

**MEMORANDUM**

**TO:** J. Darrin Player, Chief Procurement Officer

**FROM:** Nicholas C. Pizzuti, Chief, Professional Services Contracting Office

**RE:** S-280-24 – I-95 Corridor Improvement from MM 8 to MM 21

**DATE:** November 15, 2023

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The South Carolina Department of Transportation (SCDOT) Professional Services Contracting Office (PSCO) received seven (7) responses to the Request for Proposals (RFP) for the above referenced project.

The Evaluation Committee met on November 14, 2023 to review and score the proposals. As a result, the PSCO recommends that **CDM Smith, Inc.** advance to contract negotiations.

If you approve the advancement of the recommended firm to the contract negotiation process, please indicate by signing below.

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

1. CDM Smith, Inc.
2. HDR Engineering Inc. of the Carolinas
3. Mead & Hunt, Inc.

Upon Acting Deputy Secretary for Finance and Administration concurrence, the Professional Services Contracting Office will notify all responding consulting firms of the selection results.

Approval: \_\_\_\_\_  
J. Darrin Player, Chief Procurement Officer Date

Concurrence: \_\_\_\_\_  
Madeleine Hendry, Acting Deputy Secretary for Finance & Admin. Date

NP:np



# SCORING SUMMARY MASTER SCORESHEET

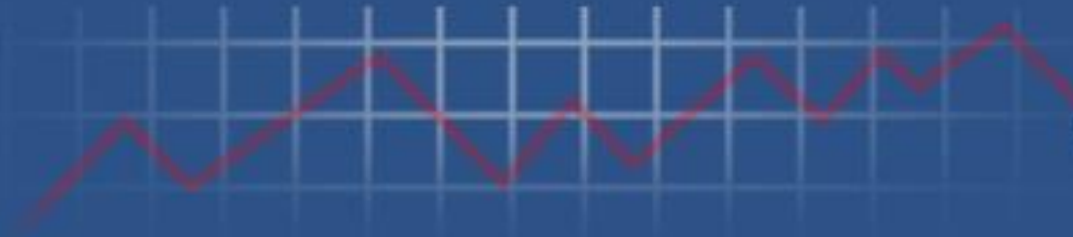
S-280-24 I-95 Corridor Improvement from MM 8 to MM 21

11/14/2023

**SCDOT**  
PROFESSIONAL SERVICES  
CONTRACTING OFFICE



# SCORING SUMMARY MASTER SCORESHEET



| S-280-24 I-95 Corridor Improvement from MM 8 to MM 21 |  |                | CRITERIA |       |       |       |      |      |      |   |   |    |
|---|--|----------------|----------|-------|-------|-------|------|------|------|---|---|----|
| RANKING   | FIRM RANKINGS<br><small>Ranked in Order by Firm Name</small> | TOTAL<br>SCORE | 1        | 2     | 3     | 4     | 5    | 6    | 7    | 8 | 9 | 10 |
|   |  |                | 20%      | 20%   | 15%   | 25%   | 10%  | 5%   | 5%   | 0 | 0 | 0  |
| 1   | CDM Smith, Inc.  | 74.10          | 14.40    | 12.80 | 11.40 | 20.00 | 8.00 | 4.20 | 3.30 |   |   |    |
| 2   | HDR Engineering, Inc.- Infrastructure Corporation of America | 71.35          | 13.20    | 15.20 | 11.40 | 18.00 | 7.60 | 3.50 | 2.45 |   |   |    |
| 3   | Mead & Hunt, Inc.  | 69.60          | 13.20    | 12.00 | 10.20 | 18.00 | 7.40 | 4.20 | 4.60 |   |   |    |
| 4   | Stantec Consulting Services Inc.                             | 68.45          | 13.20    | 12.40 | 9.60  | 18.50 | 7.80 | 4.20 | 2.75 |   |   |    |
| 5   | Infrastructure Consulting & Engineering, PLLC                | 65.55          | 12.80    | 11.20 | 9.90  | 17.50 | 7.20 | 3.60 | 3.35 |   |   |    |
| 6   | AECOM Technical Services, Inc.                               | 65.05          | 13.60    | 12.00 | 9.30  | 15.00 | 6.80 | 4.00 | 4.35 |   |   |    |
| 7   | Civil Engineering Consulting Services Inc.                   | 62.85          | 13.60    | 8.40  | 9.90  | 18.00 | 6.60 | 3.60 | 2.75 |   |   |    |
| EVALUATOR:  |  | EVALUATOR:     |          |       |       |       |      |      |      |   |   |    |
| EVALUATOR:  |  | EVALUATOR:     |          |       |       |       |      |      |      |   |   |    |
| EVALUATOR:  |  |                |          |       |       |       |      |      |      |   |   |    |

# CRITERIA QUESTIONS AND WEIGHTS



|   |   |     |
|---|---|-----|
| 1 | 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:<br>1. Project Management & coordination both internally and externally to the proposed team.<br>2. Permitting and Environmental Services.<br>3. Design Services and Plan Development including quality control. | 20  |
| 2 | 1. Demonstrate the team's ability to adhere to the project schedule. Describe your approach to schedule management and schedule recovery during preliminary engineering.<br>2. Identification and management of project risks.<br>3. Methods for incorporating constructability and limiting ambiguity in construction contract documents.  | 20  |
| 3 | 1. Demonstrate that the project team has the personnel and experience to provide the full range of services necessary for optimal project success.<br>2. Demonstrate the ability to be responsive and to collaborate with SCDOT.  | 15  |
| 4 | Detail the specific experience of the proposed project manager and design leads/key individuals in managing large scale Corridor/interstate and Interchange Improvement projects.   | 25  |
| 5 | 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  |
| 6 | Familiarity of the firm/team with state transportation agency practices and procedures.   | 5   |
| 7 | "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 | 8.00 | <p>The environmental team is involved in I-95 MM0-MM8 and MM22-33, which should aid environmental approach. This consultant has outlined appropriate stakeholders and mitigation strategies. There is sound plan to which teams will be designing bridges, overpasses, and interchanges with AECOM, HNTB, and Carolina TEA on board. This consultant has reviewed crash/safety data and identified inadequate pavement sections that do not properly drain the roadway. Safety strategies include wider shoulders, steeper X-slopes, pavement materials for better drainage, providing clear zone, and increasing runout lengths on ramps for truck traffic (20%)</p> <p>The proposal addresses the the needed superelevation increase for horizontal curves. Steeper X-slopes and special ditches can ensure improved drainage. Consultant addresses the 0% grade along the segment, and suggests opportunities to increase Design Speed. Consistent MOT for bookend projects will help driver expectancy.</p> <p>Use of Florida I-beams (frequently recommended on VE studies) is a current trend for bridges due to being able to achieve longer span length and eliminating interior bents. Proposal references ARMs requirements for the interchanges. Evaluation of safety data indicates a conservative/traditional approach to interchanges at Exit 18 and Exit 21. AECOM references relationship with BJWSA. Approach to utilities is Avoid, Minimize, and Mitigate. Possible utility providers and utility conflicts are highlighted in the proposal. There is a thorough assessment of how to approach geotechnical assessments.</p> |
| Criteria 2 | 7.00 | <p>ISO 9000 Standard</p> <p>Reasonable schedule - It was communicated well.</p> <p>Risks Identified</p> <p>Mitigation strategies communicated, but utility plan not address thoroughly</p> <p>Did not include NOI, probably should have been addressed.</p> <p>Constructability not thoroughly addressed.</p>   |
| Criteria 3 | 6.00 | <p>AECOM Team members were involved with the environmental document and Carolina TEA has provided structural design and risk analysis. HNTB is supporting the design from MM21 - MM24. However, I do not see comparable project types for all of the different technical disciplines needed for I-95 MM8 - MM22; however, resumes later in the proposal have the necessary experience.</p>  |
| Criteria 4 | 7.00 | <p>The project manager does not have experience with an interstate widening project as a PM. However, many relevant team members have interstate widening experience. Pipe and box culvert inspection will be an important aspect of this project, and the team experience will be beneficial.</p>  |
| Criteria 5 | 8.00 | <p>The project manager has a high rating and high praise from projects that she is involved in. This project manager has a stellar reputation. CPE score was lower for meeting milestones, than other criteria.</p>   |

# EVALUATOR SCORING & COMMENTS



|            |       |   |
|------------|-------|---|
| Criteria 6 | 9.00  | Familiarity with Bluebeam is a plus. This proposal communicated relevant design manuals and guidance documents that will be necessary to design this project. Familiarity with DOT practices and procedures are obvious throughout this proposal. |
| Criteria 7 | 8.70  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 53.70 |   |



