



South Carolina  
Department of Transportation

## MEMORANDUM

TO: Public Notice

FROM: Professional Services Contracting Office

DATE: October 16, 2023

RE: **S-274-24** – I-26 Corridor Improvement Project from near MM 172 to MM 187 in  
Dorchester and Berkeley Counties

The following firm was selected for the referenced solicitation above:

Infrastructure Consulting & Engineering, PLLC

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

Rummel, Klepper &Kahl, LLP  
Stantec Consulting Services, Inc.

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

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

*Wendy Hollingsworth*

Wendy Hollingsworth  
Contracting Officer/Contract Selection Manager





**TO:** 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 15, 2023

**RE:** **S-274-24** - I-26 Corridor Improvement Project from near MM 172 to MM 187 in Dorchester and Berkeley Counties

Approval is requested for the referenced solicitation that was advertised on July 25, 2023, with a proposal due date of August 15, 2023. The **SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT)** requests a letter of interest and a proposal containing qualifications from all interested consulting firms experienced in providing engineering services for the development and delivery of preliminary roadway and bridge plans, environmental studies and documentation, environmental permitting, right of way plans, and final construction plans for roadways and bridges, and associated design/coordination services for the Corridor improvement listed above.

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

Disadvantaged Business Enterprise goal is established as 8% 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.


Ten (10) firm's submitted proposals and all were deemed acceptable for meeting the minimum requirements for submittal. September 14, 2023 at 9:00 AM, through SCDOT WEBEX teleconferencing the selection committee convened to evaluate the proposals.

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

1. Infrastructure Consulting & Engineering, PLLC
2. Rummel, Klepper & Kahl, LLP
3. Stantec Consulting Services, Inc.

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

**APPROVAL:**

ACTION	OFFICE	SIGNATURE	DATE
APPROVE	Director of Preconstruction	 2023.10.04 11:02:17 -04'00'	10/4/23
APPROVE	Chief Engineer for Project Delivery	Randall L. Young <small>Digitally signed by Randall L. Young Date: 2023.10.05 12:15:56 -04'00'</small>	10/5/23
APPROVE	Chief Procurement Officer	J. Darrin Player <small>Digitally signed by J. Darrin Player Date: 2023.10.09 08:56:34 -04'00'</small>	10/9/23

PROFESSIONAL SERVICES SELECTION PROCESS

Evaluation Committee Deliberation

Project Name: S-274-24 - I-26 Corridor Improvement Project from near  
MM 172 to MM 187



Submitted Information



Interview

Firm	Comments
See Attached	

PROFESSIONAL SERVICES SELECTION PROCESS

Evaluation Committee Recommendation

Project Name: S-274-24 - I-26 Corridor Improvement Project from near MM 172 to MM 187  
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Instructions: The Evaluation Committee shall list firms in the order of approval for cost-proposal negotiations.

Firm/Individual	Order Negotiation Approval	Comments
Infrastructure Consulting & Engineering, PLLC	1st	
Rummel, Klepper & Kahl, LLP	2nd	
Stantec Consulting Services, Inc.	3rd	
	4th	
	5th	
	6th	
	7th	
	8th	
	9th	
	10th	

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



**Concur**



**Not Concur**

**J. Darrin  
Player** Digitally signed by  
J. Darrin Player  
Date: 2023.10.09  
08:57:09 -04'00'

10/09/2023

Chief Procurement Officer

Date

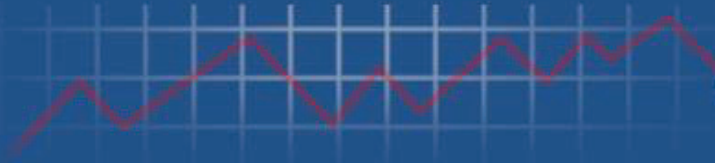
# SCORING SUMMARY MASTER SCORESHEET

S-274-24 I-26 Corridor Improvement Project from near MM 172 to  
9/14/2023

**SCDOT**  
PROFESSIONAL SERVICES  
CONTRACTING OFFICE



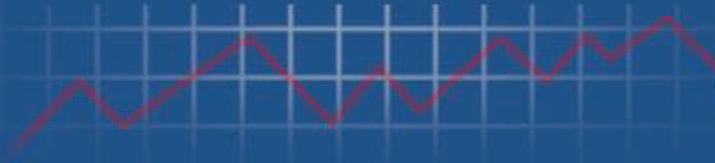
# SCORING SUMMARY MASTER SCORESHEET



S-274-24 I-26 Corridor Improvement Project from near MM 172 to

RANKING	FIRM RANKINGS <small>Ranked in Order by Firm Name</small>	TOTAL SCORE	CRITERIA									
			1	2	3	4	5	6	7	8	9	10
			30%	25%	25%	10%	5%	5%	0	0	0	0
1	Infrastructure Consulting & Engineering, PLLC	71.80	22.80	16.75	18.75	7.30	2.95	3.25				
2	Rummel, Klepper & Kahl, LLP	70.85	21.30	18.00	16.75	7.20	3.40	4.20				
3	Stantec Consulting Services Inc.	70.65	20.70	16.75	19.25	7.30	3.90	2.75				
4	Civil Engineering Consulting Services Inc.	69.20	20.70	17.25	18.50	6.70	3.40	2.65				
5	HDR Engineering, Inc.- Infrastructure Corporation of America	67.45	20.10	17.00	17.00	7.20	3.80	2.35				
6	Carolina Transportation Engineers & Associates, PC	66.80	21.00	16.00	17.00	5.20	3.05	4.55				
7	Neel-Schaffer, Inc.	63.50	16.80	15.00	17.75	6.70	3.40	3.85				
8	Mead & Hunt, Inc.	61.60	15.60	15.50	16.50	6.90	3.40	3.70				
9	Holt Consulting Company, LLC	60.85	20.70	15.00	13.50	4.70	2.70	4.25				
10	AECOM Technical Services, Inc.	53.50	15.30	12.50	12.50	5.80	3.05	4.35				

# SCORING SUMMARY MASTER SCORESHEET



S-274-24 I-26 Corridor Improvement Project from near MM 172 to

RANKING	FIRM RANKINGS <small>Ranked in Order by Firm Name</small>	TOTAL SCORE	CRITERIA									
			1	2	3	4	5	6	7	8	9	10
			30%	25%	25%	10%	5%	5%	0	0	0	0
1	Infrastructure Consulting & Engineering, PLLC	71.80	22.80	16.75	18.75	7.30	2.95	3.25				
2	Rummel, Klepper & Kahl, LLP	70.85	21.30	18.00	16.75	7.20	3.40	4.20				
3	Stantec Consulting Services Inc.	70.65	20.70	16.75	19.25	7.30	3.90	2.75				
4	Civil Engineering Consulting Services Inc.	69.20	20.70	17.25	18.50	6.70	3.40	2.65				
5	HDR Engineering, Inc.- Infrastructure Corporation of America	67.45	20.10	17.00	17.00	7.20	3.80	2.35				
6	Carolina Transportation Engineers & Associates, PC	66.80	21.00	16.00	17.00	5.20	3.05	4.55				
7	Neel-Schaffer, Inc.	63.50	16.80	15.00	17.75	6.70	3.40	3.85				
8	Mead & Hunt, Inc.	61.60	15.60	15.50	16.50	6.90	3.40	3.70				
9	Holt Consulting Company, LLC	60.85	20.70	15.00	13.50	4.70	2.70	4.25				
10	AECOM Technical Services, Inc.	53.50	15.30	12.50	12.50	5.80	3.05	4.35				
EVALUATOR:		EVALUATOR:										
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EVALUATOR:												

# CRITERIA QUESTIONS AND WEIGHTS



1	<p>Project understanding and Design Approach Demonstrate the consultant's understanding of this project and describe the best design approach specific to the following key areas:</p> <p>1Project Management &amp; coordination both within and externally to the proposed team.</p> <p>2Permitting and Environmental Services</p> <p>3Design Services and Plan Development including quality control</p> <p>4Identification and management of project risks</p> <p>5Methods for incorporating constructability and limiting ambiguity in construction contract documents.</p>	30
2	<p>1Demonstrate that the project team has the personnel and experience to provide the full range of services necessary for optimal project success.</p> <p>2.Demonstrate the team's ability to adhere to the project schedule. Describe your approach to schedule management and schedule recovery during Engineering. Demonstrate the ability to be responsive and to collaborate with SCDOT.</p>	25
3	Detail the specific experience of the proposed project manager and design leads in managing large scale Corridor/interstate and Interchange Improvement projects.	25
4	Past performance and quality of past performance of the firm/team Key Individuals on similar type projects according to consultant performance evaluations and references.	10
5	Familiarity of the firm/team with state transportation agency practices and procedures.	5
6	"Workload" is defined as the dollar amount of active executed agreements (basic, contract modifications, work orders, task orders, and small purchase) between a consultant and SCDOT, minus the amounts already invoiced. It will also include those amounts under negotiation, exclusive of those that are suspended.	5
	Total	100





# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

Criteria 1	4.00	Management and coordination on par. Broad discussion of environmental concerns and recent permitting. Discussion of maintenance of traffic lacking. There is very little detail as to how each stage will be constructed or bridge staging. Mentions construction challenges, however resolutions are not detailed, which should be in risk section. No discussion on contract documents.
Criteria 2	5.00	Team has the personnel and experience for success. Schedule management discussion is broad and not very detailed. Team has been responsive and easy to work with based on reviews.
Criteria 3	6.00	Project manager has good experience with DOT projects and projects along the corridor but lacking in major interstate widening. Deputy Project Manager brings that major interstate widening experience. Key members appear to have experience though one not identified for MOT.
Criteria 4	4.00	Good scores on DOT projects however projects highlighted are not very similar in scope.
Criteria 5	4.50	Provides manual and standard with common list of uses but fails to specifically connect to this project.
Criteria 6	8.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	32.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Carolina Transportation Engineers & Associates, PC**

Criteria 1	7.50	Good plan approach for each discipline, including working on design with DOT staff. Shows complete illustration of how MOT will be handled for interstate mainline sections, bridges, and interchanges though a little hard to see. Concerns with crossing traffic over between barrier and implementing of crossover. Very good list of risks includes level of severity and mitigation strategy. Quality assurance through several reviews and risk workshop.
Criteria 2	6.50	Good discussion on how personnel and team has the ability to deliver. Great to include collaborating with DOT staff on design. A little lacking on MOT staff experience.
Criteria 3	8.00	Program Manager, assistant, and key member have great experience on similar type DOT projects including interchanges and interstate corridor widening.
Criteria 4	5.00	Above average scores on projects, however major projects identified are not similar in scope. Team has good references.
Criteria 5	6.00	Provided numerous policies and manuals though project implementation not very specific.
Criteria 6	9.10	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	42.10	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

