



South Carolina  
Department of Transportation

## MEMORANDUM

TO: Public Notice

FROM: Professional Services Contracting Office

DATE: August 21, 2023

**RE: S-273-23 – I-95 over Great Pee Dee and Overflow Bridges PEL Study**

The following firm was selected for the referenced solicitation above:

CDM Smith, Inc.

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

HNTB Corporation  
Civil Engineering Consulting Services, Inc.

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

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

*Wendy Hollingsworth*

Wendy Hollingsworth  
Contracting Officer/Contract Selection Manager





**TO:** Chris Gaskins, Director of Alternative Delivery  
J. Darrin Player, Chief Procurement Officer

**FROM:** Wendy Hollingsworth

**DATE:** August 14, 2023

**RE:** **S-273-23** - I-95 over Great Pee Dee and Overflow Bridges PEL Study

Approval is requested for the referenced solicitation that was advertised on June 15, 2023, with a proposal due date of July 11, 2023. The **SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT)** requests a letter of interest and a proposal containing qualifications from all interested consulting firms experienced in providing planning, environmental, and engineering services for the development and delivery of a Planning and Environmental Linkages (PEL) study for the project listed above.

Requested services include but are not limited to: project management, surveys, planning, environmental documentation and NEPA compliance, bridge design, traffic studies and modeling, life cycle cost analysis, roadway design, hydrology/hydraulic design, utility coordination, grant application services, and other related duties deemed necessary. SCDOT intends to select and negotiate a contract with one consultant team for development of the project. The project team should be capable of providing all services outlined above.

Disadvantaged Business Enterprise goal is established as 13% 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 proposals and all were deemed acceptable for meeting the minimum requirements for submittal. August 14, 2023 at 9:30 AM, through SCDOT WEBEX teleconferencing the selection committee convened to evaluate the proposals.

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

1. CDM Smith, Inc.
2. HNTB Corporation
3. Civil Engineering Consulting Services, Inc.

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

**APPROVAL:**

ACTION	OFFICE	SIGNATURE	DATE
APPROVE	Director of Alternative Delivery	Chris J. Gaskins <small>Digitally signed by Chris J. Gaskins Date: 2023.08.21 09:51:35 -04'00'</small>	8/21/23
APPROVE	Chief Procurement Officer	J. Darrin Player <small>Digitally signed by J. Darrin Player Date: 2023.08.21 12:41:52 -04'00'</small>	8/21/23

PROFESSIONAL SERVICES SELECTION PROCESS

Evaluation Committee Deliberation

Project Name: S-273-23 - I-95 over Great Pee Dee and Overflow Bridges PEL Study



Submitted Information



Interview

Firm

Comments

See Attached

PROFESSIONAL SERVICES SELECTION PROCESS

Evaluation Committee Recommendation

Project Name: S-273-23 - I-95 over Great Pee Dee and Overflow Bridges PEL Study

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

Firm/Individual	Order Negotiation Approval	Comments
CDM Smith, Inc.	1st	
HNTB Corporation	2nd	
Civil Engineering Consulting Services, Inc.	3rd	
	4th	
	5th	
	6th	
	7th	
	8th	
	9th	
	10th	

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



**Concur**



**Not Concur**

**J. Darrin  
Player** Digitally signed by  
J. Darrin Player  
Date: 2023.08.21  
12:50:02 -04'00'

08/21/2023

Chief Procurement Officer

Date

# SCORING SUMMARY MASTER SCORESHEET

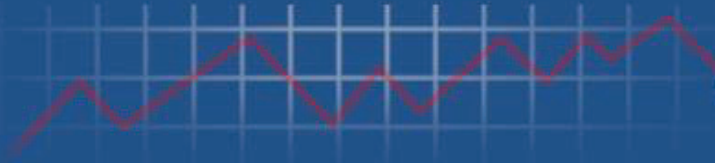
S-273-23 I-95 over Great Pee Dee and Overflow Bridges PEL Stud