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : CDM Smith, Inc.**

|            |      |   |
|------------|------|---|
| Criteria 1 | 8.00 | <p>The "Adjacent Segment Coordinator" is the Project Manager for Segment 1 and 3, which would be an advantage due to familiarity with the corridor and issues related to the project. The commitment to TWGs benefits the project schedule (Segment 1) to reduce the amount of plan review comments and the subsequent iterations to resolve comments leading to faster milestone approvals. I like the idea of merging the environmental documentation of Segment 2 and Segment 3 and incorporating both segments into one public engagement program. This proposal addresses the deficiencies with the horizontal curves and existing interchanges. This proposal addresses the Jasper County sales tax to improve access management along SC 336 in the Exit 21 area. Evaluation of culverts and scour analysis are important considerations highlighted by this proposal. MOT plan is appropriate. This proposal highlighted safety benefits near exit 21. The benefit of having a team familiar with Segments 1 and 3 is a strong benefit to the timeliness of actions like, IMRs. Utilizes Florida I-beams. Geotechnical approach is based on their familiarity with Segment 1. The proposal did not outline specific utilities, but has familiarity due to work with segments 1 and 3. Addresses ensuring Right of Entry Agreements to cover entire team for schedule and cost efficiencies. Mentions that no additional drainage may be directed onto R/R property.</p> <p>This proposal acknowledged QA consultant and including them on TWG meetings.</p> |
| Criteria 2 | 7.00 | <p>No mention of a standard for QA reviews. However, communication is a high priority, and a descriptive QA plan is in place.</p> <p>Thorough list of Risk and Mitigation Strategies. Risk workshops are planned. No mention of Utility and NOI risks.</p>  |
| Criteria 3 | 8.00 | Communicated projects similar in scope to this project; I-95 MM0-MM8. Extensive experience with full range of services.   |
| Criteria 4 | 9.00 | Project Manager and team have relevant experience, due to involvement with segment 1. Interstate experience with involvement in most disciplines.   |
| Criteria 5 | 8.00 | <p>Team has performed well on adjacent segment, which speaks to potential success for this project. High CPE scores on similar type projects.</p> <p>Typo on page 27, segment 2 should be segment 1.</p>  |
| Criteria 6 | 9.00 | CDM Smith's extensive familiarity with DOT practices and procedures are obvious throughout the proposal. On-call contracts are communicated as a means of familiarity, as well. Knowledge of Bluebeam encourages more detail oriented and comprehensive reviews.  |
| Criteria 7 | 6.60 | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |



# EVALUATOR SCORING & COMMENTS



|       |       |
|-------|-------|
| TOTAL | 55.60 |
|-------|-------|

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

|            |       |   |
|------------|-------|---|
| Criteria 1 | 7.00  | Bi-weekly meetings with SCDOT is a plus. The proposal did communicate a non-programmatic categorical exclusion would be likely. Cross slope improvements noted for safety improvements. Vertical curves (profile grades) mentioned as an area of needed improvement. ARMs Manual referenced for interchange improvements. MOT is reasonable, shoulder strengthening or replacement on MM 16 to MM 21. There was no mention of Florida I-beams, which are often VE recommendations for similar-type bridges. Utility providers are appropriately identified. Culverts to be thoroughly inspected, as they may be very old and showing signs of failure. Reasonable geotechnical issues have been identified. |
| Criteria 2 | 4.00  | Reasonable Risks Identified<br>Reasonable Mitigation Strategies Communicated<br>I am unable to pick up a national standard for the QA/QC plan reviews.<br>I did not see a schedule or a list of milestones. This should have been a part of this criteria.<br>Schedule does not match what out agency has committed to.<br>NOI listed.  |
| Criteria 3 | 7.00  | An extensive list of similar projects with applicable, technical discipline skills are communicated in this proposal. I-20 widening MM76-MM82, I-26 MM85-MM101, I-26 MM125-145. Responsiveness and collaboration was not communicated very well.  |
| Criteria 4 | 8.00  | Project manager and team communicate a strong resume of similar project experience. However, most is Design Build work.   |
| Criteria 5 | 7.00  | This consultant has won many ACEC awards for large projects. I would have been interested to see more CPE scores for interstate widening projects.  |
| Criteria 6 | 8.00  | Many team members have strong familiarity with DOT practices and procedures. Relevant manuals and guidelines are referenced.  |
| Criteria 7 | 5.50  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 46.50 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

|            |       |   |
|------------|-------|---|
| Criteria 1 | 6.00  | Bi-weekly TWG meetings are helpful for communication. The proposed schedule does not seem to have any float obligating at the last month for FY26. Strong ability to lead/conduct CSRA. Recognized that a Non-Programmatic Categorical Exclusion could be the likely NEPA path. Public Engagement Plan is very detailed. Culvert and drainage boxes to be inspected for rehab/replacement. No safety information considered for project areas on I-95 or at interchanges. Thorough concepts to be considered for interchanges. Mention of cross slope correction. MOT plan allows all SB construction to be completed in a single stage, which would make that stage safer and quicker to construct. No mention of Florida I-beams, which are often a VE recommendation for bridges like these. Geotech approach is reasonable. Utility Companies identified. |
| Criteria 2 | 6.00  | No standard communicated for QA reviews.<br>Reasonable risks listed<br>Reasonable mitigation strategies communicated.<br>CSRA process with reviews annually or before any major milestone. This is a strength to this consultant. A design schedule was not communicated in this section, but was included on page 4.<br>Bi-weekly meetings with DOT and technical designers are beneficial. Good discussion for schedule recovery.   |
| Criteria 3 | 8.00  | Communicated projects similar in scope to this project; Experience in full range of services.   |
| Criteria 4 | 7.00  | The project manager does not have experience with an interstate widening project as a PM. However, many relevant team members have diverse experience with complex projects.  |
| Criteria 5 | 8.00  | Past performance, based on CPE scores is strong, but only one is Design-bid-build. It is unclear which key individuals are involved in these projects looking at page 27, but from their resumes, this team produces quality work.  |
| Criteria 6 | 8.00  | Thorough list of manuals, design guidance, and specifications. Makes references to how this guidance applies to this project. Scoping item should include pavement design.  |
| Criteria 7 | 4.90  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 47.90 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

|            |       |  |
|------------|-------|--|
| Criteria 1 | 7.00  | Acknowledged Addenda 1 and 2. Streamlined communication having all discipline leads reporting to design manager. Monthly meetings with DOT encourages appropriate communication. Acknowledged a likely, non-programmatic categorical exclusion, but EA development strategies, if needed. Communicated an effective Public Involvement plan. Thorough design plan communicated. ICE made mention of relationship with the consultant which is designing sections 1 & 3, but does not have the intimate knowledge prep for sections 1 & 3 within its staff. Florida I-beams were proposed for bridges, which is frequently a recommendation in VE studies for these types of bridges. Inspection of culverts will be important, as many are old, and will need to be replaced. Acknowledged not adding additional flow onto R/R. Geotech Investigation is sound. Utility Owners Identified and mitigation strategies identified for critical utilities. I did not see any mention of the importance of cross slope. I did not see mention of horizontal and vertical curve issues on I-95. Did not acknowledge crash history. |
| Criteria 2 | 6.00  | No mention of ISO 9000, so I do not have a full understanding of the QA standards.<br>Basic design schedule communicated.<br>List of Risks was basic, not addressing market conditions, utilities, or permitting.<br>NOI not discussed. No discussion of schedule recovery.  |
| Criteria 3 | 7.00  | A list of past projects was communicated, but the technical disciplines were not communicated for the projects. Only one Interstate widening communicated, but relevant experience is shared in other areas of the proposal. Responsiveness commitments are noted. A more thorough list of similar projects could have been shared in this section. A large number of subs could affect communication.   |
| Criteria 4 | 8.00  | Project Manager has previous experience with interstate projects, (New Interstate EIS), Preliminary and Final Design Phase, and SC-31 Carolina Bay's Parkway. Environmental lead has been involved in multiple interstate widening projects. Design lead has significant interstate widening experience. Discipline leads have interstate and big project experience.  |
| Criteria 5 | 8.00  | Above average CPE scores on interstate widening and large projects, positive comments from multiple respected DOT PMs.   |
| Criteria 6 | 8.00  | Thorough list of manuals, design guidance, and specifications. It would have been interesting to see where some of this guidance would have applied on I-95 MM8-MM22.  |
| Criteria 7 | 6.70  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 50.70 |  |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