Criteria 1	8.00	Provides a good plan for project management and coordination with working groups and design review. Covers all the bases for permitting and environmental services including public involvement. Good outline of plan development process with other designers. Provides detailed project needs and concerns including safety observations and recommendations which is a big plus. Good MOT plan with minimal traffic shifts and proper offsets from travel way and for deflection. Good list of risks and mitigation.
Criteria 2	7.00	Team has experience on many interstate projects, has staff in different roles to have a successful project and is responsive.
Criteria 3	8.50	Project manager has very good experience on similar projects as both manager and in lead design roles. Personnel in lead roles appear to have very good experience as well.
Criteria 4	8.00	Very good and excellent performance scores and projects are similar in scope being interstate widening and interchange reconstructions.
Criteria 5	6.00	Team is familiar with DOT practices though the list provided is somewhat generic and not tied to current project. Very familiar with the corridor working on other projects.
Criteria 6	5.30	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	42.80	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

Criteria 1	7.00	Provides a good plan for project management and risk assessment including working groups. Environmental concerns are listed with detailed solutions. Mentions need for IMR for Exit 172. Good interchange concept designs utilizing existing directional ramps and avoiding impacts. Concerns with MOT concept requiring crossovers. MOT for railroad bridge not clear. Good list of possible risks and mitigation as well as constructability challenges.
Criteria 2	7.00	Team has experience on many interstate projects of similar scope. Staff positioned in different roles to have a successful project and is responsive.
Criteria 3	7.50	Project manager has good experience with DOT projects, slightly lacking in the project manager role for large interstate corridor widening project. Key members and support staff are very experienced.
Criteria 4	8.00	Very good and excellent performance scores and projects are similar in scope being interstate widening and interchange reconstructions.
Criteria 5	8.00	Shows familiarity a list of scope items, relevant manual sections, and implementation into project.
Criteria 6	4.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	42.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Holt Consulting Company, LLC**

Criteria 1	7.50	Write up was a bit jumbled and compressed. Good plan approach of how team will work with department on design efforts. Good discussion on scope, risk, and financial management. Thorough detail on permitting and environmental challenges. Provides several alternatives to addressing Tunnel Road including closure which is a big plus however maintaining or widening culvert should also be an option. MOT concepts for mainline and mainline bridges are solid. Good list of risks and mitigation although an IMR will not be needed for Exit 177.
Criteria 2	7.00	Team has experience on many interstate projects of similar scope. Staff positioned in different roles to have a successful project and is responsive. Good discussion on schedule management.
Criteria 3	6.50	Project manager has good experience with DOT projects, lacking in the manager role for large interstate corridor widening project. Some are still on-going. Design leads and support staff have good experience.
Criteria 4	5.50	Very good and excellent performance scores though projects not of similar scope.
Criteria 5	4.50	Broad discussion on familiarity and not very specific to this project.
Criteria 6	8.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	39.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

Criteria 1	7.50	Good project understanding and plan approach including environmental challengers. Very detailed specifics on most aspects. No discussion on how DOT staff will be incorporated into the design. Exit 172 interchange design has larger footprint than needed, requiring additional right of way for frontage roads and wider bridge for loop ramps merges. MOT typical sections do not show lane or offset widths and appear to show only a single lane in Stage 1. There are no staging typical section for mainline bridges. List of risks is short.
Criteria 2	7.00	Team has great experience on many interstate projects of similar scope. Staff positioned in different roles for a successful project and are responsive.
Criteria 3	8.50	Project manager has good experience with DOT projects of similar scope, though some are somewhat dated. Key members and other staff are very experienced.
Criteria 4	8.50	Excellent performance scores and comments on projects that are similar in scope being interstate widening and interchange reconstructions.
Criteria 5	5.50	Shows familiarity with a list of manuals and chapters but doesn't specifically tie it to a scope items. Multilane terminals does not appear to be a design elements.
Criteria 6	6.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	43.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

Criteria 1	4.50	Great plan approach of how team will work with department on design efforts as a sub consultant. Good discussion on scope, permitting, and design services. Some elements of the interchange design are questionable such as channelized right turns with no acceleration lanes, which increase potential of rear ends. MOT concepts for mainline is solid but graphics hard to see dimensions. Bridge MOT questionable to anchor barrier wall over the beam. Many graphics hard to maneuver. Consideration to repair existing concrete pavement is a negative. Good list of risks however hurricane evacuation not listed as one which is major for this corridor.
Criteria 2	6.00	Team has experience on similar projects though very broad. Staff positioned in different roles for a successful project and is responsive. Detailed schedule not ideal.
Criteria 3	7.50	Project manager has experience on similar projects. Key members in lead roles have very good experience as well on similar projects.
Criteria 4	7.00	Very good and excellent performance scores on some projects that are similar in scope though others are still on-going.
Criteria 5	6.00	Design criteria table to show familiarity is not specific to this project but shows how it was implemented on a similar project.
Criteria 6	7.40	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	38.40	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

Criteria 1	6.00	Good plan approach includes ability for DOT staff to perform design work. MOT staging plans has some concerns including the building of crossovers in the median and ramp tie-ins. Concerns with an interstate temporary bridge over the railroad and with possible additional impacts to the outside of mainline. Good list of risks and mitigations.
Criteria 2	6.50	Team has the staff and experience to complete the work. Provides a detailed schedule. Schedule recovery is generic and lacking on how team will be responsive.
Criteria 3	8.00	Project manager has experience on similar projects. Key members in lead roles appear to have very good experience as well on similar projects.
Criteria 4	7.00	Very good and performance scores on some projects that are similar in scope though several are on-going.
Criteria 5	6.50	Shows familiarity with a list of manuals, chapters, and memos. Includes project development plan.
Criteria 6	7.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	41.70	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

Criteria 1	7.00	Good plan approach includes integration with DOT staff for the design of the project. Includes early discussion with FHWA for IAR and safety analysis. MOT stages not clear and include more than two shifts as stated. Barrier wall offset not provided on bridge over railroad. Great list of risks and detailed mitigation.
Criteria 2	8.00	Shows great examples of collaboration and being responsiveness.
Criteria 3	8.00	Project manager and key individuals have experience working on many DOT projects of similar scope.
Criteria 4	7.50	Good performance scores and shows successful project of similar scope though some are on-going. Includes comments from DOT staff.
Criteria 5	8.00	Shows familiarity with many DOT manual and guidance with specific applications to the project.
Criteria 6	8.40	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	46.90	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Stantec Consulting Services Inc.**

Criteria 1	7.00	Provides a good plan for project management and coordination with a good outline of plan development process to include DOT staff in design. Provides detailed project needs and concerns including safety observations and recommendations. Good MOT plan with minimal traffic shifts and proper offsets from travel way and for deflection. Good list of risks and mitigation though hurricane evacuation not listed.
Criteria 2	7.00	Team has experience on many interstate projects and staff is positioned in different roles to have a successful project and is responsive.
Criteria 3	8.00	Project manager and key individuals have experience working on many DOT projects of similar scope.
Criteria 4	7.50	Good performance scores and shows successful project of similar scope though some are on-going.
Criteria 5	8.50	Show familiarity with a list of scope items tied to department manuals and how it specifically applies to this project.
Criteria 6	5.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	43.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

Criteria 1	6.00	<p>1. Have a Project Management plan. Weekly Consultant meetings. Once a Month with DOT</p> <p>2. Completed cultural resource surveys List T&amp;E species will review potential noise receivers completed CE list methods of public engagement</p> <p>3. list bridges and approach that will be taken included strategies to improve corridor safety. detailed interchange reconstruction included geotechnical considerations. MOT summary MOT missing barrier wall offset. No bridge staging plan listed quality control procedures</p> <p>4. 5 step risk analysis process.</p> <p>5. included list of challenges and resolutions.</p>
Criteria 2	5.00	<p>1. listed experience working on I-26 corridor.</p> <p>2. included responsiveness score with comments</p>
Criteria 3	4.50	PM experience on I-26 and with value engineering on I-95 and CCR 4&5. Deputy has PM experience on interstate widening project
Criteria 4	4.50	had good scores but not similar projects.
Criteria 5	5.00	manuals are listed..
Criteria 6	8.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	33.70	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Carolina Transportation Engineers & Associates, PC**

Criteria 1	7.00	<p>1. QC DOT plans to ensure consistency with there plans.  Engineer of Record will sign DOT plans.  Available upon request to take over DOT's tasks <input type="checkbox"/>  Risk management.  Propose a two day risk management workshop.  Monthly coordination meetings.  Bi-weekly design team meetings.  Monthly project status meetings with DOT.  DOT resolutions will be included in monthly progress reports.  Dividing the project into 3 areas with 3 different teams working on them.  using TWG to reduce review comments.</p> <p>2. List of accelerated permitting ideas.  List of identified stakeholders. Public involvement plan.  List of Cultural resources  List of Environmental Analysis Review</p> <p>3. Listes CTEA's QC plan <input type="checkbox"/>  List Development process.  developed a corporate QC Manual  widening to median  Included typical sections.  Able to be reversed during hurricane evac,  cross over to maintain access to interchange.  Bridges built to accommodate future fourth lane. Listed plan benefits  Replaced except Tunnel Road. Bridge sized culverts may be replaced with bridge overpasses closed and  detoured. Overpass bridges will be 2 span. excavations may require dewatering. side slopes and utilities may be  impacted when improving bridges to meet standards. roadway profiles raised to accommodate deeper girders.  FEMA coordination at Four hole swamp bridge in a floodplain.  Survey team available for use.  Subs will provide utility coordination.  List of considerations and mitigations.  Phase 1 &amp; 2 FSA and Hazardous Materials Evaluations</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	5.00	1. listed projects . 2. Included list for managing the schedule. Included list displaying their responsiveness.
Criteria 3	5.00	all key members has experience on interstate projects.
Criteria 4	4.50	2023 firm of the year. Listed CPE scores for non interstate projects with client's favorable comments.
Criteria 5	6.00	Listed manual and project implementation.
Criteria 6	9.10	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	36.60	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