8/14/2023

**SCDOT**  
PROFESSIONAL SERVICES  
CONTRACTING OFFICE



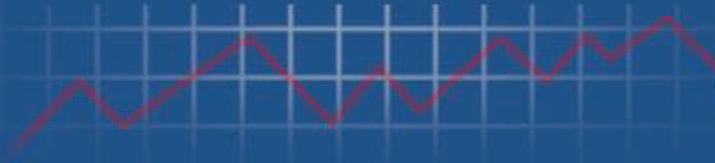
# SCORING SUMMARY MASTER SCORESHEET



S-273-23 I-95 over Great Pee Dee and Overflow Bridges PEL Stud

RANKING	FIRM RANKINGS Ranked in Order by Firm Name	TOTAL SCORE	CRITERIA									
			1	2	3	4	5	6	7	8	9	10
			30%	20%	20%	20%	5%	5%	0	0	0	0
1	CDM Smith, Inc.	74.22	23.62	14.25	14.50	15.50	3.25	3.10				
2	HNTB Corporation	72.89	21.75	14.00	16.00	13.00	3.44	4.70				
3	Civil Engineering Consulting Services Inc.	69.33	24.38	13.50	12.00	13.75	3.00	2.70				
4	AECOM Technical Services, Inc.	60.86	17.62	12.00	10.25	13.00	3.69	4.30				
5	Michael Baker International, Inc.	59.67	19.50	12.50	11.25	11.50	3.12	1.80				

# SCORING SUMMARY MASTER SCORESHEET



S-273-23 I-95 over Great Pee Dee and Overflow Bridges PEL Stud

RANKING	FIRM RANKINGS <small>Ranked in Order by Firm Name</small>	TOTAL SCORE	CRITERIA									
			1	2	3	4	5	6	7	8	9	10
			30%	20%	20%	20%	5%	5%	0	0	0	0
1	CDM Smith, Inc.	74.22	23.62	14.25	14.50	15.50	3.25	3.10				
2	HNTB Corporation	72.89	21.75	14.00	16.00	13.00	3.44	4.70				
3	Civil Engineering Consulting Services Inc.	69.33	24.38	13.50	12.00	13.75	3.00	2.70				
4	AECOM Technical Services, Inc.	60.86	17.62	12.00	10.25	13.00	3.69	4.30				
5	Michael Baker International, Inc.	59.67	19.50	12.50	11.25	11.50	3.12	1.80				
EVALUATOR:		EVALUATOR:										
EVALUATOR:		EVALUATOR:										

# CRITERIA QUESTIONS AND WEIGHTS



1	Project understanding and Approach Demonstrate the consultant's understanding of this project and describe the best design approach specific to the following key areas: 1. Project Management & coordination both within and externally to the proposed team. 2. Environmental Services 3. Design Services and Conceptual Plan Development including quality control	30
2	1. Demonstrate that the project team has the personnel and experience to provide the full range of services necessary for optimal project success. 2. Demonstrate the ability to be responsive to and to collaborate with SCDOT.	20
3	Detail the specific experience of the proposed project manager and key individuals in developing a PEL study.	20
4	Past performance and quality of past performance of the firm/team Key Individuals on similar type projects according to consultant performance evaluations and references.	20
5	Familiarity of the firm/team with state transportation agency practices and procedures.	5
6	"Workload" is defined as the dollar amount of active executed agreements (basic, contract modifications, work orders, task orders, and small purchase) between a consultant and SCDOT, minus the amounts already invoiced. It will also include those amounts under negotiation, exclusive of those that are suspended.	5
	Total	100



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : AECOM Technical Services, Inc.**

Criteria 1	7.50	Outlined PEL requirements well. Straight-forward details provided on project approach.
Criteria 2	8.00	The team overall has successfully completed PEL studies, and has the capability and expertise to complete this project. Sub consultants will also be utilized to fill gaps as needed. Project team leads have over 25 years of experience each. The team - including sub consultants - has collaborated on projects before.
Criteria 3	5.00	The proposal reflects at least 3 PEL studies that have been completed. Unsure if other PEL studies have been completed, as they were not referenced. PM has no PEL experience, but Deputy PM does.
Criteria 4	8.00	Team members have completed many similar projects involving the following disciplines: environmental, interstate, bridge, scour, cost estimating, grants, PE, and many relevant, similar aspects to that of the project. The firm and personnel evaluations for the prime and subs were very good.
Criteria 5	9.00	The team has worked with DOTs nationwide for many years on small to extremely large projects. The team is very familiar with state transportation agency practices and procedures
Criteria 6	8.60	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	46.10	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : CDM Smith, Inc.**

Criteria 1	8.50	Project understanding and approach are very clear and thorough. Very impressive "blueprint" for the project.
Criteria 2	8.50	Firms have completed 14 PEL studies and over 25 grant applications. They also have experience with interstate, bridge, scour, environmental, public information, and other activities similar to that required in this project. Members of the team have previously worked on projects involving these bridges. Team members are well qualified.
Criteria 3	7.00	The PM has managed a PEL before, as well as other environmental projects. Other team members have assisted on PEL studies in varying capacities. 14 PEL studies were referenced.
Criteria 4	9.00	Team members and team firms received excellent performance evaluations. Demonstrated past performance very well.
Criteria 5	9.00	The team has over 70 years' of experience spanning hundreds of projects with the state transportation agency, and is therefore knowledgeable of its practices and procedures.
Criteria 6	6.20	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	48.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