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

|            |       |   |
|------------|-------|---|
| Criteria 1 | 7.00  | <p>Mead &amp; Hunt Proposed quarterly meetings. Monthly design meetings would ensure better communication and more timely resolutions. This proposal acknowledges the non-programmatic Categorical Exclusion as the likely NEPA documentation to an Environmental Assessment. While this proposal does not communicate familiarity with the environmental impacts of this corridor, it does communicated a good grasp of the environmental issues. MOT is appropriate. Traffic guidelines allow 11' lanes on interstate. No mention of using Florida I-beams, which has been recommended in many VE studies involving these types of structures.</p> <p>Did not expand on public involvement plan. Could have emphasized coordination with segments 1 &amp; 3 more.</p> |
| Criteria 2 | 6.00  | <p>QA has no mention of ISO 9000. More detail on frequency of reviews would have been helpful. Reasonable list of Risks and mitigation strategies, but I did not notice permitting, market conditions, or freight logistics. Schedule was included, but lacked detail.</p>  |
| Criteria 3 | 6.00  | Communicated involvement on some similar projects like I-26; however, the specific technical disciplines for these projects were not clearly communicated. Prime received high CPE scores for responsiveness.   |
| Criteria 4 | 8.00  | Project manager and team communicate a strong resume of similar project experience.   |
| Criteria 5 | 8.00  | Past performance scores are strong. I like the "lessons learned" portion pertaining to relevant projects. I would have been interested on the CPE scores throughout the projects that were detailed.  |
| Criteria 6 | 9.00  | Thorough list of manuals, design guidance, and specifications. Sites and references how guidance relates to this project.   |
| Criteria 7 | 9.20  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 53.20 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 1**

**FIRM : Stantec Consulting Services Inc.**

|            |       |  |
|------------|-------|--|
| Criteria 1 | 7.00  | Frequency of External Coordination meetings and internal team meetings was not communicated, but duration of meetings was. Proposal does communicate stakeholders and environmental elements to be assessed. Protected Species is identified. This proposal was not aware of all bank credits available only mentioning Sweetleaf Swamp. Non-programmatic Categorical Exclusion mentioned, but no mitigation plan. MOT plan is appropriate. I like that this proposal addresses correcting cross slope. Page 12 had a typo on the design objective. The approach to each bridge was thorough and detailed rationally. Appreciate the use of Florida I-Beams. Utility partners are listed and communicated. Existing utility relationships are valuable. The culvert locations and sizes were communicated along with a plan to address deficiencies. |
| Criteria 2 | 7.00  | No mention of standard for QA reviews, quarterly 3-day audits.<br>Reasonable list of risks and mitigation strategies.<br>Basic design schedule provided, but communicated past schedules. NOI not listed. Omitted NEPA permitting from risks.  |
| Criteria 3 | 7.00  | Communicated projects on the interstate that Stantec / CECS has been involved in (I-26 MM125-MM146), however, the breadth of experience is in Project Management, Road Design, and Bridge design. I am less clear on the environmental and hydro experience on the projects that are communicated. Hydro is a critical issue for this corridor.  |
| Criteria 4 | 8.00  | Project Manager has managed multiple Interstate widening projects, like I-26 (MM125-MM137) and (MM137-MM146). Roadway, Traffic, Bridge, Environmental, Geotech and Hydro leads include Interstate widening experience.   |
| Criteria 5 | 8.00  | Above average CPE scores on interstate widening and large projects, positive comments from multiple respected DOT PMs.   |
| Criteria 6 | 9.00  | Thorough list of manuals, design guidance, and specifications. Sites and references how guidance relates to this project.  |
| Criteria 7 | 5.50  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 51.50 |  |



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

|            |       |  |
|------------|-------|--|
| Criteria 1 | 7.00  | <p>1.Consultant presented their approach for the project management &amp; coordination in in a summarization of 5 items: Initial Scoping, Meeting, Limited Notice to Proceed (LNTP), Project Management, Risk Analysis &amp; Coordination meeting which was very thought out and organized.</p> <p>2.Consultant identified key elements of the NEPA process along and was very knowledgeable of how to navigate these key elements with a very thought out plan of action.</p> <p>3. Consultant provided a very detailed plan for design and along with specifics on Traffic &amp; Safety , Roadway design and recommended MOT, Hydrology and Bridge Design. Specific details were provided about the Interchanges and gave recommendations. Provided a detailed list of Utilities that would need to be aware of throughout the Corridor.</p> |
| Criteria 2 | 7.00  | <p>1. Consultant plans to divide up the corridor into two segments with two teams working simultaneously and would be meeting weekly. They also provided a an aggressive schedule and timeline that meets DOTS final plans anticipated date of 2026. Didn't include NOI.</p> <p>2. Consultant relayed several risk along with a brief description and how they plan to mitigate those risk.</p> <p>3. Consultant provided a Program Managers names and experiences for the individual tasks for Constructability Reviews, Quality Control/Quantity Assurance Reviews and Risk Management. The Program Manager over Constructability worked on the VE Study for the I-95 from MM0-MM8 and can bring valuable information and the need for consistency throughout Corridor.</p>  |
| Criteria 3 | 6.00  | <p>1. Consultant provided a experience chart for program managers and team which detailed their years of service and what experience they bring to the team. Project team has the personnel and experience to provide the full range of requested services.</p> <p>2. Consultant provided a brief response and an example of one collaborative and responsive example which detailed their commitment and ability to provide is action .</p>   |
| Criteria 4 | 6.00  | <p>1. Consultant provided specific experience for the project manager however did not have experience managing interstate projects of this capacity. Design leads/key individuals and they all seem to have the adequate time and expertise with large scale Corridor/Interstate.</p>  |
| Criteria 5 | 7.00  | <p>1. Consultant provided their average scores on 23 recent DOT projects. They scored above DOT standards of a 7. Although, their score for meeting schedules and milestone was lower than all other evaluated criteria which is a little concerning seeing as this project is on an accelerated schedule.</p>   |
| Criteria 6 | 9.00  | <p>1. Consultant seemed very familiar with state transportation agency practices and procedures.</p>   |
| Criteria 7 | 8.70  | <p>*** As of 9.18.23 (This score was added by an utilization evaluator.)</p>   |
| TOTAL      | 50.70 |  |

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# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : CDM Smith, Inc.**

|            |      |   |
|------------|------|---|
| Criteria 1 | 6.00 | <p>1. Consultant has presented that they plan their project management and coordination as they did for I-95 Segment 1 MM0-MM8. They are assigning the same project manager and adjacent segment coordinator that are currently working on I-95 Segment 1 MM0-MM8 to this project. They stated the use of previous key team members will help streamline fields of studies. They are planning to add another consultant to do reviews and invite them to the monthly meetings. While reading this proposal the consultant kept referencing Segment 1 &amp; 3 and how they plan to use similar management and coordination strategies and lesson learned. Not sure that they see this project as it own individual Corridor with its own special needs.</p> <p>2. Consultant recommended a work session to be held to discuss the potential for merging the environmental documentation for I-95 Segment 2 MM8-MM21 and I-95 Segment 3 MM21-MM33. This action could potentially slow down the schedule if one segment if one segment is delayed.</p> <p>3. Consultant provided details on their proposed designs for the interchanges, bridges and roadway design, MOT, Travel Demand Modeling. They recommended the expansion of modeling effort by Segment 3 creating a drainage model for the entire watershed. Merging these models may take additional time an resources away for the initial project that is already on an accelerated schedule.</p> |
| Criteria 2 | 7.00 | <p>1. Consultant provided two project examples of their approach to schedule management where major milestones are highlighted and were meet within 13 months. Again, they stated they would manage this corridor the same as they have I-95 Segment 1 MM0-MM8 however, didn't provide details of there approach for this specific corridor and it complexity.</p> <p>2. Consultant relayed several risk along with a brief description and how they plan to mitigate those risk. Didn't include utility risk or NOI.</p> <p>3. Consultant provided a Program Managers name and experience for the individual tasks for Constructability Reviews, Quality Assurance &amp; Constructability Reviews. They also provided a Quality Assurance /Risk Management Team and provided team members names and responsible areas of responsibility. The Program Manager worked on previous interstate projects and can bring valuable information and the need for consistency throughout Corridor.</p>   |
| Criteria 3 | 8.00 | <p>1. Consultant provided program managers and team which detailed their years of service and what experience they bring to the team. Project team has the personnel and experience to provide the full range of requested services.</p> <p>2. Consultant provided an example of two large Corridor/Interstate and Interchange Improvement projects where responsiveness was key to their success and DOT's program managers quotes which detailed their commitment and ability to provide is action .</p>  |