Criteria 1	5.00	<p>1. Has project management plan that will establish communication protocols, document procedures and processes, and assist in the management of cost, schedule, and risks. List of plan highlights.</p> <p>2. NEPA / Permitting. Aware of potential shift being discussed to process larger-scale interstate widening projects as an EA. technical studies and NEPA information would be tailored so that either type of document can be used. also tracking important changes to NEPA in the recent June 2023 "Builder Act" <input type="checkbox"/> will develop a Public Involvement Plan. List potential meeting sites. Website, postcards, flyers, notices in newspapers. Listed potential species impacts. Listed wetlands and streams and mitigation. Listed likely permitting Listed noise receptors Listed floodplains and water quality, cultural resources, protected lands</p> <p>3. Will initiate Technical Working Group meetings. Partnering with another team will allow them to pool their design experience and provide an additional layer of design and plan reviews. using independent QA reviews. Intend to document internal QA/QC reviews with blluebeam. Proposed Roadway Improvements. Widen to 6 lanes. Replace bridges. Tunnel extend or bridge over. Weigh station has experience with coordinating with DPS for this and know their requirements. Safety. Listed areas of interest and recommendations for improvements. Listed critical design elements and how there design improved them. Interchange alternatives. Diamond MOT plan widening to median with barrier wall throughout. Listed bridges and culverts with their approach. Listed other design considerations (seismic, span , load ratings). Hydrology &amp; Hydraulic Design. Listed significant crossings. Existing drainage features will be inspected. designed to meet capacity and stability. Geotechnical investigation. Listed anticipating issues. Listed Listed utilities and contract Listed CSX requirements.</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	6.00	1. listed previous projects and team members associate with them. listed team member strengths.  2. Listed previous projects. All delivered on time and under budget. Listed key milestones. Weekly internal meetings. Monthly reporting to DOT. Included positive evaluation feed back statements. Listed collaboration on previous project
Criteria 3	6.00	all key members has experience on interstate projects. listed projects
Criteria 4	6.00	Included various awards for previous projects. Listed similar projects. positive feedback from owners.
Criteria 5	5.00	Listed the various manuals..
Criteria 6	5.30	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	33.30	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

Criteria 1	6.50	<p>1. Project management plan. Bi-weekly TWG meetings. Initial in person meeting. Mix of in person and virtual meetings. Recommend including FHWA monthly to review compliance. Meeting summaries. Cost and schedule risk analysis. Financial management plan.</p> <p>2. Potential impact to human and natural environment. Anticipate a Non-Programmatic Categorical Exclusion (NPCE). Can pivot to EA if need be. Cultural resources survey. archeological and historic architecture surveys. Study to access the known underground storage tanks and determine additional sites. List Human environment considerations. Public involvement plan will be developed. Listed concerns and solutions for Geotechnical Investigations. Listed endangered species. Avoid impacting Charleston public water supply.</p> <p>3. QC process and forms are documented in ProjectWise. will use BlueBeam for internal reviews and checks using the overlay feature as plan changes are made. existing plans, box culvert video inspections, field inspections and guidance from the Bridge Inspection Guidance Document (BIGD) and the Load Rating Guidance Document (LRGD) documented in an inspection report technical memorandum HCS Freeway Facilities methodology. a system-wide microsimulation model will be developed using TransModeler. This model will also be used as needed for the assessment of potential maintenance of traffic and construction staging schemes and the development of preliminary workzone traffic control (WZTC) recommendations. Conceptual roadway development will identify existing issues and concerns along the corridor related to safety and/or substandard design. A Best Fit Alignment for I-26 will be developed utilizing information obtained during surveys and review of existing plan Key Geotechnical Assessment will also perform asbestos and lead-based paint assessments and associated reporting List of utilities</p> <p>4. included a list of project risks</p> <p>5. plan reviews by experienced CFI staff at concept, preliminary, 60% and final plan development stages</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	6.00	<p>1. Included favorable client response for responsiveness. Table of projects showing tasks that were done.</p> <p>2. List for schedule management, schedule recovery and Engineering Cost and Budget Management developed dashboard tools to track comments and design submittals submittal tracking dashboard is user-friendly and provides DOT HDR's project management teams and reviewers the ability to see the status of every submittal</p>
Criteria 3	5.00	<p>List of projects with key staff.</p> <p>All key staff has experience with interstate projects</p>
Criteria 4	6.00	List of similar projects with key staff and key features and scores.
Criteria 5	6.00	List of scope items with manual references and how it will be implemented.
Criteria 6	4.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	34.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Holt Consulting Company, LLC**

Criteria 1	5.00	<p>1. listed anticipated project milestones. listed project management approach - doc. control, communication management, schedule management, scope, risk, ve and budget.</p> <p>2. listed permitting and environment services approach listed protected lands listed noise analysis areas list stakeholders for public involvement.</p> <p>3. widening road to 6 lanes bridges 8 lanes 12' shoulders(16' WB) investigating horizontal curve design speed. diamond interchanges. Tunnel Road potential concept list bridges and approaches. RR Bridge staging.</p> <p>4. list risk and mitigations.</p>
Criteria 2	5.00	<p>listed previous projects with Key members.</p> <p>weekly project update. six steps to project recovery.</p>
Criteria 3	4.50	PM does not have PM experience.
Criteria 4	4.50	<p>list previous projects with staff.</p> <p>included positive client comments and scores on non interstate projects.</p>
Criteria 5	5.00	list projects with manuals used.
Criteria 6	8.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	32.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

Criteria 1	6.50	<p>1. List coordination strategies for internal and external</p> <p>2. list for environmental concerns and mitigation strategies NEPA development approach to EA. table Public involvement list of Communication tools and tactics Environmental permitting approach</p> <p>3.interchange design approach partial clover leaf replacement of bridges Emergencies and Hurricane Evacuation Emergency Pull offs MOT considers adjacent projects. MOT typical section No Bridge staging shown. Transmodler, synchro/simtraffic Preliminary recommendations for bridges Seismic Analysis Load Ratings Tunnel Road H&amp;H design Scour analysis Areas of focus for Geotechnical investigation Utility List and contacts Utilities shown on a map</p> <p>4. Design Quality Management Plan List of concerns and mitigation</p> <p>5. included results from constructability review</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	4.50	1. listed project services for previous projects. 2. included anticipated milestones. included responsiveness scores with client comments. missed on schedule recovery.
Criteria 3	6.00	List of projects with key staff and role. All key staff has experience with interstate projects
Criteria 4	6.00	list previous projects with staff. included positive client comments and scores on projects...
Criteria 5	5.00	Manuals are listed.
Criteria 6	6.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	34.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

Criteria 1	5.00	<p>1. Bi weekly full team meetings. Design group will hold separate task meetings. Snap shoot meeting on quarterly basis. Required PMP and FP.FP update and submitted annually to DOT and FHWA.</p> <p>2. Anticipated CE but prepared to submit EA Area will be reexamined for historic archaeological and architectural resources List potential public involvement meeting locations. List potential noise receptors. Natural Environment List endanger species List anticipate permits and certifications Plans will include proper best management practices for in place water quality standards.</p> <p>3. Provide mobile pavement scanning Pipe and Box Culvert Inspections Traffic Studies and Modeling Included staging concept for interchanges Has concept staging for mainline but hard to read Has concept staging for bridge but hard to read bridge staging may not work with barrier wall sitting on beam. List of bridges and recommendation for closure or maintaining. Tunnel road culvert replaced with bridge show similar bridge from another project Moment slabs will be considered for culverts List major H&amp;H considerations List FEMA considerations Will do a Risk Analysis and Management for Critical Asset Protection. Previous experience in area gives concerns for Geotechnical design will provide investigation and design of the concrete and asphalt pavements. Hazardous materials/ asbestos and lead paint reports List with utilities contacts Minimal new right-of-way is expected reviewed by QA team. Include list of reviewed items</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	5.00	1. List previous projects with members. 2. Include design schedule list their approach to schedule management
Criteria 3	5.00	listed previous project responsiveness scores. Listed key staff with previous project experience.
Criteria 4	6.00	List projects with scores. Included lessons learn for each project added client comments
Criteria 5	6.00	List similar projects with manuals used. List design criteria (manuals) for scope item for this project and how it will be implemented.
Criteria 6	7.40	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	34.40	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

Criteria 1	5.00	<p>1. Using a 2 person management structure consisting of a Project Manager and Design Manager. Single point design discipline lead: Structural Design Lead, Roadway Design Lead, H&amp;H Design Lead and Geotechnical design lead. Bi-weekly design team meetings, projectwise for document control, Cost Schedule Risk Analysis if required, use FHWA Major Project guidelines. Financial management to monitor the cost will be included in all design team meetings. Design team meetings Document Control</p> <p>2. Anticipate a CE for NEPA. Develop performance metrics to compare alternatives. Public Involvement: High Tech (social media websites, etc.) and High touch (mailers, yard signs, kiosks at rest areas, etc.) Mentions Impacts to EJ communities but offer no plan if any are there. Protect lands. Propose to coordinate early in project development if there are impacts. Noise Analysis. noise study Threatened/ Endangered species. Provided a list Natural Resources/Permitting. Has plan.</p> <p>3.MOT concept typical Bridge design concept Temporary bridge may cause issues. interchange concept options. IMR process RR coordination list utilities and contacts</p> <p>4. listed risks and mitigation factors</p> <p>5. list constructability items list ambiguity review items</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	4.50	1. list experiences of non key members direct to Section 5 for key members.  2. listed CSRA process show schedule don't define schedule recovery included client comments
Criteria 3	6.00	list key members with previous projects and their roles. all key members have interstate experience.
Criteria 4	6.00	list previous projects with staff. included positive client comments and scores on projects..
Criteria 5	5.50	List similar projects with manuals used. List design criteria (manuals) for similar projects
Criteria 6	7.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	34.70	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

Criteria 1	5.00	<p>1. Listed Goals with metrics included anticipated schedule PMP meet with DOT each month Technical design team meetings</p> <p>2. Field surveys: Coordinate with SCDOT to get doc for adjacent corridor Environmental Analysis: List of protected species wet lands protected lands Noise analysis was done. Public involvement: identified stakeholders Listed methods of contact Permit acquisition: Listed permits Mitigation: listed mitigation banks</p> <p>3. Bridge staging issues with barrier wall placement. Mainline MOT typical sections. hurricane evacuation. pavement design list proposed replacement bridges and construction method. list existing culvert data and preliminary hydraulic analysis Geotechnical investigation : List items to evaluate. Utility and RR coordination: Listed utilities with contact</p> <p>4. Project Controls: List tools and how they will be used. QA/QC: List their process Identification and Management of Project Risks: List risk and mitigation</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	4.50	1. List of projects and tasks with member teams 2. list how they will collaborate listed past project collaboration.
Criteria 3	5.00	List of projects with key staff. key staff has experience with interstate projects
Criteria 4	5.00	list previous projects. included positive client comments and scores on projects.
Criteria 5	5.00	Listed the various manuals.
Criteria 6	8.40	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	32.90	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Stantec Consulting Services Inc.**