Criteria 1	8.50	The team has laid out an extremely detailed approach to the project, reflecting their project understanding. The proposal already included preliminary project information, which displays that they have taken this project seriously, and understand its importance. The proposal references crafting the PEL study with the BIP Large Grant criteria in mind, infusing key grant application information into the report.
Criteria 2	8.50	The PM has over 20 years of experience working on DOT projects, including design-build, interstate, safety, bridge replacements, and more, all of which are ancillary to this project. The project team includes a member with almost 40 years of experience in engineering and environmental projects, and serves as a nationwide PEL team lead.
Criteria 3	6.00	The proposal referenced at least 4 PEL studies completed; the team has also assisted with developing a PEL white paper, displaying years of research and experience on the item. The overall project PM does not have PEL experience, but has over 20 years of related transportation design experience. The PEL Manager has many years of PEL experience, and leads a nationwide PEL team.
Criteria 4	8.50	Team and firm performance evaluations and references were very complimentary.
Criteria 5	8.50	Team firms have been selected for DOT design-build, safety, roadway, bridge, environmental, value engineering, and other similar projects, and are familiar with the federal PEL process.
Criteria 6	5.40	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	45.40	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : HNTB Corporation**

Criteria 1	9.00	Team has vast understanding of the project as well as the purpose and need for a PEL for this project. The proposal is extremely detailed and reflects a clear understanding of the approach requiredt. The proposal provides a clear road map to get the project to NEPA and construction grant application.
Criteria 2	9.00	The team has personnel and experience to successfully complete DOT's PEL, having successfully completed over 30 PELs nationwide. Proposal commits to delivering on time.
Criteria 3	9.50	The PEL Project Manager has over 28 years of experience and has led PEL studies since 2011, and has authored PEL white papers. The project team has vast environmental experience, including performing more than 30 PELs nationwide (17 states). The Contract Manager has over 20 years of experience managing preliminary environmental studies / NEPA studies for federally funded projects.
Criteria 4	9.00	Team and personnel performance evaluations and references were excellent across the board.
Criteria 5	9.00	The team has worked for 46 DOTs.
Criteria 6	9.40	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	54.90	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Michael Baker International, Inc.**

Criteria 1	7.50	The proposal reflects that PEL study activities will be taking place concurrently, whereas phasing should occur. Their understanding of the PEL elements is sound.
Criteria 2	8.00	The proposal documented 6 PEL studies and other similar project experience. In the past 5 years, the team has submitted 75 grants. The proposal reflects acknowledgement that this is a fast moving project and that they will be "highly responsive."
Criteria 3	6.50	The proposal documented 6 PEL studies. The PM has over 20 years providing NEPA related services, and has managed numerous PEL studies. Other project team members have also assisted with PEL studies.
Criteria 4	7.00	The teams and individuals' performance evaluations and references were not extremely consistent, and seemed to have quite a variance.
Criteria 5	8.00	The team has experience with nationwide DOTs.
Criteria 6	3.60	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	40.60	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : AECOM Technical Services, Inc.**

Criteria 1	4.00	AECOM conducted in depth research and present the information in a well thought out manner that demonstrated knowledge of the project area. They have been involved in project experience in the project area. On page 2, the team identifies a seven step process was presented and detailed. For item 1 in this category AECOM gave only a brief synopsis of what project management and coordination consists of. They did not really explain how project management and coordination would be conducted as a team. While the list of elements on page 3 is helpful as descriptors, it does not communicate the teams approach for action or implementation. This section did not fully present how external coordination will occur or be managed. For item 2, the proposal summarized various environmental components into three separate sections on pages 3-4: Purpose and need, public involvement, and NEPA-like language (Section 4 header is missing). These sections better summarize the teams approach and captures relevant PEL elements. Item 3 was presented in Sections 5 and 6. Team's design approach for engineering was summarized well but lacked a description about how concept plans would be developed. Alternatives screening and analysis was well thought out. There was a lack of discussion about QA/ QC in the summary. Overall the proposal demonstrated a thorough knowledge of processes but failed to fully present or address some elements of this criteria.
Criteria 2	4.00	Proposal identified seven key staff. Many have over 30 years of experience in their respective disciplines. Of note is the inclusion of the Scour and Hydraulics Technical Advisor. She is a well respected and very knowledgeable individual in the hydro field. AECOM has a deep staff from which to draw for various disciplines. The availability chart included on the organizational chart page does not include the NEPA & PEL technical advisor and Public Involvement/Stakeholder Coordination. All key staff were presented as having DOT experience (pg 8). While the summary of availability demonstrates team's potential to respond to SCDOT needs, the proposal does not describe or provide details as to how the team will collaborate and be responsive with SCDOT. The proposal does include a variety of projects demonstrating similar transportation experience.
Criteria 3	4.00	While the proposal lists previous AECOM work (pg 9), this criteria is mainly looking for PM and key staff experience, specifically related to PEL studies. Project presentation does provide a quick at-a-glance summary the PM has worked on. A graphic may have been more effective and they better use some space. While the PM and key staff have previous transportation project experience, the projects provided for them were not PEL specific. The Deputy PM did have direct experience in planning and PEL projects. Key staff have relevant experience related to their respective roles. Environmental key staff did not provide the past PEL experience. This section included staff not PM or identified as key (pg 11). While informative, this was unnecessary.