# EVALUATOR SCORING & COMMENTS



|            |       |  |
|------------|-------|--|
| Criteria 4 | 7.00  | 1. Consultant has selected a program manager & adjacent segment coordinator to manage this project. Both have the experience and knowledge of the corridor to manage this section of I-95 Segment 2 MM8-MM21. Although, they are currently working on I-95 Segment 1 MM0-MM8 and I-95 Segment 3 MM21-MM33 will they have the time to fully devoted to this corridor as its own individual project. |
| Criteria 5 | 7.00  | 1. Consultant provided specific CPE scores for several projects and had very good overall rating, They scored above DOT standards of a 7, while managing a similar project of scale to this corridor.  |
| Criteria 6 | 9.00  | Consultant seemed very familiar with state transportation agency practices and procedures.   |
| Criteria 7 | 6.60  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 50.60 |  |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

|            |       |   |
|------------|-------|---|
| Criteria 1 | 6.00  | <p>1. Consultant presented their approach for the project management &amp; coordination in a summarization chart breaking down items such as: Technical Working Groups, Design Review Coordination, Risk Management , Progress Reporting, Scheduling &amp; Time Management and Opinions of Probable Cost with brief highlighted tasks.</p> <p>2. Consultant identified key elements of the NEPA process, protected species and mitigation however the font/pictures for these items throughout the proposal was very difficult to read when we are reviewing from a printed copy.</p> <p>3. Consultant acknowledged they would have two design squads for bridge, roadway and drainage to meet the demands of the accelerated schedule. They had a detailed design plan and provided many highlights to this plan they would implement throughout the corridor. Did not provide who would be responsible for some of these tasks.</p> |
| Criteria 2 | 4.00  | <p>1. Consultant provided an anticipated schedule which didn't align with the timeline that meets DOTS final plans anticipated date of 2026.</p> <p>2. Consultant relayed several risk along with a brief description and how they plan to mitigate those risk and NOI was listed.</p> <p>3. Consultant provided a Program Managers names and experiences with similar projects of size and scale of this corridor however, didn't provide individual tasks such as Constructability Reviews, Quality Control/Quantity Assurance Reviews and Risk Management.</p>   |
| Criteria 3 | 6.00  | <p>1. Consultant provided list of a large group of individuals and their previous experiences that bring many resources and talent to this project . The coordination between CECS and Stantec would need to be exceptional to provide a optimal project.</p> <p>2. Consultant provided a brief response that their team will be collaborative and responsive along with two DOT's program managers quotes which detailed their commitment and ability to provide is action .</p>   |
| Criteria 4 | 7.00  | <p>1. Consultant provided specific experience for the project manager and design leads/key individuals. These project mangers bring a wealth of knowledge and seem to be able to manage a project of this scale.</p>  |
| Criteria 5 | 5.00  | <p>1. Consultant provided past experiences for key team member and there only a few CPE Scores that were provided. They scored above DOT standards of a 7. Although, the projects that they identified were not of the same size and complexity of this corridor.</p>   |
| Criteria 6 | 9.00  | <p>1. Consultant seemed very familiar with state transportation agency practices and procedures.</p>  |
| Criteria 7 | 5.50  | <p>*** As of 9.18.23 (This score was added by an utilization evaluator.)</p>  |
| TOTAL      | 42.50 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

|            |       |  |
|------------|-------|--|
| Criteria 1 | 7.00  | <p>1. Consultant project management and coordination approach was very thorough and through out they presented their recommendations for PMP, teams TWG meetings, Scope &amp; Budget and tracking, review and reporting and schedule management in a very clear and organized fashion. Didn't mention hot spots for the crash data.</p> <p>2. Consultant provided project details about specific environmental concerns and permitting within the corridor and are prepared to mitigate these items as they are encountered through the project.</p> <p>3. Consultant provided a very detailed design services and plan development plan and a briefly touched on all the task that the DOT's RFP acknowledged as important to this project.</p> |
| Criteria 2 | 8.00  | <p>1. Consultant plans to split the corridor into two segments (MM8-MM13) and (MM13-MM21) between have two teams managing these segments. The teams will work simultaneously along with biweekly meeting to keep aligned with the aggressive schedule and NOI in schedule. Also, gave example of a project where they were able to meet an accelerated schedule previously on a project of similar size and complexity.</p> <p>2. Consultant provided a detailed list of associated risk for this corridor and solutions on how to mitigate these risk.</p> <p>3. Consultant provided a potential constructability issues and solutions to these issues.</p>   |
| Criteria 3 | 7.00  | <p>1. Consultant provided an experience chart for program managers and team which detailed their years of service and what experience they bring to the team. There were two team member experience history was left out of the proposal. All other project team members seem to have the personnel and experience to provide the full range of requested services.</p> <p>2. Consultant provided CPE's scores for responsiveness for similar projects of the same size and complexity and all scores are above the DOT's average.</p>   |
| Criteria 4 | 8.00  | <p>1. Consultant provided specific experience for the project manager doesn't have experience with a large scale interstate project however their design leads/key individuals and they all seem to have the adequate time and expertise with large scale Corridor/Interstate. Some could potential bring a different perspective to this project because of some of the complex projects they have previously worked on.</p>  |
| Criteria 5 | 7.00  | <p>Consultant provided several CPE scores and provided key features for each of those projects. Their CPE score examples they gave was for a previously large interstate projects which stands out due to the multitude of complexity and their CPE score was above average.</p>   |
| Criteria 6 | 7.00  | <p>1. Consultant seemed very familiar with state transportation agency practices and procedures. They also made a statement that they are not doing the pavement design however they would do it if requested.</p>   |
| Criteria 7 | 4.90  | <p>*** As of 9.18.23 (This score was added by an utilization evaluator.)</p>   |
| TOTAL      | 48.90 |  |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

|            |       |  |
|------------|-------|--|
| Criteria 1 | 8.00  | <p>1. Consultant project management and coordination approach was thorough and thought out. They presented PMP, by breaking down their management approach by Project Meeting, Risk Management, Optimizing Design Reviews and Schedule/Cost Management in a well organized way.</p> <p>2. Consultant provided project details about specific environmental concerns and permitting along with their approach and strategies to mitigate these issues.</p> <p>3. Consultant provided a very detailed design services an plan development plan. along with the plan they presented a brief design approaches for specific areas throughout the corridor. They also noted the need to coordinate with the ongoing I-95 Segment 1 MM08-MM8 and I-95 Segment 3 MM21-MM33.</p> |
| Criteria 2 | 7.00  | <p>1. Consultant plans to breakdown corridor into measureable tasks and progress milestones and delivery dates so there is a clear understanding of the expectations. They also provide an anticipated schedule, and stated they could meet DOTS deadline of FY2026, but did not reference month/years on the schedule.</p> <p>2. Consultant provided a simple list of possible risk, impact and challenges along with mitigation strategies.</p> <p>3. Consultant referenced they would include a constructability Review Team to incorporate constructability and limiting ambiguity in construction contracts and documents. This team brings vast hands on experience of the construction of interstate projects.</p>  |
| Criteria 3 | 7.00  | <p>1. Consultant provided a experience for program managers and team which detailed their years of service and what experience they bring to the team. All other project team members seem to have the personnel and experience to provide the full range of requested services.</p> <p>2. Consultant provided responsiveness quotes from individual projects which were of the same scale and complexity of this corridor and their CPE scores were above DOT average.</p>  |
| Criteria 4 | 7.00  | <p>1. Consultant provided specific experience for the program manager and design leads/key individuals and they all seem to have the adequate time and expertise with large scale Corridor/Interstate.</p>   |
| Criteria 5 | 7.00  | <p>Consultant provided several CPE scores and provided key features of these individual projects. Their CPE scores were all above average of the DOT standards of 7.</p>   |
| Criteria 6 | 9.00  | <p>1. Consultant seemed very familiar with state transportation agency practices and procedures.</p>   |
| Criteria 7 | 6.70  | <p>*** As of 9.18.23 (This score was added by an utilization evaluator.)</p>   |
| TOTAL      | 51.70 |  |