Criteria 1	5.00	<p>1. Regularly scheduled (typically biweekly) meetings to maintain communications and the project schedule. concise, with an advance agenda, for efficient time use. Coordination Flow Chart.</p> <p>2. Included a list of environmental stakeholders for coordination. Aware of some changes that may take place with NEPA documents and will adjust accordingly. List key environmental resources and their overview. List Protected species with brief description</p> <p>3. Replace interchange bridges. Anticipate diamond interchanges. Alternative consideration for roundabouts at exit 177. Consider improvements based on rural road projects. Widen to six lanes interchange bridges replaced ramps realigned. Tunnel options are extending it due to widening or replacing with bridge Emergency cut through coordination with emergency services. Widening to the median. Reduces impacts to weigh stations, no culvert extensions to outside. Allow MOT to maintain two lanes in median. Will improve substandard vertical curve over railroad to provide stopping sight distance Will improve super elevation to meet standards Bridge replacements will have 17' clearance and provide clear space for future widening. □ 2 phases for construction. 1st to median 2nd to outside. Typical shows lane widths and offsets. Listed Bridge Design challenges and solutions. Presented bridge replacement strategies for each site List utilities and contacts Listed significant hydraulic crossings</p> <p>4. List risk and mitigation strategies.</p> <p>5. List potential issues and resolution strategies.</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	5.00	1. Listed interstate projects 2. Schedule Recovery plan included responsiveness scores.
Criteria 3	6.00	list key members with previous projects and their roles. all key members have interstate experience..
Criteria 4	6.00	list previous projects with staff. included positive client comments and scores on projects....
Criteria 5	6.00	List how the manuals will be used on this project.
Criteria 6	5.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	33.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

Criteria 1	5.00	Offers minimal info on the SC 453 interchange, and doesn't address proximity of railroad to the interchange. Some info lacking regarding MOT, for example distance between travel lane and barrier wall. Some info is repeated within section. There are some sections of text that appear to be unfinished, such as sentences that end incompletely. Looks as though proofreading wasn't performed.
Criteria 2	5.00	Doesn't effectively cover each item mentioned in the criteria. Info provided is rather generic.
Criteria 3	5.50	Layout of team leads and their experience was good, but multiple leads' specific experience with this type of project was not listed.
Criteria 4	5.50	Lists Spring 2023 average CPE score of 8.43 on 21 projects. The write-up in this section of the proposal has some paragraphs appearing twice. CPE scores listed for specific projects are good, but projects don't generally seem relevant to this one.
Criteria 5	7.00	Lists key team members and years of experience on DOT projects. Lists 9 documents and some examples of sections that would be used for this project. Says team members have reviewed many DOT "manuals" through the ACEC Transportation Committee.
Criteria 6	8.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	36.70	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Carolina Transportation Engineers & Associates, PC**

Criteria 1	7.00	Detailed coverage of each criteria item, including tables / illustrations demonstrating a thorough scoping and good understanding of the project, with the exception of the 50-month schedule.
Criteria 2	8.00	References org chart, key individual qualifications, bio's, and resumes. Describes what they feel sets them apart from other firms and how the team will be dedicated to the project and is collectively able to provide all services. Effectively covers each item mentioned in the criteria, and also mentions the collaboration with DOT design staff that will be involved in this project as well.
Criteria 3	7.00	Detailed layout of team leads and their relevant experience and qualifications, but not every lead's specific experience with this type of project was listed.
Criteria 4	6.50	Lists 2023 ACEC-SC Firm of the Year award. Listed 5 projects. Only one was an interstate project, a VE Study for Carolina Crossroads Ph 4 & 5, with a CPE of 9.4. Three of the projects were secondary road bridge replacements. Not much supporting information.
Criteria 5	7.50	Says that their team members have spent most of their careers working with DOT on a near daily basis and that their team members are selected for every on-call contract for DOT as a Prime or a Sub. Says the team has worked on hundreds of DOT projects. Lists specific documents and applicability to this project.
Criteria 6	9.10	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	45.10	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

Criteria 1	7.50	Detailed coverage of each criteria item, including expandable tables / illustrations demonstrating a thorough scoping and good understanding of the project. However, there is some contradiction regarding how the widening to the median will be performed.
Criteria 2	8.50	Covers team leads and key experience. Provides a table showing their involvement in various aspects of significant projects, and references their subconsultants' role and expertise. Effectively covers each item mentioned in the criteria and provides examples.
Criteria 3	7.00	Detailed layout of team leads and their relevant experience and qualifications, but not every lead's specific experience with this type of project was listed.
Criteria 4	5.00	Lists some ACEC awards. Mentions experience with different types of projects, and lists similar projects with a good description of work performed, but doesn't list CPE scores or otherwise illustrate quality of past performance.
Criteria 5	7.50	Says team has experience on DOT bid-build projects and has been selected on numerous on-call contracts. Lists 7 current interstate projects that team is involved in, and in a "zoomable" figure lists various design documents and some sections relevant to this project.
Criteria 6	5.30	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	40.80	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

Criteria 1	7.50	Coverage of of each criteria item, including tables / illustrations demonstrating a good scoping and understanding of the project. Included a project deliverables schedule.
Criteria 2	8.00	Provides a table showing their involvement in various aspects of significant projects. Effectively covers each item mentioned in the criteria and provides examples.
Criteria 3	8.00	Detailed layout of team leads and their relevant experience and qualifications. Also included a table that illustrates team members' involvement in significant DOT projects.
Criteria 4	7.00	Lists relevant similar projects with a good description of their role in the projects, and includes CPE scores for each project but one. CPE scores were good.
Criteria 5	8.00	Says involved with current projects and many on-call contracts, engaged with technical committees and review teams for newest versions of manuals and guidance documents. An example provided was that they provided reviews and feedback for latest RDM development. Listed specific documents and applicability to this project.
Criteria 6	4.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	43.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Holt Consulting Company, LLC**

Criteria 1	9.00	Detailed coverage of each criteria item, including expandable figures / illustrations demonstrating a thorough scoping and very good understanding of the project. Included a project deliverables schedule. Presented a conceptual plan for dealing with Tunnel Rd under I-26 that would combine Tunnel Rd and the current 7-Mile Rd overpass into one new overpass in between the current crossings.
Criteria 2	6.00	References experience of key individuals listed earlier in document. Describes what they feel sets them apart from other firms and how the team will be dedicated to the project and is collectively able to provide all services. Covers most items mentioned in the criteria, but does not cover the collaboration with DOT design staff that will be involved in this project as well. Also references project experience on a bridge replacement over I-26 for a bridge that hasn't been replaced.
Criteria 3	6.00	References experience of key individuals listed earlier in document. Experience level per criteria is somewhat lighter than some others.
Criteria 4	3.50	Lists four projects with CPE scores, but they were not interstate projects. Little relevant info in this section.
Criteria 5	5.50	References on-call contracts that the team has been selected for. Also references various documents utilized on previous DOT projects but not any specific applicability to this project.
Criteria 6	8.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	38.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

Criteria 1	8.00	Detailed coverage of each criteria item, including expandable figures / illustrations demonstrating a thorough scoping and very good understanding of the project.
Criteria 2	7.00	Provides a table showing the number of engineers / staff they have available. References elsewhere in the document similar projects they have been involved in, and includes a table listing team members and similar projects they've been involved in. Shows an anticipated milestones schedule and covers their means of schedule management, but doesn't specifically address schedule recovery and the collaboration with DOT design staff that will be involved in this project as well.
Criteria 3	7.50	Detailed layout of team leads and their relevant experience and qualifications.
Criteria 4	6.50	Lists 12 projects with scores, except for one Charleston County widening and interchange project listed for its similarity to this one. Scores overall were good, but not all projects were similar to this one.
Criteria 5	6.50	Lists various sections of specific documents and applicability to this project. Says their personnel have participated in the development of several DOT manuals and specifications.
Criteria 6	6.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	42.00	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

Criteria 1	6.00	Detailed coverage of each criteria item except for methods of incorporating constructability and limiting ambiguity in construction contract documents. Included expandable figures / illustrations, but they did not cover smaller images underneath when expanded, so could not see fully. Doesn't address use of 16' outside shoulder on WB side for hurricane evacuation. Did not concur with all design recommendations, for example closing interchange ramps during construction.
Criteria 2	7.00	Lists their number of employees and those of their two main subconsultants. Provides a list of each subconsultant on the team and examples of its similar project experience. Covers each criteria item to some extent, and includes a design schedule with milestones, but it's 51 months.
Criteria 3	6.50	Includes hyperlinks to appendix for team leads' experience, but lists some similar projects for each within this section, along with a brief description of some similar experience for each.
Criteria 4	5.50	Lists 5 similar projects and a description of each and some of the work performed. Only 2 of those projects have CPE scores. Those 2 scores were good, but this section of the document doesn't otherwise illustrate quality of past performance.
Criteria 5	6.00	Provides a table of similar projects and team firms that were involved in them and various federal and state documents used on those projects. Also provides a table of scope items and sections of design documents with an example of applicability to this project.
Criteria 6	7.40	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	38.40	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

Criteria 1	4.00	Coverage of each criteria item, including expandable figures / illustrations, demonstrating a good understanding of the project but a questionable scoping. It was said that there are 4 overpass bridges, and they are listed in a table, but there are 7. Also there wasn't a lot of detail on the design approach and recommendations, Some design aspects that were mentioned may be inappropriate for the project, for example a 4' inside shoulder on the typical section.
Criteria 2	7.50	References qualifications of key individuals listed elsewhere in the document, and provides a list of other design personnel and their qualifications in this section. Covers most items mentioned in the criteria, but does not cover the collaboration with DOT design staff that will be involved in this project as well.
Criteria 3	7.50	Detailed layout of team leads and their relevant experience and qualifications.
Criteria 4	6.00	Lists 9 similar projects with a description of each and some of the work performed, six for them and three for subconsultants. Only one of their six projects has a CPE score, which was very good. Lists their most recent CPE scores for for six non-interstate projects with an average CPE of 8.12. Primary subconsultant's CPE scores were very good.
Criteria 5	6.00	List various sections of the RDM used on two previous projects. Lists various sections of other design documents and some examples that would be used for this project. Includes a flowchart showing the project development process.
Criteria 6	7.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	38.70	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

Criteria 1	8.50	Detailed coverage of each criteria item, including expandable figures / illustrations demonstrating a thorough scoping and very good understanding of the project. Included a project deliverables schedule.
Criteria 2	8.00	Provides a list of team firms and their role, with info highlighting their relevant experience. Effectively covers each item mentioned in the criteria, and also mentions the collaboration with DOT design staff that will be involved in this project as well. Provides examples of previous collaboration and responsiveness.
Criteria 3	7.50	Detailed layout of team leads and their relevant experience and qualifications.
Criteria 4	6.50	While acknowledging that most of their similar project experience has been DB, not DBB, they describe how that experience would benefit this project. Lists relevant similar projects with a good description of their role in the projects. These projects were for other DOT's and show a technical score, not CPE, but for a reference, technical scores were good. Also lists four projects with CPE scores, and although they weren't interstate projects, CPE scores were good.
Criteria 5	5.50	Lists various sections of specific documents and applicability to this project.
Criteria 6	8.40	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	44.40	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Stantec Consulting Services Inc.**