# EVALUATOR SCORING & COMMENTS



Criteria 4	5.00	Proposal provided project experience and positive reviews from clients. A wide variety of projects were presented and demonstrated the teams experience on similar types of transportation projects that also included hydrologic and hydraulic components. Scores for previous projects were above average on as summarized on page 13. Proposal was somewhat unclear as to which team members worked on them. While the team/firm was identified, information about individuals was lacking.
Criteria 5	6.00	The proposal demonstrated the team's past transportation work and familiarity with DOT work experience. Chart on page 14 included a variety of project types including PELs. This was well presented and summarized.
Criteria 6	8.60	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	31.60	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : CDM Smith, Inc.**

Criteria 1	7.00	Proposal presents a clear and concise description of the team's approach the project management and coordination. On page 3, it describe duties and who will manage those for the team. The proposal describes how the team will coordinate externally through meetings with possible agenda items. The approach is thought through and presented with perspicuity. Environmental services were addressed directly relating to concurrence points. This demonstrates attention to detail and understanding of the RFP. Team demonstrated understanding each concurrence point and utilized graphics to clearly summarize deliverables for each CP. The team proposed a possible purpose and need (pg 4). This demonstrates forethought and anticipation. The proposal discusses environmental issues and topics that may become relevant during the PEL. This shows an understanding of expectations as well as how the team will address. For design and plans the proposal explained how the team would develop and assess concepts. The team proposed possible design options and explained how evaluation may occur and what issues could affect. Would like to have seen more information on how concepts could be developed in the process and how the team would present/review/update as part of the PEL. In CP 4 on page 7, the team concluded how the PEL would be provided to SCDOT as a final product. One item to note is that FHWA won't allow identifying the class of action for future NEPA in the PEL. Team provided a summary of how QA/QC would be accomplished and who would perform those reviews.
Criteria 2	5.00	The proposal does a good job with a single summary matrix demonstrating past team experience on a single page (pg 8). The table lists relevant scope and projects and who participated in that work. It was easy to read and easy to follow. It included work in the area of the project. For responsiveness and collaboration, the proposal included another table on page 9 to summarize past evaluations addressing responsiveness. While this does provide insight into teams past history, it is not really explained how the team will specifically implement collaboration with SCDOT staff for this project. It doesn't address who will ensure tasks or requests or assign appropriately and complete it. It also does not identify or discuss expected responsiveness to requests.
Criteria 3	5.00	The proposal has 12 keys personnel listed. Several have direct PEL experience. Discipline specialists are also shown to have specific PEL experience in addition to experience in their field of expertise. Of note is the Public Involvement Lead. She is highly qualified for PI and very competent in that role. Of the 12 key staff identified, 3 have zero PEL experience, 5 have one PEL, 3 have 4 PEL projects and the PM one PEL as presented in the proposal.
Criteria 4	6.00	The team adequately demonstrated past experience and provided solid past evaluation scores. A couple of PELs are included in the list. Team demonstrated previous work history and achievement of high marks on projects. Presented high marks on previous PEL work.