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

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

|            |       |   |
|------------|-------|---|
| Criteria 1 | 6.00  | <p>1. Consultant briefly described their project management and coordination plan to include federal guidance, PMP and Financial Plan needed for this major project but didn't have any specific examples of how they would accomplish this task.</p> <p>2. Consultant provided specific environmental concerns and permitting within the corridor and are prepared to mitigate these items as they are encountered through the project.</p> <p>3. Consultant provided a detailed design services an plan development plan. Along with the plan they presented a brief design approaches and recommendations for specific areas throughout the corridor. They give little detail on the need to coordinate and how they would coordinate with the ongoing I-95 Segment 1 MM08-MM8 and I-95 Segment 3 MM21-MM33.</p>                               |
| Criteria 2 | 6.00  | <p>1. Consultant provided a comprehensive work allocation schedule showing accelerated task assignment s for the associated submittals and independent design tasks. Provided projects schedule and work diagram which aligns with DOTS final plans anticipated date of 2026. Proposed schedule could have been enlarged because it was very difficult to read when we are reviewing from a printed copy.</p> <p>2. Consultant provided has begun risk identification and provided a simple list of project risk and their way of mitigating these risk. This section didn't provide a responsible program manager for his task.</p> <p>3. Consultant provided a basic plan to review plan drawings and notes to verify continuity and clarity across the entire plan. This section didn't provide responsible program manager for this task.</p> |
| Criteria 3 | 7.00  | <p>1. Consultant provided a experience for program managers and team which detailed relevant experience they bring to the team. All other project team members seem to have the personnel and experience to provide the full range of requested services. Several task throughout the proposal didn't include the responsible program manager, you had to refer back to the org chart, so it was difficult to cross check there experience with the associated task.</p> <p>2. Consultant provided provided CPE's scores for responsiveness for (3) I-26 Widening. All scores were above DOT average. They didn't not provide specific comments from DOT PM's or specifics about the project itself.</p>  |
| Criteria 4 | 7.00  | Consultant provided specific experience for the project manager and design leads/key individuals and they all seem to have the adequate time and expertise with large scale Corridor/Interstate.  |
| Criteria 5 | 7.00  | Consultant provided several CPE scores and provided key features of these individual projects. Their CPE scores were all above average of the DOT standards of 7.   |
| Criteria 6 | 9.00  | Consultant seemed very familiar with state transportation agency practices and procedures.  |
| Criteria 7 | 9.20  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 51.20 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 2**

**FIRM : Stantec Consulting Services Inc.**

|            |       |   |
|------------|-------|---|
| Criteria 1 | 7.00  | <p>1. Consultant provided a project management and coordination strategy which included project management team, external coordination meetings, internal team meetings, document control and file sharing and project schedule &amp; Risk Management. They also provided who would be the responsible party within these meetings.</p> <p>2. Consultant provided specific environmental concerns along the corridor listing stakeholder and key environmental resources and provide an overview items.</p> <p>3. Consultant provided a detailed design services an plan development plan. Along with the plan they presented a brief design approaches and recommendations for specific areas throughout the corridor.</p> |
| Criteria 2 | 7.00  | <p>1. Consultant plans to develop a detailed work breakdown schedule that identifies each task under each project element and the tasks associated with it. NOI wasn't presented in the schedule. Provide a proposed schedule which aligns with with DOTS final plans anticipated date of 2026.</p> <p>2. Consultant provided a simple list of specific risks and their way of mitigating these risk. This section didn't provide a responsible program manager for his task.</p> <p>3. Consultant provided potential constructability and ambiguity issues and solutions. They also provided the responsible program manager.</p>  |
| Criteria 3 | 7.00  | <p>1. Consultant provided experience for program managers and team which detailed relevant experience they bring to the team. All other project team members seem to have the personnel and experience to provide the full range of requested services.</p> <p>2. Consultant provided only the latest CPE review score which was above average but didn't provide specific comments for individual projects from DOT Program Managers.</p>  |
| Criteria 4 | 7.00  | Consultant provided specific experience for the project manager and design leads/key individuals and they all seem to have the adequate time and expertise with some large scale Corridor/Interstate.   |
| Criteria 5 | 7.00  | Consultant provided several CPE scores and provided key features of these individual projects. Their CPE scores were all above average of the DOT standards of 7 .  |
| Criteria 6 | 9.00  | Consultant seemed very familiar with state transportation agency practices and procedures.  |
| Criteria 7 | 5.50  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 49.50 |   |



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

|            |      |   |
|------------|------|---|
| Criteria 1 | 6.00 | <p>Project Management Plan includes description of coordination throughout the project from initial meeting throughout project duration. Plan details coordination internally including weekly Technical Working Group sessions, monthly management meetings, and how the team will coordinate externally with SCDOT staff. Details importance of Risk Management with a certified RMP on staff that will manage risk throughout the process. Proposal details impressive team of SME's for permitting and environmental services. The environmental team is leading NEPA on 2 adjacent sections of I-95 providing consistency. Anticipation from firm is a Non-Programmatic CE, but is prepared to elevate to EA if required. Identifies Mitigation Banks and available credits, if necessary project team can facilitate PRM. Proposal also outlines the Public Outreach Strategies and will develop a PIP. Has identified potential stakeholders, engagement strategy and approach with multiple types of public outreach. Community facilities have also been identified. Additional environmental constraints are linked in Appendix H, would like to see the environmental constraints be detailed in the main proposal narrative. Tricolored bat along with other species is listed for habitat analysis.</p> <p>Design services and plan development including QC are divided between 3 major partners. The plan has been separated into two major segments MM8-MM17 and MM17-MM21. Each major component (bridge, interchange, overpass, truck parking, pedestrian bridge, BJWSA canal crossing) has been identified with partner responsible for design and initial recommendation for replacement/coordination/upgrade. Detailed characteristics of each mainline and sidestreet bridge is presented in table along with bridge replacement type consideration and cost and schedule savings. Safety is a key component of this project and corridor wide considerations are identified along with crash hot spot at MM16, also considerations for interchanges. Roadway design is addressed with proposed typical sections and horizontal and vertical characteristics that need correction are acknowledged. MOT for mainline has been laid out with stages and phasing and consideration for coordination between adjacent projects is mentioned. Challenges including temporary culvert extension during traffic shifts is mentioned. MOT for bridges is also recommended with on alignment, off alignment and detours listed. Potential interchange alternative designs are detailed. Approach to utility relocation and coordination is outlined, utility providers in project footprint are listed with specific notable utilities and special mention of BJWSA canal crossing. Geotechnical assumptions are listed prior to field investigations, with outline of tests and reports that will be delivered to develop final designs. Special mention of Weigh Stations also included. QC Process is ISO 9001:2015 standard along with proposers Technical Quality Review Records that are provided to PM. Would like to have seen expanded mention of reconstruction of outside shoulders for MOT and the heavy amount of truck traffic on this section of I-95 corridor and expected growth and risks associated. Also mention of maintaining emergency access in medians during construction and addressing considerations for maintaining hurricane evacuation route. Also would like to see proposer address importance of this corridor in the Rural Freight Interstate Program, 10 year plan, and for citizens of SC.</p> |
|------------|------|---|

# EVALUATOR SCORING & COMMENTS



|            |       |  |
|------------|-------|--|
| Criteria 2 | 6.00  | Proposers understands DOT's desire to have this I-95 segment ready for bid in 2026. Areas to expedite schedule are listed and firm does not have any major interstate projects in SC allowing full team availability. Highly detailed schedule that specifically coordinates with Scope of Service Tasks 1-18 in the RFP. It is clear that proposer has vested considerable time thoughtfully considering all tasks. Percent complete plans, deliverables, field work and public meetings are all detailed in Gantt Chart. Missing NOI/OCRM, schedule recover tactics. Major project risks are identified with mitigation treatments with team members experienced in QA/QC, value engineering, risk management. Methods for incorporating constructability and limiting ambiguity in construction contract documents needs to be better developed |
| Criteria 3 | 7.00  | Project team has relative experience in interstate corridor improvements and specific experience in the I-95 low country corridor. How does that experience apply to this proposed work, would like to see more discussion. Team responsiveness and collaboration with SCDOT is supported by CPE scores, client satisfaction surveys and examples listed.  |
| Criteria 4 | 5.00  | Specific experience is detailed for project manager and design leads. Project manager has safety improvement experience on interstate corridor and value engineering experience on I-95 interstate corridor, but lacking specific interstate widening management experience. Other project manager and design leads have interstate and interchange experience; however some leads such as traffic and hydrology lack interstate capacity project experience   |
| Criteria 5 | 6.00  | Past performance comments and CPE scores support the high level of quality of work delivered from PM and lead firms. Would like to see more specific interstate and interchange improvement work highlighted in this section. Lacking scores for interstate capacity.  |
| Criteria 6 | 9.00  | Proposer is familiar with DOT practices and procedures with key design manuals and guidance documents highlighted and how they would be applied to the project.  |
| Criteria 7 | 8.70  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 47.70 |  |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : CDM Smith, Inc.**