Criteria 1	8.00	Detailed coverage of each criteria item, including expandable figures / illustrations demonstrating a thorough scoping and very good understanding of the project.
Criteria 2	7.00	Provides a map and a list of the team's interstate projects corresponding to the map, and references experience of key team members listed elsewhere in the document. Included a proposed project schedule. Covers most items mentioned in the criteria, but does not cover the collaboration with DOT design staff that will be involved in this project as well.
Criteria 3	7.50	Detailed layout of team leads and their relevant experience and qualifications.
Criteria 4	7.00	Lists Spring 2023 average CPE score of 8.2 on 31 active projects. CPE scores and PM supporting comments listed for relevant similar projects are good.
Criteria 5	7.00	Lists key team members' years of experience on DOT projects and indicates that each members' experience includes interstate work. Lists 8 documents and some examples of sections applicable to this project. Says team members actively serve on ACEC subcommittees.
Criteria 6	5.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	42.00	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

Criteria 1	5.50	Opening letter says PM will lead QA/QC but Org Chart says he will lead structures team. 1.) Very little on the project understanding. Just talked about initial project kickoff and having project team meetings. That's pretty generic and standard for any project, especially owner of this size. Overall they missed an opportunity to describe the overall project here. The proposal does well to mention AECOM's past experience here but there is nothing specific to this project. 2.) Like that firm did the NEPA for 187-194 project. Noise Anal- could have mentioned specific noise receptors present on this project. could have talked about noise walls. Public engagement was extremely lacking. 3.) I like the chart for the culverts and bridges. They mention CSX as RR bridge... isn't it NS? Traffic and Safety- decent here, good mention of crashes and ADT and LOS. US15 Interchange- good mention of possibly removing the 4 lanes since we won't need it due to a new interchange design. SC 457 Interchange- certainly could have provided greater details here, but overall not awful, just not great. PAVEMENT- decent mention of pavement and its importance to the over design and staging layout, Weigh Stations - could have reached out to DPS. Basic and generic write-up. Utilities- fairly basic, mentioned two transmission lines, 10 total utilities. Geotech- decent write-up. Traffic Control- not the best visualization, basic approach with limited information. quality control -very generic, no specific plans for this project, doesn't list specific people. Good info on constructability challenges and resolutions.
Criteria 2	5.00	1st part was unnecessary info about the firm, but eventually led into relevant info. Good mention of relevant nearby projects that the "Prime TEAM" has/is working on. Could have mentioned specific tasks with timelines associated therewith. Good write up on scores. I feel PM would be a responsive PM, I wish they would have mentioned other members of the team more. Lots of "Prime TEAM" but no specific people or sub-consultants.
Criteria 3	5.00	I don't like PM and Asst PM. They should have flipped. Lead Pm doesn't have necessary interstate widening experience. The Design team is appropriate from an expertise level. Could have selected 1 or more members and detailed their specific work with similar projects.
Criteria 4	6.50	good write up here. I believe that prime has a good history on past work for DOT. good CPE scores.
Criteria 5	6.50	Good chart on interstate experience, great job relating the design manual to interstate applications
Criteria 6	8.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	37.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Carolina Transportation Engineers & Associates, PC**

Criteria 1	7.50	I like that they showed DOT on the Org Chart. Good mention of the partnership effort with DOT that is already taking place on current project. Good chart on PDF pg 7 for DOT project goals, good mention of TWG in chart. Not sure where the 2028 scheduled let date came from, thats wrong. probably came from Feasibility report. no points docked. good quote on pg 9, good description of the key staff. good mention of the PMP and good break down into three distinct sections with three independent teams with managers to oversee consistency. good break down of schedule management and risk management. great mention of accelerated permit ideas on pg 13. great list of stake holders. very in depth break down of the envr, nepa, PI, and permitting as a whole. good QC plan. really good break down of all design elements and the proposal went into each one with great details. work zone staging plans were hard to read but by all appearances, do capture the right plan and idea. nice visually of the typical section under the overpasses. great mention of traffic control and matching catering to needs of a hurricane evac during construction. Great chart on project risks. on Pg 24 and 25 they start mentioning NS as RR operator instead of CSX?
Criteria 2	6.00	Good intro, good point about the key players being owners and not likely to leave the project before completion. Solid references. Good mention of relevant projects. Would have like some info on responsiveness, i like the chart they introduced, but i think they could have understood responsiveness to mean phone call, email, etc. MOT staff concerns me some. Unfamiliar personally with his work and the SF 330 does have any experience with MOT. No info on MOT designer, has no info listed, and MOT is a big part of this job. I like traffic staff member on the project.
Criteria 3	8.00	No issue with PM,great choice. no issue with asst. PM. good choice for Structural Lead and Risk. Design manager is qualified.
Criteria 4	5.00	This sections was good but fell short. However good chart on pg 34 with relating the manual to a specific project implementation for this job.
Criteria 5	4.50	This section was very short. Just one chart. Could have done better by taking each person and explaining there current work load, their future workload, and the amount of time and when they could be present.
Criteria 6	9.10	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	40.10	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

Criteria 1	7.50	good intro into proposal document and how to maneuver and use the links/bookmarks. Great technology impeded into the proposal itself. I don't like that they skipped the project understanding and went straight into approach. Pretty weak on the Project management and coordination internal and external. it was generic and obvious wording. Public Involvement was present but felt lacking. good stake holder chart and good meeting site ranking. Good mention of bats and glad they actually mention what noise receptors were present. Good charts on permitting info on pdf pg 10. pdf pg 11 has the proposed improvement section is cumbersome and hard to read. the wording through the proposal thus far is just not well written. interesting info on crashes. nice corridor layout on sheet 13. very interesting to widen aggressively to the inside in order to create space for a 4 lane to the outside in the future. I would really like more info on cost impacts. good info on pg 15 about structure staging/mot. very detailed for the RR bridge. good write-up on Hydro. Over all, this section started off poorly but got better as the proposal went on.
Criteria 2	7.00	1. Solid personnel listed. I like team member with DOT constr. reviews experience and I like team member for MOT. 2. I like the team here and I like the description of the plan in the proposal. I like the charts on pg 24 and 25 with similar projects to I-26 and how they list Stantec in there too as well as other subs. good example of tight schedule on the I-85 project. I would have like if they found a better way to "demonstrate" the ability to stick to schedule and responsiveness but the past quotes from other jobs is good.
Criteria 3	7.50	really good specific experience with PM . Nice ability to click PMs pic and go strait to SF 330 and really nice ability to return to where you were at in the proposal. bridge lead has great relevant experience as well. Great and experienced leads for roadway and traffic and utility. Great combo of people from Stantec and CECS
Criteria 4	6.00	nice mention of awards on similar projects. Good chart breakdown on pg 33. Criteria asked for CPE and references. The proposal mostly just described past projects and what the Team did on those projects. Similar to other section of the proposal. Could have given this more thought.
Criteria 5	9.00	The team has excellent familiarity with these types of projects.
Criteria 6	5.30	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	42.30	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

Criteria 1	7.00	very comprehensive PM plan that focuses on PMP, CRSA, Financial management plan and schedule. Good writup on NEPA and Permitting. Quality control was fairly weak and generic. Technical glitches in proposal were present. Specifically on pdf pg 14. really good demonstration of knowledge regarding the FHWA process and requirements through out this section of the proposal. good mention of CSX and NS dual use of RR Track. overall, fairly decent write-up, well worded, concise but just felt indistinguishable.
Criteria 2	6.50	Farily decent writeup, covered the basics, good tables, good charts, met expectations
Criteria 3	7.00	PM is qualified for this role. Good experience on very similar projects. Asst PM is also highly suitable for this role. All leads are very suitable
Criteria 4	7.00	this section was ok. A little word in the project description of the past project instead the past performance of the team or team member. did list CPE scores and client reference, wished they would have highlighted the score and reference to make it stand out.
Criteria 5	8.00	good chart here with the dates in which the team member is expected to be at.
Criteria 6	4.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	40.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Holt Consulting Company, LLC**

Criteria 1	7.00	proposal should have had a better project description before jumping right into the project approach. I like having a documents control team member. Overall scheme of proposal isn't great, don't like the chart/bulleted.alternating color combo. Nice mention of the existing shoulders not being able to support traffic. nice proposed concept of tunnel rd. bridge. Good mot rendering. Overall i felt the project had most of the necessary talking point, however the layout. Scheme made it hard to read.
Criteria 2	7.00	good mention of a limited NTP. Nice chart on Project Schedule recovery on pg 25. could have gone into more detail on working with dot design staff
Criteria 3	6.00	I would have rathered seen the chart on pg 26 talk more about the person and what they did than the project itself. also this chart could have focused on the projects "key similarities "
Criteria 4	5.00	This section showed solid scores and good past performance. This section didn't necessarily stand out though. could have used better projects with better relation to I-26 widening
Criteria 5	5.00	firm and team are capable and qualified. And this section shows good evidence of familiarity, could have gone further and made it project specific to I-26.
Criteria 6	8.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	38.50	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

Criteria 1	9.00	distinguished items discussed in prop. - seismic conditions varying from end to end, load rating, coordination with adjacent projects, utility mitigation strategies, good beginning with solid broad project understanding. Decent breakdown on project Management and approach, pretty solid write-up on nepa and permitting. I like how the proposal Cleary identifies a design aspect, then explains about that particular aspect. The interchange design are considerable different that what the majority of firms have proposed. I would really like more details on this approach. as in why are these designs appropriate and how will it help. Excellent and very clear depiction of MOT. good mention of fortifying the shoulders first. good break down of how the concrete section will have to focus on during MOT and good ideas for how to use Warm mix asphalt to expedite construction for MOT purposes. good mention of considering cost as a part of the discussion on MOT. good mention of coordinating these MOT/construction effort with nearby projects. good graphics here (pdf pg 14). great inclusion of weigh station coordination and emergency crossovers during construction. good break down of existing geometry and a proposed plans. RR Bridge design had good mention of fencing, no MSE wall, and 200' R/W. good in depth break down on Geotech seismic considerations, good detail on hydro structures. nice breakdown on utilities, with indications of prior rights, very specific details for some utility companies. nice breakdown for identifying project risks, i wanted ICE to mention the CSRA. solid team for constructability and review. good evidence of recent example in constructability change and cost savings on US 176.
Criteria 2	7.50	good use of chart to show sub consultants experience with similar work. Good chart representing the 31 month from NTP to final plans. Good write-up on responsiveness. I wanted to see inform regard TWG meetings here. Solid team with good choices for key members, didn't touch on schedule recovery.
Criteria 3	7.50	Good job on this section , easy to red, follow, and it properly demonstrated the KEY members and their specific experience to similar projects
Criteria 4	7.50	solid write up on past performance with similar projects,
Criteria 5	7.50	decent write up here. proper way to show firm team is familiar.
Criteria 6	6.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	45.50	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

