestone review approach is sufficient to detect ambiguous items.
TOTAL	19.50	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : Rummel, Klepper & Kahl, LLP

Criteria 1	5.00	Consultant has a good understanding of the project. Bridge, hydraulic, and geotechnical designs and approach address potential challenges with solutions. Identified the conditions of the bridge and project area. Mentioned limiting ROW to stay out of USNFS property and how to achieve that goal. Mentioned FEMA status.
Criteria 2	5.00	Consultant is familiar with the requirements of the environmental process. The consultant understands the issues and potential issues with this project and how to handle them. Named mitigation banks and credit availability.
Criteria 3	4.50	Consultant is familiar with the SCDOT BDM as well as other associated manuals and their applications. No mention of environmental guidance. Identified step by step process which was beneficial.
Criteria 4	4.50	Consultant has the experience to identify any ambiguities and provide clarification but did not give any approach details given.
TOTAL	19.00	

EVALUATOR SCORING & COMMENTS

EVALUATOR : 4

FIRM : Weston and Sampson Inc.

Criteria 1	5.00	Consultant has a good understanding of the project. Bridge, hydraulic, and geotechnical designs and approach address potential challenges with solutions. Identified the current conditions of the bridge and project area. Identified FEMA status. No mention of roadway design to match the bridge.
Criteria 2	4.50	Consultant is familiar with the requirements of the environmental process. The consultant understands the issues and potential issues with this project and how to handle them. No mention of migratory birds. Identified mitigation banks and credit availability.
Criteria 3	4.50	Consultant is familiar with the SCDOT BDM as well as other associated manuals and their applications. No mention of environmental guidance. No geo tech mentioned.
Criteria 4	5.00	Consultant has the experience to identify any ambiguities and provide clarification. 30%, 60%, and Final design review approach is sufficient to detect ambiguous items. Mentioned team combined experience and QA/QC by third party.
TOTAL	19.00	