|            |      |   |
|------------|------|---|
| Criteria 1 | 8.00 | <p>Proposer understands the Rural Freight Interstate Plan and importance of success of this project/interstate corridor for the agency, citizens of SC and commerce/tourism. There is a single point of contact for SCDOT through PM. There is a supporting PM that will coordinate with technical group managers and manage risk. Lead PM is currently the Roadway lead on adjacent sections of 95. Table on Page 3 details the overlap of PMs and leads across all 3 segments of 95 providing consistency. Proposer has thoroughly considered the meeting schedule and who is required/invited to attend. Includes SCDOT support staff and district staff in monthly meetings. Comprehensive plan for managing the project and meetings. QA reviewer is included in the monthly meetings</p> <p>Proposal details impressive team of SME's for permitting and environmental services. Team has completed the CE that received approval in August of 2023 for Segment 1 and anticipates a CE for this 2nd Segment. They are prepared to submit an EA if required and understand the coordination that would be needed to expedite the NEPA delivery. Possibility to merge the environmental documents for Segments 2 and 3, potentially saving time and money and allowing for a single public engagement program. Understands importance of public involvement and details use of combination of outreach tools.</p> <p>Understands roadway design criteria with a roadway template being improved towards median with typical depressed median and CMB with closed drainage cross sections. Identifies horizontal curves and a vertical curve that needs to be addressed in the project scope to bring up to current design standards. Has detailed a plan for Exit 18 to address geometric deficiencies and bring up to current RDM standards. Exit 18 improvements includes simplification of US 17 intersection and removing skew over mainline. Truck Parking is addressed with potential solution to convert to WIM station. Exit 21 is addressed with acknowledgement of coordination of sales tax fund project to improve access management in this area with Jasper County. Unique approach to the hydraulic analysis of this segment includes an opportunity to look at a more comprehensive drainage study of the Bees Creek watershed to address flooding in Exit 21 / Exit 22 areas, combining study areas of Segment 2 and 3. MOT will be coordinated with adjacent segments that bookend the project. MOT approach will allow for construction to be done towards the median without narrow chutes after improvement of outside shoulder to manage traffic. Traffic modeling has indicated that reconfiguration of interchanges could reduce future congestion and will be explored. Crash data from this segment is relatively high, proposer offers solutions to address. Acknowledges working with LATS/LCOG on land use trends, modeling, TRANSEARCH forecasting, understands the significant development and commodity flow in this section of interstate. Bridges, underpasses and pedestrian bridge are all identified, and addressed including options for MOT. Proposer has geotechnical reports on Segment 1 and is expecting similar soil types and ground improvements. Utility coordination is currently underway in Segments 1 and 3 allowing for early coordination for Segment 2. Mention of railroad coordination, although there are no crossings in this section, rights of entry agreements will cover the entire team for efficiencies</p> |
|------------|------|---|

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# EVALUATOR SCORING & COMMENTS



|            |       |   |
|------------|-------|---|
| Criteria 2 | 7.00  | Understands expedited schedule to let in 2026 and has listed many lessons learned and key elements for managing the schedule for this section of 95 from what was learned on segment 1. Schedule listed shows major components of the project; however, with a project this complex it is important to see specific tasks and deliverables, public involvement included on comprehensive schedule. Risk management and mitigation is well thought out and developed for many factors in the project. Inclusion of risk workshops at 60% and 95% plan completion is an excellent opportunity to mitigate any risks before construction. Would like to see mention of NOI and Utilities risk here. Plan for QA/QC is detailed with qualified team members and relative experience |
| Criteria 3 | 8.00  | Team has full range of services necessary to complete tasks to deliver this project. Expertise is evident based on previous interstate and adjacent projects. Responsiveness and collaboration has been proven on adjacent project and other highlighted projects, but would like to see how it's applied to this project.  |
| Criteria 4 | 9.00  | Project manager and project leads have key qualifications and extensive relevant experience on interstate corridor and interchange projects, projects in the low country area, and the adjacent projects to Segment 2   |
| Criteria 5 | 9.00  | Past performance of the PM and key individuals is detailed with CPE scores and client quotes on relevant interstate corridor projects and other related projects.   |
| Criteria 6 | 9.00  | Extensive list of design manuals, guidelines with specific implementations for the applicable scope demonstrates familiarity with agency material. Team has relevant experience and knowledge in areas of expertise needed for project completion.  |
| Criteria 7 | 6.60  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 56.60 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

|            |      |  |
|------------|------|--|
| Criteria 1 | 8.00 | <p>Proposer understands the Rural Freight Interstate Plan and importance of success of this project/interstate corridor. Has teamed up with another major sub-consultant providing a wealth of knowledge on interstate corridor and interchange improvements. Lead PM will serve as single point of contact that has extensive interstate experience and Assistant PM from sub-consultant also has extensive interstate experience. Has project management highlights for structure of TWG, coordination internally and externally with SCDOT and risk management.</p> <p>Proposer expects CE, but is prepared to complete an EA if required, and understands NEPA process. For public involvement the firm has a site assessment that is used to score potential meeting sights for best turnout outcomes. Has listed stakeholders and agencies for coordination. This proposer understand intensive effort of bat surveys and listing status of TCB along with other protected species listed. Bank credits are an issue, and the consultant understands this, and is capable of completing a PRM if needed. Has a comprehensive list of all environmental and permitting services expected.</p> <p>Proposer will operate with two design squads for major components bridge, roadway and design in TWG. Has significant relevant and recent experience from I-26 MM85-101 widening on tracking reviews and comments for plans. Safety is a key issue and has identified the hot spot for crashes at MM16 that will be studied further to develop countermeasures for crashes. Horizontal and vertical geometry issues are noted and a plan to bring them up to RDM standards is highlighted. Interchanges have been reviewed and modifications are included for Exit 18 and 21 with consideration for construction costs versus ARMS design standards. This consultant understands the significance of commodities and truck traffic with this section falling between the 2nd and 4th largest ports on the East Coast. Widening will be done to the inside with 2 typical roadway cross sections with median and CBM/closed drainage. Comprehensive concept for MOT with highlights include utilizing existing pavement and widening to inside behind portable concrete barriers, for 16-21 section temporary outside widening to shift traffic will be done while median work is constructed behind portable barriers. Narrow chutes will not be necessary on this project. MOT and staging/detouring is well thought out and detailed with design approach necessary for each structure and culverts. Hydrology and hydrologic design will be conducted following field surveys, significant crossings are noted. For Geotechnical the sub consultant has experience in the low country and acknowledges high risk of poor soils under shoulders. Has identified utilities in the footprint of project and how they will coordinate, bringing on SME to expedite the process. Firm has extensive and recent/relevant experience QC on I-26 MM85-101 for a robust review process. They anticipate a major FHWA project (cost approaching \$500M) with criteria and regulations required for project management and financial plans.</p> |
|------------|------|--|



# EVALUATOR SCORING & COMMENTS



|            |       |   |
|------------|-------|---|
| Criteria 2 | 4.00  | Consultant notes the accelerated and aggressive schedule to deliver this project. There are many relevant interstate corridor and interchange projects listed that have been delivered on time and on budget. A project schedule is listed with major milestones; however, the construction letting is slated for April 2027 which is not in line with SCDOT desire to let in 2026. Team has experience identifying project risk and has risk analysis, response and control plan to monitor and mitigate effectively. Risks are identified in table with mitigation strategies, including hurricane evacuation and emergency service access and material lead time. Firm has plan and SME's to address constructability and contract language issues and relevant experience on interstate and interchange projects. |
| Criteria 3 | 8.00  | The project team has numerous examples of relevant and recent experience on interstate and interchange work across the state. The team of experts has multiple examples of experience that provides a full range of services necessary for a successful project. Responsiveness and collaboration is highlighted with comments and previous working relationships with the agency.  |
| Criteria 4 | 8.00  | Project manager and project leads have key qualifications and extensive relevant experience on interstate corridor and interchange projects all across the state including projects in the low country area.  |
| Criteria 5 | 7.00  | Past performance of the PM and key individuals is detailed with client quotes on relevant interstate corridor projects and other related projects. CPE scores are included but not on specific interstate or interchange work. Has received several awards.   |
| Criteria 6 | 7.00  | Extensive list of design manuals, and guidelines with specific sections highlighted demonstrates depth of knowledge with agency practices and procedures, but lacking on how it would be applied to this project.   |
| Criteria 7 | 5.50  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 47.50 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