Criteria 1	5.00	I thought the proposal could have started off better with proper project understanding before leading into the technical criteria. I do appreciate that they mention the FP, MPM, and CSRA in the project management section. The envr section felt generic and indistinguishable. the road design write up was lacking and the interchange write-up ok, but the figures for staging the construction of the interchanges were confusing and hard to operate and understand. The MOT graphics were equally hard to navigate. bridge design process graphic were incorrect. bridge replacement process graphic on pg 15 was also hard to operate and didn't function properly. overall this section of proposal is wordy and hard to read. some areas have unnecessary wordy technical language. for ex, on pg 20 discussing pavement design. overall this section had decent details of the firm's plans for the project, however the flow and scheme/layout of the proposal makes it hard for the reviewer to comprehend the proposal contents
Criteria 2	6.00	solid team and I am confident in the team's ability to perform as well as they have on previous similar projects listed in the proposal.
Criteria 3	5.00	good chart displaying the team member and the relevant experience but overall this set was unremarkable
Criteria 4	7.00	nice section here. Like the lesson learned piece of the write-up.
Criteria 5	8.00	ok section here. Nice breakdown between federal experience and state experience/familiarity. Good use of similar project that is the near terminus for this project.
Criteria 6	7.40	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	38.40	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

Criteria 1	7.00	Good into. Good explanation of the PM/DM management model. Decent right up on NEPA,PI, and permitting. Nice mention of the purpose and need of the project. I like the schematic on pg 9 breaking down the limits in which NS and Baker will partake. also interesting staging concept for the narrow median and CSX bridges. MOT calls for Temp bridge, ask committee if this is advisable? they do give decent explanations of the staging plan on pg 13. really nice thought on the interchanges. definitely some in depth and out of the box thinking. graphics in proposal work well. missed some of the over pass bridges are missing on the chat on pg 12. good info on risk, i agree on RR Coord and MOT. fairly solid section that was well written.
Criteria 2	5.50	project team clearly has sufficient experience. would have preferred the proposal to demonstrate a little differently though. Maybe found a way to tie their past experience to the upcoming challenges that surely await them on this project. Good info on schedule recovery and management. missed the boat on responsiveness. I appreciate the amount of employees the companies have but and the past client referrals but i would like to know how the TEAM will be specifically responsive to SCDOT on this particular project.
Criteria 3	7.00	good detail on specific experience of leads and mangers. Full confidence in the teams ability.
Criteria 4	6.50	good list of relevant project but could have done better listing the reason why those project were similar. Also, It would have been prudent for the proposal to list how their past performance was, rather than a single comment from a client. CPE scores were really good
Criteria 5	8.50	pretty good write up on this section. Nicely detailed.
Criteria 6	7.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	42.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

Criteria 1	8.00	good intro on project understanding. Solid info on PM plan, and Permitting and NEPA, design and plan development. All graphics inside of proposal operate well and this section delivered the necessary information to the reviewer. Very detailed inform on culverts and hydro feature of project. solid write-up on utilities that identified heavy, medium, and low risks items. solid info on risk items with impacts and solutions identified. solid info on MOT
Criteria 2	7.50	good job of laying out and mentioning the whole team (subs) and displaying the team's experience on projects that relate to this one. Great job of touching on collaborating with DOTs on pg 18. great use of examples of such collaboration on pg 19
Criteria 3	7.00	team is solid and I agree with the PM and Asst pm roles. Good job laying out the info for reviewers to easily comprehend.
Criteria 4	8.00	good job describing how DB build project experience will help with this I-26 DBB project. good job displaying past performance for Prime and subs. Good CPE scores and client reviews.
Criteria 5	9.00	great layout for demonstrating the team/firms familiarity. Very detailed
Criteria 6	8.40	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	47.90	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Stantec Consulting Services Inc.**

Criteria 1	8.00	Great intro, nice to know that the teams relevant project experience is very nearby projects on the same stretch of interstate. Good mention of having conversation with FHWA about large scale interstate project being an EA. Good break down in the Traffic intro about recently reviewing the IMRs from recent nearby projects in order to confidently opine on these two interchanges on this project. nice mention of safety. very interesting MOT plan with the whole project having the same concrete barrier median as opposed to the grassed median with cable barrier. nice chart on SE comparing existing curves with what the RDM is requiring. further discussion of MOT on pg 11 is very helpful to to understand the reasoning for the MOT plans. I wish specific cost comparison was mentioned as a part of the pros and cons. solid on utilities, solid on structures, solid on hydro, and i appreciate them reaching out to district maintenance to find out if there are any existing issues. good chart on pg 17 mentioning specific risks and the mitigation strategy on each. nice chart on constructability and ambiguity risks on pg 18.
Criteria 2	7.50	fairly solid section demonstrating the project team has the right experience....i think responsiveness could have focused on emails, phone call, meetings, etc. . good job demonstrating the schedule adherence
Criteria 3	8.00	PM has necessary recent and relative experience. Design leads have recent and relative interstate experience. Structures lead is very solid for this magnitude of a project.
Criteria 4	8.00	very good section here. Good mix of feed back and cpe scores.
Criteria 5	9.00	also good on this section great chart on pg 29. no issue on this .
Criteria 6	5.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	46.00	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

Criteria 1	5.00	<p>The team's proposal identifies that they understand the roles with project management, and how to effectively coordinate with DOT. The team is modeled with a Project Manager, Deputy Project Manager, and key individuals focusing on Environmental, Project Controls, Risk/Scheduling, and Design Manager, and other key individuals as Design Leads. (Average)</p> <p>Firm identified their knowledge and understanding of Permitting and Environmental Services that will be required to meet all state and federal requirements. (Average)</p> <p>The proposal shows that the team has put forth great effort in identifying how to approach the design of this project; several as-built plans are referenced. The team has shown proposed design approaches, concepts, and traffic staging; good job. The proposal also includes a simple process for quality control during plan development. (Slightly Above Average).</p> <p>The proposal's section on identifying and mitigating project risks met requirements of the proposal, but lacked detail and effort when compared to others. (Slightly Below Average).</p> <p>Firm's proposal meets requirements for addressing constructability and reviews. Included a couple of challenges that will need to be addressed during design, and have already established some possible resolutions. (Average)</p>
Criteria 2	5.00	<p>Firm has demonstrated that the design team proposed possesses personnel and resources with the necessary experience to provide the services requested for this project. (Average).</p> <p>The proposal addresses the team's ability to meet schedule requirements, and to manage and recover the schedule as necessary. Seemed very broad and generic, and could have used additional details and be more project specific. (Average)</p>
Criteria 3	4.00	<p>Proposal does a great job in identifying past experiences with large scale interstate and interchange projects, and are listed to each specific manager/lead. However, I do not believe the PM assigned in the proposal demonstrated experience and knowledge of this size and scope of project (Slightly Below Average)</p>

# EVALUATOR SCORING & COMMENTS



Criteria 4	8.50	<p>Firm references on past projects of similar size and scope was (Very Good).</p> <p>Key individual references for project management was excellent, design lead references were excellent as well. (Excellent)</p> <p>CPE data shows that the firm's services were satisfactory on many previous projects of similar scope (Very Good).</p>
Criteria 5	7.50	<p>For the most part, this firm has shown in their proposal that the team is familiar with DOT standards, practices, and procedures. (Average)</p> <p>Proposal shows 17% DBE utilization; with an 8% goal, this shows the team's familiarity with achieving this goal as a requirement (Outstanding).</p>
Criteria 6	8.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	38.70	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

**FIRM : Carolina Transportation Engineers & Associates, PC**

Criteria 1	6.00	<p>Project management and coordination addressed and met RFP requirements with team consisting of Project Manager, Assistant Project Manager, Design Manager, and other key individuals as Design Leads; liked that a design manager oversees each discipline. Spoke directly on the criteria, and understands that DOT will be partnering with portions of the design; the proposal further explains that the team understands this will cause challenges with communication, and identify how they intend to address this (Slightly Above Average).</p> <p>Firm identified their knowledge and understanding of Permitting and Environmental Services that will be required to meet all state and federal requirements. Liked mentioning options to accelerate the permitting process. Also liked they did a great job in providing potential solutions to challenges in this section (Above Average).</p> <p>The proposal specifies how the firm/team will utilize existing manuals and policies in place to outline QC procedures. The firm has addressed components of the design services to address the key disciplines; in MOT, I did not like how they are reverting to crossovers being utilized during staged construction, especially when not mentioning placing emergency pull offs. Proposal identified a hazardous material conflict with a fueling station at one of the interchanges. (Average).</p> <p>The proposal's section on identifying and mitigating project risks shows they put effort into identifying issues that are specific to this project, rather than just common knowledge across these types of projects. The team has already provided a detailed and well thought out list with this proposal; there are a lot of items provided as risks already. I can appreciate the thought and effort placed here especially at this point (Above Average).</p> <p>Firm's proposal meets requirements for addressing constructability and reviews. (Average).</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	6.50	<p>The firm's proposal relies on SF 330s and resumes to address that the team possesses personnel and experiences to provide required services. This meets the requirements, but would have liked to see key personnel with detailed experiences on similar large scale projects shown here. (Average)</p> <p>The proposal addresses the team's ability to meet schedule requirements by showing recent and real examples where they were successful on previous projects of similar scope. There were examples included where they demonstrated being successful in expediting schedules when necessary; some of the time savings were impressive. (Very Good).</p>
Criteria 3	6.00	Proposal does a great job in identifying past experiences with large scale interstate and interchange projects, and are listed to each specific manager/lead. (Slightly Above Average)
Criteria 4	5.00	<p>Firm references on past DB and bridge projects (Average).</p> <p>Key individual references for project management and designers were (Very Good).</p> <p>CPE data shows that the firm's services were satisfactory on previous projects of similar scope (Average).</p> <p>Section and the proposal was vague/short.</p>
Criteria 5	6.50	<p>For the most part, this firm has shown in their proposal that the team is familiar with DOT standards, practices, and procedures. (Average)</p> <p>Proposal shows 12% DBE utilization; with an 8% goal, this shows the team's familiarity with achieving this goal as a requirement (Very Good).</p>
Criteria 6	9.10	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	39.10	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