# EVALUATOR SCORING & COMMENTS



Criteria 5	5.00	Page 14 details past experience and provided examples of the team's familiarity with transportation practices and policies. The team participated in statewide DOT work specifically. The team presented knowledge of standards relating to similar projects. Proposal included a mention of specific work relating to rehabilitation work on I-95 bridges.
Criteria 6	6.20	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	34.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

Criteria 1	7.50	Team's understanding was succinct and to the point. In just a few sentences the team summarized their understanding of PEL elements and their goals for the project. The supplied graphic in the cover letter was a good addition as it gave an easy to understand methodology summary. The team specifically addressed criteria elements on pages 2-9. For item 1, the team outlined how their staff would manage the project and engage with each other and external team member staff. The PM was the sole POC and will coordinate with external and internal staff. The proposal did not discuss how environmental coordination might occur. Would like to have seen that addressed more fully. For item 2, the proposal exhibited an overall and specific knowledge of elements. It provided a specific example on page 4. It repeated the cover page graphic outlining their approach and discussed how the PEL can be leveraged for future grants. The team did research on T&E, mitigation, cultural, noise, EJ, and public involvement. There's a very good summary of potential resources and the teams approach on how the team would address. For design, the proposal provided an analysis of current conditions and described possible solutions that could be evaluated. A summary table on page 7 succinctly summarized the team's assessment of issues and possible strategies to address. This was very good use of space and easy to read. Included a description of how to address hydrology in hydraulics. The proposal presented an approach to a cost analysis, grants, surveys and traffic. These all play into design. On page 10, the proposal discussed the team's QA/QC approach. While brief, the team devotes leads and responsibilities for each task.
Criteria 2	4.00	There were three key staff identified: PM, Environmental, and PEL. These are all supported by relevant discipline staff. There was a good balance of lead QA/QC counterparts. The proposal was not as detailed on responsiveness and availability in this section on page 10. While it is discussed on for key staff on page 12, it does not provide much info on overall transportation services and the responsiveness of the team. This section lacked detail about how the team will collaborate with SCDOT staff throughout the project. Team member availability was highlighted on page 15.
Criteria 3	5.00	CECS and Stantec paired up to take advantage of strengths. The team both have previous SCDOT experience in complex transportation projects. CECS has completed many DOT prep contracts. Stantec brings several staff members with PEL experience. The PM and the Environmental PM were briefly noted to have transportation experience but not shown to have PEL specifically. Projects presented in their resumes did not include PEL specific projects. One of the PEL staff was discussed and presented with PEL experience but she was not identified as a key individual. The PEL Manager's resume did include multiple PEL projects that he was responsible for or worked on. This was good.

# EVALUATOR SCORING & COMMENTS



Criteria 4	6.00	The proposal included many experiences of past transportation projects including two PEL's one PEL research project. Projects demonstrate familiarity with DOT type projects. Team scores and evaluations were highly rated and comment evaluations were positive.
Criteria 5	4.00	This section stated simply that the team is familiar with practices and procedures. It does list previous work types and elements of work scope related to transportation work. Section was generic in description. This could have been combined with the previous section for a more holistic presentation and a more demonstrable knowledge base. The team does a basic job of demonstrating familiarity with transportation projects here.
Criteria 6	5.40	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	31.90	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : HNTB Corporation**

Criteria 1	4.00	On page 6 of the proposal, the team proposes a corridor vision. Unsure if this is what the RFP proposes. The proposal covered various topics related to the PEL process. It flowed inasmuch as it described the PEL development but did not adequately address each of the elements in the criteria. There was no discussion of how QC would occur or who was responsible for that. Project management has no real discussion as to how that would be managed and the coordination would be addressed with the team's internal staff or external staff. Environmental studies were discussed on page 6 the proposal addressed EJ specifically which is in line with the grant. The purpose and need was discussed twice and the team demonstrated good understanding of its importance and benefits. Proposal mentions design on page 8 and how design will incorporate other PEL elements. It also included a phasing approach with corridor considerations. Plan development was brief and not overly informative. Spent too much time on the overall PEL rather than specific criteria.
Criteria 2	4.00	Proposal discussed that HNTB been part of over 30 PELs. They did not discuss relevant team member's prior experience in their fields on similar projects. A matrix was provided on page 12 but this was part of or under the section for criteria 3. The proposal was not clear on how or who had experience of bridge design, hydrology, lifecycle cost analysis, roadway, geotech, or environmental studies. The section on responsiveness presented a commitment to deliver on time and the team's previous work on accelerated projects with timelines. The team committed to providing immediate response (pg 10). Team availability was presented on 14 which was somewhat out of sequence with location of this criteria.
Criteria 3	6.00	The proposal described the PM experience with PEL's on pages 11-12. The PM worked on multiple PELs across the US; 30 according to the proposal. The matrix on page 12 presented a clear summary of key staff and previous experience. Not all key staff were included and not all key staff have PEL experience. The matrix was a good use of space and gives an at a glance summary of work history.
Criteria 4	3.00	The proposal past performance section simply referred to 330s. It did not present any information directly in the section. The section on similar projects also included a direct reference to 330s rather than be included in the narrative portion of the proposal. Supplemental information showed high scores on projects and positive comments from previous projects. Scores were strong and showed team's quality. Some type of summary information should have been provided in the narrative portion of the proposal.
Criteria 5	5.00	The proposal included previous team transportation experience and discussed multiple projects and services previously done on page 13. Several team members have done DOT work in the past.
Criteria 6	9.40	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	31.40	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Michael Baker International, Inc.**