|            |      |   |
|------------|------|---|
| Criteria 1 | 7.00 | <p>Proposer understands the Rural Freight Interstate Plan, 10-Year Plan, and importance of success of this project/interstate corridor. In addition the importance of timing of 3 segments of 95, project lettings and coordination between the segments. Firm was on a LNTP and has already began scope of this section of 95 before it moved to a design-bid-build project, and will include all team members that are familiar with work previously done. The PM will be primary point of contact with an assistant PM, project leads and TWG. Prime will split work from MM8-MM13 (sub) and MM13-21 (prime) allowing both teams to work simultaneously. Project management plan is well developed and detailed with specific key tasks that are broken into 2 main phases with projected letting in 2026. Risk is managed with CSRA process that continuously tracks, monitors and controls risk.</p> <p>Proposer expects CE, but is prepared to complete an EA if required, and understands NEPA process. Environmental concerns are listed with proposed solutions including wetlands, cultural resources, EJ, protected lands, mitigation banks and others. Proposer also details protected bats and birds concern, team members were involved with bat surveys from MM0-MM8 for I-95 previously. For public engagement, the firm has listed important statistics about the region and historical significance of the pedestrian crosswalk. Potential public meeting sites are listed with a variety of ways to accomplish the public outreach in the community. The QA/QC process is well laid out with a step by step review process. Building on previous work the consultant will take advantage of acquired aerial imagery and can begin producing cross sections under the LNTP. Drainage structures will be inspected and any recommendations for rehab or replacement will be determined and associated MOT impacts. For interchanges Exit 18 will most likely need an IMR and there are team members on board familiar with the process, Exit 21 should not need a full IMR, but will need some modifications. Conceptual drawing of Exit 18 removes unconventional intersection and conflict points. For roadway design it is anticipated that widening is to the inside to minimize wetlands impacts. Safety issues and substandard designs will be identified during this process. MOT is addressed with different scenarios for MM8-16 and MM16-21, but is not desirable approach, and staged bridge construction concept is also accounted for. Bridges are listed in a table with proposed replacement, and design considerations. Proposer has detailed hydrology and hydraulic design with an important consideration for Exit 22 which needs to be coordinated with segment 3 project. To reduce overall design schedule the preliminary and final exploration report for soils will be combined. Poor soils are expected in the footprint of this segment which will require improvements, technical approaches are listed. Present utilities in the area are listed with special consideration for coordination with BJWSA for raw water canal feature.</p> <p>Would like to have seen expanded mention of maintaining emergency access in medians during construction and addressing considerations for maintaining hurricane evacuation route. Also would like to see mention of crash hot spot at MM16 and specific mention of horizontal and vertical geometric deficiencies that exist in the corridor.</p> |
|------------|------|---|

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# EVALUATOR SCORING & COMMENTS



|            |       |   |
|------------|-------|---|
| Criteria 2 | 8.00  | Consultant will benefit from the previous work on this interstate segment. This team understands construction obligation is in 2026 and has listed many tasks that can be accelerated and how they previously have adapted to schedule changes; however would have liked to see graphical schedule that is up front in this section. To identify and manage risk there is a comprehensive list of project elements that could present risk with associated solutions or mitigation strategies. This is a well thought out and detailed plan that even considers freight logistics and truck parking. The firm has SME's that will support development of construable plans and has listed potential issues and solutions to consider that may present problems. Staff have a relevant experience to draw from based on previous interstate and interchange work across the state and the low country. |
| Criteria 3 | 8.00  | The project team has numerous examples of relevant and recent experience on interstate and interchange work across the state. The team of experts has multiple examples of experience that provides a full range of services necessary for a successful project. Responsiveness and collaboration is highlighted with comments and previous working relationships with the agency, CPE scores are exceptionally high on highlighted projects.   |
| Criteria 4 | 7.00  | Project manager and project leads have key qualifications and relevant experience on interstate corridor and interchange projects, and projects in the low country area. Lead PM has some interstate and interchange experience but lacking extensive experience.   |
| Criteria 5 | 9.00  | Past performance of the PM and key individuals is detailed with CPE scores and client quotes on relevant interstate corridor projects and other related projects.   |
| Criteria 6 | 8.00  | Extensive list of design manuals, and guidelines with specific sections highlighted demonstrates depth of knowledge with agency practices and procedures and implementation for the project. Pavement design is a required task item; however, in the table on Page 29 it's listed "if requested".  |
| Criteria 7 | 4.90  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 51.90 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

|            |      |   |
|------------|------|---|
| Criteria 1 | 5.00 | <p>Proposer understands the Rural Freight Interstate Plan, 10-Year Plan, and importance of success of this project/interstate corridor. Mention of freight mobility and nearby major ports along with SC being 3rd fastest growing state in the country. PM will be the primary point of contact and works in conjunction with key environmental and design managers. Project management plan is well laid out and details internally and externally how the regular and special meetings will be coordinated. For the NEPA process consultant understands early coordination on NLEB and TCB habitat assessment is important to avoid schedule delays. Other environmental constraints are listed with potential risk mitigation strategies including, EJ, wetlands, 4f, other wildlife species, etc. Proposer understands current status of available credits/banks for mitigation and anticipates there are credits available; however, consultant is available to develop a PRM plan if necessary and will coordinate with ESO. A CE NEPA document is expected but is prepared to elevate to EA if required and approach is documented. Public involvement is addressed and PIP will be prepared. Public outreach will be targeted and a general list of stakeholders is listed. Design approach for roadway design is addressed with interchange modifications for Exit 18 and 21, eliminating skew and unusual access at Exit 18 and relocating Sycamore Drive away from NB exit ramp terminal on Exit 21. Mainline widening is to the inside with 2 typical cross sections MM8-15.7 will retain median ditches and MM15.7-21 will be median barrier with closed drainage system. Special mention of cemeteries, pedestrian bridge, overpasses are addressed. Retaining median crossovers for emergency access is also addressed. Pavement condition is addressed with acknowledgement that outside shoulders are not likely strong enough for temporary use and will need to be improved before traffic shift. MOT plan is included and makes special note of maintaining TTTR, which is critical for heavy truck volume. Coordination between segments 1 and 3, adjacent projects on I-95 is addressed. Bridge/overpass design is accounted for with current geometry and proposed recommendations with MOT. Existing culverts will be inspected and analyzed to determine if they are in condition for additional traffic loading during widening. Would like to have seen Current impairments of Water Quality, TMDL not developed mention. Typos on Page 8 (Exit 21 is listed at Exit 17) and Page 9 (Inside and outside shoulder widths listed as 12" should be 12'). Would like to have seen additional information on MOT for mainline widening with typical cross sections, how two segments (median ditches vs. closed drainage sections) will be different. Also would like to see grade corrections and crash history analysis.</p> |
|------------|------|---|

# EVALUATOR SCORING & COMMENTS



|            |       |   |
|------------|-------|---|
| Criteria 2 | 5.00  | Consultant understands importance of a 2026 construction date; however, the schedule provided shows no end date or beginning date and limited tasks and milestones. Each block is a month, but this graphical schedule is severely lacking important details and tasks. Show additional tasks, deliverables and label the schedule, aggressive schedule is a critical piece of this project and it's not clear in proposal. Project risks are listed but needs more detail. |
| Criteria 3 | 8.00  | The project team has numerous examples of relevant and recent experience on interstate and interchange work across the state. Responsiveness and collaboration is highlighted with comments and previous working relationships with SCDOT, CPE scores are high on highlighted projects.   |
| Criteria 4 | 7.00  | Project manager has relevant experience on interstate and other non-interstate projects, but lacking recent experience for interstates. Project leads and key individuals have qualifications and extensive relevant experience on interstate corridor and interchange projects, and projects in the low country area.  |
| Criteria 5 | 8.00  | Past performance of the PM and key individuals is detailed with CPE scores and client quotes on relevant interstate corridor projects and other related projects. Scores highlighted are above average  |
| Criteria 6 | 7.00  | Extensive list of design manuals, and guidelines with specific sections highlighted demonstrates depth of knowledge with agency practices and procedures, but not how they will be applied to this project. In addition consultant has participated in development of several transportation manuals.   |
| Criteria 7 | 6.70  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 46.70 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

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

|            |      |   |
|------------|------|---|
| Criteria 1 | 7.00 | <p>Proposer understands importance of the project and connection to Phases 1 and 3, and recognizes SC as a rapidly growing state and future development of JOT along with implication of increased freight and tourism in the state. The design team has the availability to complete the design in 24 months and meet the 2026 letting expectation. Lead PM (primary point of contact) has extensive experience on interstate and interchange projects and coordination with SCDOT. Deputy PM will work with Lead PM and will also be a point of contact for SCDOT staff. Design work will be divided with sub consultant, lead will take mainline and interchange 18, the sub will be working on all grade separations and interchange 21. Consultant will develop project management and financial plan coordinating with FHWA. NEPA document will be prepared with expectation of CE, although they are prepared to elevate to EA if necessary. Cultural resources are addressed along with plans for public outreach and PIP. Team has previous experience working with EJ communities. Understands TCB is anticipated to be listed as endangered and is prepared to complete biological assessment for federal and state species. Environmental permitting is addressed with expected impacts to wetlands and identification/inspection of existing box culverts and BJWSA raw water canal. Mitigation banks are addressed and credits are expected to be covered. Consultant understands SCDOT rainbow chart and how it affects schedule for a 2026 letting. Design and production tactics are listed that will assist in meeting the aggressive design schedule on Page 8. Field surveys are addressed with recommendation to utilize mobile pavement scanning to expedite surveys. For traffic studies the sub-consultant recently completed the LCOG regional travel model update which encompasses this project, and SS4A evaluation which included exits 18 and 21. Traffic analysis section is well developed with understanding of MOT, TTTR, tourism traffic and consideration for hurricane routes. Exits 18 and 21 are addressed with preliminary review of traffic volumes and design alternatives. Creating a more tradition interchange at Exit 18 and removing conflict points at US17. At Exit 21 improving operations and pedestrian mobility/safety is also addressed. The mainline will be widened to the inside with two main cross-sections from 8-16 (ditch median) and 16-22 (CBM and closed drainage). Coordination between segments 1 and 3 are addressed while also maintaining the emergency access points/crossovers. MOT is addressed for both rural (8-16) and urban (16-20) sections with well laid out staging plan for each section. Overpasses, mainline bridges, culverts and pedestrian bridge are addressed with preliminary summary of replacement/detours. Geotechnical review is historical with expectation of fill/cut, and ground improvements. Consultant addresses risk for temporary traffic shift to outside shoulders which may not withstand loadings. Hydrology and hydraulic design is addressed for structures and risk of flooding on this section of I-95. Team will utilize Risk Analysis and Management for Critical Asset Protection method for key assets. Watershed conditions and impairments are noted along with no TMDLs in project area being developed. Utility providers are listed, but would like to see this section expanded on management and coordination with providers and risk/impacts to project schedule in the section. Would like to have seen mention of crash hot spot at MM16 and correction of vertical/horizontal deficiencies.</p> |
|------------|------|---|