Criteria 1	6.50	<p>Project management and coordination addressed but not in great detail. Rather they simply identified a table of tactics/strategies showing general comments on accomplishing this. Team commonly modeled with Project Manager, Assistant Project Manager, and other key individuals as Design Leads. (Average).</p> <p>Firm identified their knowledge and understanding of Permitting and Environmental Services that will be required to meet all state and federal requirements. (Average)</p> <p>The proposal indicates design services will include working groups and reviews to assist with QC, and independent reviews will be completed for QA. The firm has identified that they have a clear understanding of the project and what design services will be needed. The proposal speaks on Safety and provides data collected by the firm; shows there is effort and thought already as to how the team would deliver these services. The proposal identifies interchange alternatives, and how they will approach the design from a Traffic/MOT perspective; ideally do not show the use of crossovers. The proposal specifically address what requirements will be in place as a FHWA Major Project; this is very important for the team and Project Manager to understand. (Very Good).</p> <p>The proposal's section on identifying and mitigating project risks shows they put effort into identifying issues that are specific to this project, rather than just common knowledge across these types of projects. The team has already provided a detailed and well thought out list with this proposal; there are a lot of items provided as risks already. I can appreciate the thought and effort placed here especially at this point (Above Average).</p> <p>Firm's proposal meets requirements for addressing constructability and reviews. (Slightly Above Average).</p>
Criteria 2	6.00	<p>Firm has demonstrated that the design team proposed possesses personnel and resources with the necessary experience to provide the services requested for this project; very good (Above Average).</p> <p>The proposal addresses the team's ability to meet schedule requirements, and to manage and recover the schedule as necessary. Would have liked to see a preliminary schedule with target dates and/or milestones to demonstrate how they will achieve this (Average).</p>
Criteria 3	8.00	<p>Proposal does a great job in identifying past experiences with large scale interstate and interchange projects, and are listed to each specific manager/lead. All key individuals have a lot of relevant and impressive experience. (Very Good)</p>

# EVALUATOR SCORING & COMMENTS



Criteria 4	8.50	<p>Firm references on past DB project of similar scope was (Very Good).</p> <p>Key individual references for project management was excellent, design lead references were very good, and utility coordination reference was outstanding. (Outstanding)</p> <p>CPE data shows that the firm's services were satisfactory on many previous projects of similar scope (Above Average).</p>
Criteria 5	6.50	<p>For the most part, this firm has shown in their proposal that the team is familiar with DOT standards, practices, and procedures; has excellent familiarity, especially with this type of project. (Above Average)</p> <p>Proposal shows 10.35% DBE utilization; with an 8% goal, this shows the team's familiarity with achieving this goal as a requirement (Slightly Above Average).</p>
Criteria 6	5.30	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	40.80	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

Criteria 1	5.50	<p>Project management team laid out in great detail, and discusses coordination both externally and internally with the team and DOT. Their proposal discusses the use of many tools and tactics that shows the team's understanding of the project. Team commonly modeled with Project Manager, Assistant Project Manager, and other key individuals as Design Leads. The team has provided a very comprehensive Project Management Plan. Like the financial management plan and cost/risk analysis. (Above Average).</p> <p>Firm identified their knowledge and understanding of Permitting and Environmental Services that will be required to meet all state and federal requirements. Detailed environmental concerns and solutions. (Average)</p> <p>The firm has acknowledged they will have processes and checklists in place for QC, as well as referencing DOT's QC checklists; all will be placed on PW. The proposal indicates design services can be provided with a clear understanding of the project; all key areas and design disciplines are addressed in this proposal. The proposal includes design approaches for interchanges and MOT; not favorable that the team is proposing crossovers. (Average).</p> <p>The proposal's section on identifying and mitigating project risks shows they put effort into identifying issues that are specific to this project, rather than just common knowledge across these types of projects. The team has already provided a detailed and well thought out list with this proposal. (Slightly Above Average).</p> <p>Firm's proposal meets requirements for addressing constructability and reviews. (Average).</p>
Criteria 2	6.50	<p>Firm has demonstrated that the design team proposed possesses personnel and resources with the necessary experience to provide the services requested for this project. (Slightly Above Average).</p> <p>The proposal demonstrates the team's ability to adhere to the schedule, recover/accelerate when needed, and to manage the overall design schedule; thought it was impressive that this firm included an estimated look ahead schedule (quarterly) with milestone events. The firm did a great job in highlighting their ability to collaborate and be responsive to DOTs. (Above Average)</p>
Criteria 3	6.50	<p>Proposal does a great job in identifying past experiences with large scale interstate and interchange projects, and are listed to each specific manager/lead. (Above Average)</p>

# EVALUATOR SCORING & COMMENTS



Criteria 4	8.00	<p>Key individual references for project management, design leads and environmental services were all very good (Very Good)</p> <p>CPE data shows that the firm's services were satisfactory on many previous projects of similar scope (Above Average).</p>
Criteria 5	8.00	<p>For the most part, this firm has shown in their proposal that the team is familiar with DOT standards, practices, and procedures; although, the proposal did demonstrate this in certain areas in detail greater than expected. Great job on identifying how the references were be implemented specifically to this project (Very Good)</p> <p>Proposal shows 12% DBE utilization; with an 8% goal, this shows the team's familiarity with achieving this goal as a requirement (Very Good).</p>
Criteria 6	4.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	39.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

**FIRM : Holt Consulting Company, LLC**

Criteria 1	6.00	<p>The firm's proposal demonstrates they have an understanding of the Project Management roles, and how to coordinate both externally and internally. Team commonly modeled with Project Manager, Assistant Project Manager, and other key individuals as Design Leads. Liked they have a Documents Control Manager. (Average).</p> <p>Firm identified their knowledge and understanding of Permitting and Environmental Services that will be required to meet all state and federal requirements. (Average)</p> <p>The design services identified in the proposal demonstrates that the firm/team understands how to effectively approach the design of the project. The proposal included preliminary analysis, and many favorable alternatives for design and MOT; really liked the staging identified for I-26 mainline. Liked to see explanation on why some of their approaches and concepts were presented. Verifies all elements will comply with internal Quality Management Plan, along with DOT checklists (Very Good).</p> <p>The proposal's section on identifying and mitigating project risks shows they put effort into identifying issues that are specific to this project, rather than just common knowledge across these types of projects. The team has already provided a detailed and well thought out list with this proposal. Identified the biggest risks to maintaining the schedule, and have demonstrated immediate availability (Very Good).</p> <p>Firm's proposal meets requirements for addressing constructability and reviews. (Average).</p>
Criteria 2	5.00	<p>Firm has demonstrated that the design team proposed possesses personnel and resources with the necessary experience to provide the services requested for this project. (Average).</p> <p>The proposal demonstrates the team's ability to adhere to the schedule, (Average)</p>
Criteria 3	4.00	<p>Proposal did not do a great job in identifying past experiences with large scale interstate and interchange projects, and are listed to each specific manager/lead.(Slightly Below Average)</p>

# EVALUATOR SCORING & COMMENTS



Criteria 4	5.00	<p>Firm references on past bridge replacement project was very good (Average).</p> <p>Key individual references for project management was above average, and design lead references were very good, but not for similar projects. (Average)</p> <p>CPE data shows that the firm's services were satisfactory on many previous projects of similar scope (Very Good).</p> <p>Failed to highlight performance on previous projects of similar size and scope.</p>
Criteria 5	7.00	<p>For the most part, this firm has shown in their proposal that the team is familiar with DOT standards, practices, and procedures (Average)</p> <p>Proposal shows 13.5% DBE utilization; with an 8% goal, this shows the team's familiarity with achieving this goal as a requirement (Excellent).</p>
Criteria 6	8.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	35.50	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

Criteria 1	7.00	<p>The firm's proposal demonstrates they have an understanding of the Project Management roles. Team modeled with Project Manager, Environmental Manager, and Design Manager as key individuals; i like how there is an Environmental Manager separate from design, and each design lead isn't "key" and reports to a Design Manager. The proposal highlights very briefly how the Project Manager will ensure internal and external coordination is effective. Identifies a Project Management Plan; good job (Above Average).</p> <p>Firm identified their very clear knowledge and understanding of Permitting and Environmental Services that will be required to meet all state and federal requirements, and listed out a slightly more detailed explanation of the key components. Had a great presentation of environmental concerns and possible mitigation strategies. (Above Average)</p> <p>The design services section of the proposal demonstrates the team's understanding of key elements that will effect this project. Liked the proposal highlighted the design will be performed to accommodate future 8-lane sections. I liked the design approaches that have already been proposed, as well as the MOT briefly described. The proposal includes a clear path to developing an effective quality control plan, with establishing an independent review team. Impressive that the team has already identified which utilities have prior rights; more than expected to be in a proposal (Very Good).</p> <p>The proposal's section on identifying and mitigating project risks meets proposal requirements, but is very generalized with little efforts. (Slightly Below Average).</p> <p>Firm's proposal meets requirements for addressing constructability and reviews; did like how they included previous, real world example of how their reviews resulted in either cost savings and/or avoiding unnecessary costs. (Very Good).</p>
Criteria 2	7.50	<p>Firm has demonstrated that the design team proposed possesses personnel and resources with the necessary experience to provide the services requested for this project, and includes a detailed summary of similar experiences provided by each firm. (Above Average).</p> <p>The proposal demonstrates the team's ability to adhere to the schedule, and included a preliminary schedule how to deliver this project to 100% plans, The proposal verifies the firm/team has the ability to be responsive, and included admirable scores and comments specific to their responsiveness. Did not touch on schedule recovery. (Above Average/Very Good)</p>



# EVALUATOR SCORING & COMMENTS



Criteria 3	8.00	Proposal does a great job in identifying past experiences with large scale interstate and interchange projects, and are listed to each specific key individual. This section of the proposal goes into further detail portraying previous experience of their lead designers as well. Also included ratings/scores/comments from previous projects of similar size and scope, all of which were very good. (Very Good)
Criteria 4	8.00	Firm references on past interstate widening/rehabilitation project was excellent (Very Good).  Key individual references for environmental manager was very good, and design manager was excellent. (Very Good)  CPE data shows that the firm's services were satisfactory on many previous projects (Above Average).
Criteria 5	5.00	For the most part, this firm has shown in their proposal that the team is familiar with DOT standards, practices, and procedures; the proposal included some additional detail. (Average)  Proposal shows 9% DBE utilization; with an 8% goal, this shows the team's familiarity with achieving this goal as a requirement (Average).
Criteria 6	6.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	42.00	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