Criteria 1	5.00	The team's approach to project management is to have the PM serve as the POC for all disciplines. He will ensure all tasks deliverables are on schedule to completed. Internal coordination would occur through weekly or bi-weekly meetings. The proposal is unclear as to how the external coordination may occur. It states that it will be "focused and productive" but does not explain or detail how this coordination will occur. The proposal does not provide any information as to how a SCDOT staff will be engaged or consulted on tasks relating to PEL development (pg 4). For environmental services, the team provides an understanding of the PEL process and objectives. Page 5 of the proposal presents environmental studies, alternatives, and public involvement occurring concurrently or parallel. It is unclear as to how these three can occur at the same time if the alternatives analysis and environmental studies would need to be conceptually complete by the time public involvement occurs. The proposal sells MBI's abilities to handle public involvement but lacks detail as to how the team would utilize and implement public involvement tools to accomplish PEL objectives. It does discuss tools like web pages and Metroquest but does not explain any other options or how the team would incorporate as part of the project (pg 5). Other environmental studies are discussed on pages 5-6. The team did some homework on certain topics and demonstrated familiarity with aspects. In the discussion of alternatives, the proposal includes potential evaluation criteria. This shows initiative. For design and plan QA, the team demonstrated knowledge of requirements and described the team's approach to develop and address various elements. The team's approach to QC was summarized well and very clear. The graphic was not as clear as the narrative however.
Criteria 2	4.00	Graphic on pages 9-10 summarized experience in an easy to read manner. It followed relevant scope items and presented clearly each team member's experience. For responsiveness the proposal discussed the responsiveness on page 11, but it refers to a graphic on page 15. This could have been better arranged if space spent discussing the team's understanding of 'best team and fast pace' was used for the matrix to just address how the team will be responsive. Jumping over multiple pages is cumbersome and poor use of space.
Criteria 3	4.00	The proposal included previous experience on multiple PEL's. The US 49 project reference was confusing. The project title was listed as an EIS but work cited was for a PEL. It was unclear how this can be if doing a PEL they already have determined the class of action. The project manager and lead PEL demonstrate prior PEL experience but the rest of key staff were not identified as having prior PEL experience. They did provide previous transportation work experience related to their specific discipline.

# EVALUATOR SCORING & COMMENTS



Criteria 4	4.00	The proposal included past performance on multiple projects as well as comments from clients on page 13. The proposal included scores for the included projects. Overall, the team's performance were moderately rated and varied for the projects included. Scores were not specifically tied to key individuals as identified per proposal. Table should include key individuals where applicable.
Criteria 5	4.00	Team familiarity is presented on page 14. The team indicated it has worked on previous transportation projects and this they discussed the relevant policies and guidance for design elements. Demonstration of familiarity in the proposal was not detailed enough.
Criteria 6	3.60	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	24.60	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : AECOM Technical Services, Inc.**

Criteria 1	6.00	Covered the process really well for the items that would be in the PEL. Could have talked a little more about concepts and what level they would need to produce the identify alternatives. Did like the discussion on Cost Estimating and the fact they understand that cost estimating with quantities is not necessarily the best method for this contract.
Criteria 2	6.00	The Key individuals are on the lower end of availability initially but will be more available in 6 months. Everyone is qualified and you have Environmental Staff that have completed PELs on similar or larger projects than the complexity of this one. Did not include all key staff in the availability chart on the org chart.
Criteria 3	6.50	PM has had significant experience with managing projects with DOTs and some of the very large projects. I have worked with her on a project type that was new and we were able to navigate that and I think can happen here as well. The Deputy PM has direct experience with 2 PELs so that is a plus for the project. The other teams members has significant experience in their key positions but none have experience directly working on a PEL study so that gives a little concern but not the PM staff can directly them in process.
Criteria 4	8.00	Based on past CPE scores for many different types of contracts this team has been above average with many of them being on the higher end. Firm references were very good. Key individual references for the PM and DPM were excellent with others being slightly above average.
Criteria 5	8.00	They have worked with DOTs all over the country and have completed many different projects that have given the expertise and understanding of DOT practices and procedures. Chart was clear to show DOT policies and practices they are experience with.
Criteria 6	8.60	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	43.10	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : CDM Smith, Inc.**

Criteria 1	8.00	The have a good understanding of the project approach and what is needed to get a PEL study done. They hit on the 4 parts and explained what they would be doing in each one as it pertains to this project. Was a good blueprint for the project delivery.
Criteria 2	7.00	Present workload has the Key individuals at least 50% available for the project. Team has experience with many projects that are similar to this one for construction and several that some of the team have participated on from a PEL perspective. Very clear of the relevant scope to this project and who participated on the specific projects. Team members have past experience on these specific bridges.
Criteria 3	8.00	The majority of the members of the staff have experience at some level with a PEL study although not all of them. All of the key members have project experience that will allow them to complete the activities for this project. PM has direct experience with managing a PEL on a much more difficult project.
Criteria 4	8.00	References received on the team were excellent to outstanding. They received these on projects there were PELs. All individual references were again very good to excellent and on similar scope projects. CPE scores range from average all the way to excellent.
Criteria 5	6.00	This section did not cover this criteria very well. Is important that the team has experience with PEL Studies and this team has it. Would have like to see more references to projects and how that make the team qualified for this project.
Criteria 6	6.20	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	43.20	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

Criteria 1	8.00	Described how the team will coordinate internally and with DOT. The PM would be the point of contact for DOT. Project approach included the items needed in the scope. Covered the items needed in the scope and very detailed on the steps in the PEL.
Criteria 2	8.00	The team has shown that they have key personnel that can definitely handle the work that is needed with this scope. Not all of the personnel have directly work on PEL but the PEL Manager has worked on several nationally and serves as the nationwide PEL team lead. The PM and Environmental Lead have shown in many different situations that they are very responsive to DOT and that is always a plus.
Criteria 3	7.00	The PM for the project does not show that he has any direct experience with PEL studies but does have 20 years of similar experience. However, they have placed a team member as Key individuals on the team that does have the experience and with the PMs coordination expertise this should allow the PEL experience to show through. The PEL team has experience with several PEL Studies.
Criteria 4	8.00	The teams past performance is all above average with a majority of them excellent. The references for the Prime were very good to perfect. Key individuals all had very good comments and scores as well.
Criteria 5	6.50	Could have provided more project information in this section to show their familiarity with DOT practices and procedures. Did indicate the type of contracts that they have familiarity with in this section. They covered projects that they have worked on in previous sections to show that they have DOT experience. Did not really show experience with PELs in this section as CECS but have a team member that has experience.
Criteria 6	5.40	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	42.90	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : HNTB Corporation**

Criteria 1	8.00	They covered and explained the PEL process and understand that we want to get to a point that we have alternatives to carry into NEPA. They understand that Environmental services that are needed and can be done as a part of PEL. They also understand that we are to minimize the design to be just conceptual to get the alternatives identified.
Criteria 2	7.00	Both the PEL PM and the Environmental Lead have significant PEL experience. Team has completed over 30 PELs nationwide. The other team members have experience with their expertise area. The teams have some availability and it gets better over the next couple years.
Criteria 3	8.50	The contract manager has experience with environmental processes but not PEL. The PEL PM has significant work experience with PELs and the Environmental lead has experience as well. The other key members have some experience with PELs. They have completed over 30 PEL studies nationwide.
Criteria 4	8.50	The teams consultant performance evaluations were all above average with a majority of them excellent. The Key Individual references we mostly excellent.
Criteria 5	7.00	Team and Key individuals all have DOT experience. Have provided the work for 46 state DOTs. There were other sections in the proposal that showed the projects they have worked along with the 330's for the key individuals.
Criteria 6	9.40	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	48.40	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Michael Baker International, Inc.**