Criteria 1	5.50	<p>The firm's proposal demonstrates they have an understanding of the Project Management roles. Team modeled with Project Manager, Deputy Project Manager, and Design/Environmental Lead(s) as key individuals; fairly common/average model. The proposal highlights very briefly how the Project Manager will ensure internal and external coordination is effective. (Average).</p> <p>Firm identified their very clear knowledge and understanding of Permitting and Environmental Services that will be required to meet all state and federal requirements. (Average)</p> <p>The design services section of the proposal demonstrates the team's understanding of key elements that will effect this project; especially experienced with identical I-26 widening adjacent to this one. Highlights design will accommodate future 8-lane sections. I liked the design approaches that have already been proposed, as well as the MOT briefly described. The proposal acknowledges that all submittals will be reviewed for QA/QC, but not much detail. (Slightly Above Average).</p> <p>The proposal's section on identifying and mitigating project risks meets proposal requirements, and is very specific with well thought out items and mitigation strategies; i like how the specifically mention attempting to eliminate traffic "chutes" during staging. (Slightly Above Average).</p> <p>Firm's proposal meets requirements for addressing constructability and reviews. (Average).</p>
Criteria 2	7.00	<p>Firm has demonstrated that the design team proposed possesses personnel and resources with the necessary experience to provide the services requested for this project, and includes a detailed summary of similar experiences provided by each firm. (Above Average).</p> <p>The proposal demonstrates the team's ability to adhere to the schedule, and included a preliminary schedule how to deliver this project to 100% plans, Specified approach to overall schedule management. The proposal verifies the firm/team has the ability to be responsive, and included admirable scores and comments specific to their responsiveness (Above Average)</p>
Criteria 3	9.00	<p>Proposal does a great job in identifying past experiences with large scale interstate and interchange projects, and are listed to each specific key individual. This section of the proposal goes into further detail portraying previous experience of their lead designers as well. Also included ratings/scores/comments from previous projects of similar size and scope, all of which were excellent. Included a lot of detail here (Excellent)</p>

# EVALUATOR SCORING & COMMENTS



Criteria 4	9.00	<p>Firm references on past interstate widening project (identical and adjacent project) was excellent (Excellent).</p> <p>Key individual references for project management was excellent, and design management was excellent as well. (Excellent)</p> <p>CPE data shows that the firm's services were satisfactory on many previous projects (Very Good).</p>
Criteria 5	8.00	<p>For the most part, this firm has shown in their proposal that the team is familiar with DOT standards, practices, and procedures; their proposal included more specific details and references to many of the criteria and guidelines that will be required to deliver this project; great job (Very Good)</p> <p>Proposal shows 12% DBE utilization; with an 8% goal, this shows the team's familiarity with achieving this goal as a requirement (Very Good).</p>
Criteria 6	7.40	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	45.90	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

Criteria 1	6.00	<p>Project management discussed in great detail with a well proposed model included a Project Manager and Design Manager, which also addressed how internal and external communication/coordination will be achieved (Above Average).</p> <p>Firm identified their knowledge and understanding of Permitting and Environmental Services that will be required to meet all state and federal requirements. (Average)</p> <p>QA/QC is very clearly identified, and their process(es) is greatly addressed in their proposal. Proposed design services cover the key areas specific to this project, and it is clear the firm/team has already identified options for approaches for each of the design disciplines. I liked that they included details on the Railroad and Utility Coordination services and resources that can be provided by the firm. (Above Average).</p> <p>The proposal includes the team's analysis of project risks (Average).</p> <p>Firm has identified a process to ensure constructability reviews are utilized for design submittals. Proposal shows the firm is knowledgeable of DOT standards and practices to assist with these reviews, as well as eliminating common conflicts between plans, standards, special provisions, etc. (Slightly Above Average).</p>
Criteria 2	6.00	<p>Firm has demonstrated that the design team proposed possesses personnel and resources with the necessary experience to provide the services requested for this project (Above Average).</p> <p>The proposal addresses the team's ability to meet schedule requirements, and to manage and recover the schedule as necessary; liked how they laid out a preliminary schedule to reach final plans. Didn't really speak on schedule recovery much. Met criteria requirements for responsiveness. (Average)</p>
Criteria 3	7.00	<p>Proposal does a good job in identifying past experiences with large scale interstate and interchange projects, and are listed to each specific manager/lead. These experiences are directly related and similar in scope to this project and are as to be expected. (Above Average)</p>

# EVALUATOR SCORING & COMMENTS



Criteria 4	8.00	<p>Firm references on past interstate, interchange, and bridge replacement projects were (Very Good).</p> <p>Key individual references for project management and design leads on past interstate, interchange, and bridge replacement projects were all (Very Good).</p> <p>CPE data shows that the firm's services were satisfactory on many previous projects of similar scope (Above Average).</p>
Criteria 5	7.50	<p>For the most part, this firm has shown in their proposal that the team is familiar with DOT standards, practices, and procedures; although, the proposal did demonstrate this in certain areas in detail greater than expected with listed design manuals/references. (Above Average)</p> <p>Proposal shows 12% DBE utilization; with an 8% goal, this shows the team's familiarity with achieving this goal as a requirement (Very Good).</p>
Criteria 6	7.70	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	42.20	

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

Criteria 1	7.00	<p>Project management discussed in sufficient detail to portray the firm's understanding of the project and it's needs. Team model is Project Manager, Assistant Project Manager, and other key individuals specific to certain disciplines; i.e. Environmental, Design, Traffic, Support, Controls, and QA. The firm touched on coordination both externally and internally; met proposal requirements. (Average).</p> <p>Firm identified their knowledge and understanding of Permitting and Environmental Services that will be required to meet all state and federal requirements. (Average)</p> <p>The design services section of the proposal was very cleanly organized, beginning with Traffic and Safety analysis, leading to Roadway design approaches with a proposed MOT; i like that they are not proposing chutes. The team already has a very in depth understanding of utilities and provided a good write up. Team implements project controls team; this is a little more in depth than most. Team has a QA/QC manager to oversee this process, and they have stated to utilize DOT's standard practices, checklists, and design manuals into this project. All and all, i really liked their write up here and their design approaches provided (Very Good).</p> <p>The proposal includes the team's analysis of project risks, with a very in depth and project specific list of risk items. The team has further identified impacts and possible mitigations; also indicating what aspect of the project will be effected by each item. (Above Average).</p> <p>Firm has identified a process to ensure constructability reviews are performed, and the team limits ambiguity as much as possible. Highlighted that team members are experienced in this and assist other owners/clients in writing contracts, and assist with reviewing contractor claims. The firm/team acknowledged the importance of this in a very simple and clean format; well done. (Very Good).</p>
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# EVALUATOR SCORING & COMMENTS



Criteria 2	8.00	<p>The proposal met this section of the proposal by highlighting statistics of each firm on the team; this is a different approach but effective in demonstrating where the team's strong and weak points are. The also included a summary of large scale and complex interstate projects, with a summary of what elements of these projects the team has experience in. (Very Good).</p> <p>The proposal addresses the team's ability to meet schedule requirements, and to manage and recover the schedule as necessary. The team has worked on previous projects of similar scope, which further indicates that logistics for general coordination and responsiveness are already in place between the different firms. The proposal included specific examples identifying the effectiveness of the team's approach in this area. (Very Good).</p>
Criteria 3	6.00	Proposal does an acceptable job in identifying past experiences with large scale interstate and interchange projects, and are listed to each specific manager/lead. (Slightly Above Average)
Criteria 4	9.00	<p>Firm reference on DB interstate widening project was outstanding (Excellent).</p> <p>Key individual references for project management was outstanding, and design leads was outstanding as well (Outstanding).</p> <p>CPE data shows that the firm's services were satisfactory on many previous projects of similar scope (Very Good).</p>
Criteria 5	6.50	<p>For the most part, this firm has shown in their proposal that the team is familiar with DOT standards, practices, and procedures. They go as far as referencing specific literature, standards, specifications, etc. to further demonstrate this. (Above Average)</p> <p>Proposal shows 10% DBE utilization; with an 8% goal, this shows the team's familiarity with achieving this goal as a requirement (Slightly Above Average).</p>
Criteria 6	8.40	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	44.90	



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

**FIRM : Stantec Consulting Services Inc.**

Criteria 1	6.50	<p>Project management discussed in great detail, and proposes common team model with Project Manager, Assistant "Deputy" Project Manager, with other key individuals being identified as Design Leads for the key engineering disciplines. The proposal highlights external and internal coordination, as well as provides a strategy specific to project management and coordination (Slightly Above Average).</p> <p>Firm identified their knowledge and understanding of Permitting and Environmental Services that will be required to meet all state and federal requirements. (Average)</p> <p>Design services section of the proposal starts directly with Traffic and Safety related concerns, with details on how the firm plans to address these areas during design; the details provided greatly detail the team's familiarity with this area and scope of work specific to this project. The proposal provides summaries of the team's possible design approaches; really like that their MOT does not involve traffic crossovers. Utility coordination goes into great detail and has already identified current utilities that will be considered during design. The proposal identifies the team's QC being a registered standard; believe this to be impressive. (Very Good).</p> <p>The proposal's section on identifying and mitigating project risks shows they put effort into identifying issues that are specific to this project, rather than just common knowledge across these types of projects. I can appreciate the thought and effort placed here especially at this point (Slightly Above Average).</p> <p>Firm's proposal meets requirements for addressing constructability and reviews. (Average).</p>
Criteria 2	7.00	<p>The firm's proposal relies on SF 330s and resumes to address that the team possesses personnel and experiences to provide required services. This meets the requirements, but would have liked to see key personnel with detailed experiences on similar large scale projects shown here. However, the proposal did identify necessary resources to provide the services, and that the personnel possess admirable experience to deliver this project. (Above Average)</p> <p>The proposal addresses the team's strategy to meeting schedule requirements; which has shown to have been successful on previous projects of similar scope. The proposal then specifies how the team will manage and recover as needed, to include expediting the schedule. Met the requirements in all aspects, but has shown that they have proven methods to assist here with similar projects along the I-26 corridor (Above Average).</p>

# EVALUATOR SCORING & COMMENTS



Criteria 3	9.00	Proposal does an excellent job in identifying past experiences with large scale interstate and interchange projects, and are listed to each specific manager/lead. Some of these projects are identical in size and scope along the I-26 corridor, so it shows the teams has already identified successful approaches with "lessons learned". (Excellent)
Criteria 4	8.00	Firm references on past interchange and bridge replacement projects were (Above Average).  Key individual references for project management and design leads on past interstate, interchange, and bridge replacement projects were all (Excellent).  CPE data shows that the firm's services were satisfactory on many previous projects of similar scope (Very Good).
Criteria 5	8.50	For the most part, this firm has shown in their proposal that the team is familiar with DOT standards, practices, and procedures; although, the proposal did demonstrate this in certain areas in detail greater than expected. (Above Average)  Proposal shows 14% DBE utilization; with an 8% goal, this shows the team's familiarity with achieving this goal as a requirement (Excellent).
Criteria 6	5.50	*** As of July 25, 2023 (This score was added by an utilization evaluator.)
TOTAL	44.50	