Criteria 1	7.50	They understand the majority of the elements of the scope and did discuss the elements of the PEL study. Some of the description of the parts that will be going on at same time during the PEL is a little confusing. The do understand why we are doing this and the fact that we are looking for information that will allow us to develop this project in then future. Discuss all of the major Environmental and design service aspects.
Criteria 2	6.50	Showed that the key individual all have experience working on full design projects which will allow them to do this one. Did not include PEL study as one of the items in your chart for experience. The availability of the staff is there and gets better in the next couple of years.
Criteria 3	7.00	The PM has directly been involved in 2 PELs in the past and has over 20 years experience. Along with that there Environmental Lead has also had experience with 3 PELs. Other key staff members did not have experience with PELs.
Criteria 4	8.00	The team has a lot of the projects with us and has performance scores mostly in the very good to perfect range. Average on the project references and did have a comment saying that there were not timely on a project. All Key individual references were excellent to perfect. CPEs in proposal did not indicate Key individual that worked on those jobs.
Criteria 5	7.00	Team and Key individuals have the experience to complete the work. Discuss the PEL process and understand the importance of this being and new step for us and they are committed to helping us with this new way of doing. They also understand that this is an effort to fund projects that would not otherwise be funded for construction. Could have provided projects to show that they are very familiar with DOT and PELs in this section for the team.
Criteria 6	3.60	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	39.60	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : AECOM Technical Services, Inc.**

Criteria 1	6.00	Provided steps and goals showing project understanding and approach.
Criteria 2	6.00	Provided examples of past experience and how it relates to I-95 PEL study and table showing availability of key staff.
Criteria 3	5.00	Provide key experience of staff, but Deputy Project Manager is the only key staff with PEL experience according to proposal.
Criteria 4	5.00	Provided past performance and consultant performance evaluations, but was not able to link majority of performance reviews to Key Individuals listed in the proposal.
Criteria 5	6.50	Provided table of projects that shows what practice and procedures were used to complete the project.
Criteria 6	8.60	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	37.10	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : CDM Smith, Inc.**

Criteria 1	8.00	Presented a clear understanding of the project approach. Provided easy to understand method for the key areas.
Criteria 2	8.00	Summary tables provided team staff and relevant scope to demonstrate experience and responsiveness.
Criteria 3	9.00	Detailed specific experience of project manager and key individuals in an easy to read table with majority of key individuals having experience developing a PEL.
Criteria 4	8.00	Provided table that clearly showed key individuals involved, as well as project and performance evaluations on relevant projects.
Criteria 5	6.00	Demonstrated teams experience across DOT contracts; not clear on relevance of on-call contracts with I-95 PEL. Referenced I-526 PEL study.
Criteria 6	6.20	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	45.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

Criteria 1	8.50	Clear understanding of current issues at the project site. Provided point of contact for project management and specific task, clearly walked through environmental services, and provided preliminary key issues/challenges.
Criteria 2	6.50	Proposal shows the team has members across multiple disciplines with many years of service.
Criteria 3	6.00	Proposal referenced key individuals and their experience with PELs. Project manager did not have direct experience with developing a PEL study.
Criteria 4	5.00	Firm/team key individuals have experience on similar type projects, but did not elaborate on quality of past performance.
Criteria 5	5.00	Proposal references teams familiarity with DOT practices and procedures but did not provide specific projects that utilized the practices and procedures.
Criteria 6	5.40	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	36.40	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : HNTB Corporation**

Criteria 1	8.00	Clearly demonstrated project understanding and provided and easy to follow design approach.
Criteria 2	8.00	Proposal covers key staff experience, comments regarding responsiveness of firm and commitments to being on-site or in-person when needed.
Criteria 3	8.00	Experience matrix provides 6 PEL studies with key individuals involved.
Criteria 4	5.50	Past performance is provided in SF330 as referenced in proposal, and with not comments addressed in the body of the proposal. No consultant performance evaluation was provided under Criteria: 4. Example project in SF330 were on similar type projects.
Criteria 5	6.50	Contract Manager has past experience, but did not elaborate on firm/team familiarity.
Criteria 6	9.40	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	45.40	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Michael Baker International, Inc.**

Criteria 1	6.00	Proposal demonstrated project management and coordination and provided preliminary coordination plan with project team. Proposal covered environmental services and design services. Proposal did not provide a clear process through the development of PEL.
Criteria 2	6.50	Table provided clearly shows the personnel and experience, but did not show PEL Study as an experience. Proposal shows firm/team commitment to responsiveness but does not elaborate on by providing past experiences.
Criteria 3	5.00	Proposal provided specific experience of the PM and a PEL/Environmental Documentation Lead. Proposal did not elaborate on additional key individuals.
Criteria 4	4.00	Proposal provided past performance evaluations, but they did not correlate with the Key Individuals identified in the proposal.
Criteria 5	6.00	Demonstrated the firm's involvement with developing several DOT manuals, but did not reference projects that utilized the practices and procedures.
Criteria 6	3.60	*** As of 6.15.23 (This score was added by an utilization evaluator.)
TOTAL	31.10	