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# EVALUATOR SCORING & COMMENTS



|            |       |  |
|------------|-------|--|
| Criteria 2 | 7.00  | Consultant understands importance of a 2026 construction date. Schedule provided is aggressive with 100% plans done in May 2026 and October 2026 letting. Provides tasks broken down for each sub consultant that will run concurrently. Would like to have seen this on a separate 11x17 sheet in Appendix for clarity on schedule provided. Schedule management, assessment and recovery are accounted for. Comprehensive list of project risks are documented in the proposal and maintained on a risk register that is regularly reviewed; however some of the bigger risks such as permitting are missing. Has a procedure for constructability and relevant recent experience on a widening project in the low country area. |
| Criteria 3 | 8.00  | The project team (prime and subs) has numerous examples of relevant and recent experience on interstate and interchange work across the state. Responsiveness and collaboration is highlighted with comments and previous working relationships with the agency, CPE scores are very high on highlighted project and for responsiveness.   |
| Criteria 4 | 8.00  | Project manager has relevant experience on interstate projects. Project leads have key qualifications and extensive relevant experience on interstate corridor and interchange projects.   |
| Criteria 5 | 8.00  | Past performance of the Consultant and subs, PM and his team is detailed with CPE scores and client quotes on relevant interstate corridor projects and other related projects. Scores highlighted are above average. Would like to see past performance of prime and sub working together on previous projects.   |
| Criteria 6 | 9.00  | Extensive list of federal and state design manuals, and guidelines with specific projects utilized on, demonstrates depth of knowledge with agency practices and procedures. In addition consultant has provided the coordinating design manual and implementation for specific scope items in the project.  |
| Criteria 7 | 9.20  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 56.20 |  |



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 3**

**FIRM : Stantec Consulting Services Inc.**

|            |      |   |
|------------|------|---|
| Criteria 1 | 7.00 | <p>Proposer understands the rural freight interstate program and importance of this segment of I-95 and 2026 letting. Prime and main sub have extensive and relevant, recent experience on delivering interstate and interchange projects. To manage such a large project the prime utilizes a project management and coordination strategy. Meetings (external and internal), document sharing and risk management are detailed, duration is listed but not frequency. Consultant is experienced with NEPA documentation, per conversations with FHWA, this project may be EA, but are also prepared to do a CE if EA is not required. Key environmental elements are listed with in chart on Page 6 with an overview. PIP is not well developed. Mitigation Bank credits need to be monitored and if needed a PRM can be developed. Protected species federal and state are listed with note about TCB being proposed for listing. Safety is addressed with crash hot spot at MM16 listed which will get a more in-depth review during design. Consultant notes that this section of interstate will fall between 2 of the largest ports on the East Coast and truck volumes are acknowledged. Interchange, overpass and mainline bridges will be designed to accommodate latest RDMs. Two main templates will be used, MM8-16 and MM16-22, widened to the inside. Horizontal and vertical deficiencies will be addressed, with each spot noted that doesn't meet current RDM 70mph design standards. MOT plan is included and consultant recommends first widening the median far enough to the inside to eliminate need for outside shoulder strengthening/replacement for the first 60% of project, thereafter, strengthen would be needed. All work can be done being portable concrete barriers and eliminates the need for narrow chutes. Bridge replacement, overpasses and pedestrian overpass strategies at each site are highly detailed with MOT plans. Utility coordination is detailed with the provider, contact information and prime has recent and relevant experience working with sub that will be responsible for this task. Hydrology and hydraulic analysis will be completed through field work and design with significant crossings noted. Potential geotechnical issues and listed solutions are included with high risk for outside shoulder work. Consultant has experience with QA/QC using ISO 9001 standard with a good average CPE rating for their work.</p> |
| Criteria 2 | 6.00 | <p>Consultant understands importance of a 2026 construction date. Schedule is included with comparison to similar rural interstate segment that is nearly complete. Schedule management is accounted for with lessons learned from I-26 project to expedite schedule. Would like to have seen more tasks in overall schedule. Initial list of identified project risk is highlighted with potential mitigation strategies, but lacking a more comprehensive list. Initial list of potential constructability and ambiguity issues are listed with possible solutions.</p>   |

# EVALUATOR SCORING & COMMENTS



|            |       |  |
|------------|-------|--|
| Criteria 3 | 8.00  | The project team (prime and subs) has numerous examples of relevant and recent experience on interstate and interchange work across the entire state and offers full range of services necessary. Responsiveness and collaboration is highlighted, but this section could be better developed, CPE scores are very high for last reporting period on DOT projects. |
| Criteria 4 | 8.00  | Project manager has relevant experience on interstate projects and other corridor projects. Project leads have key qualifications and extensive relevant experience on interstate corridor and interchange projects.   |
| Criteria 5 | 8.00  | Past performance of the Consultant and subs, PM and his team is detailed with CPE scores and client quotes on relevant interstate corridor projects and other related projects. Scores highlighted exceed most expectation overall.  |
| Criteria 6 | 9.00  | Extensive list of federal and state design manuals, and guidelines with specific applications related to interstate projects and applications to project. Demonstrates depth of knowledge with agency practices and procedures.  |
| Criteria 7 | 5.50  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 51.50 |  |



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

|            |       |   |
|------------|-------|---|
| Criteria 1 | 6.00  | <p>1. The team proposes weekly design coordination meetings including TWGs and monthly management team meetings with SCDOT. The proposal included a five step approach to managing the project which included key items to the successful delivery of this project.</p> <p>2. A NPCE is anticipated and multiple mitigation banks were listed with the ability to perform a PRM if necessary. The discussion regarding public engagement was thorough and reasonable but this section lacked detailed discussion on the environmental interests in the area.</p> <p>3. The team performed an analysis of the crash history and existing conditions along with recommend improvements to correct deficiencies. The proposal included discussions regarding MOT and bridge design elements which were reasonable. The team will consist of two design groups working in tandem which will expedite the design. The QC process includes two levels of approval with a final verification check; however, the proposal could have elaborated on who will conduct the two step review.</p> |
| Criteria 2 | 5.00  | <p>1. The proposal included a detailed schedule assuming a LNTP would be issued. The schedule reflected a delivery of final plans in May 2026 but omitted the NOI. There will be two teams working simultaneously and previously obtained lidar will be utilized to get started. The discussion clearly listed ways to keep the project on schedule but didn't discuss an approach to schedule recovery.</p> <p>2. The proposal listed seven applicable project risks along with mitigation strategies but omitted utilities as a risk.</p> <p>3. A transportation management plan will be prepared and the prime will ensure subs processes are acceptable. The team will perform a risk analysis using an acceptable five step process.</p>   |
| Criteria 3 | 6.00  | <p>1. The project team has personnel with the necessary experience to project the full range of services for a successful project.</p> <p>2. The proposal includes examples of projects where the team has collaborated and been responsive, but the discussion lacks details as to how this will be applied to this project.</p>   |
| Criteria 4 | 5.00  | <p>1. The lead PM doesnt show having experience managing interstate projects, but the APM does. One of the team leads doesnt reflect having experience managing the design on an interstate project. Traffic control lead has limited experience and the hydro lead doesnt reflect having interstate experience.</p>  |
| Criteria 5 | 6.00  | <p>The team has averages a high CPE rate on numerous projects. However, the prime doesnt appear to have past performance scores on interstate projects.</p>   |
| Criteria 6 | 6.00  | <p>The proposal included many manuals and various guidance and how they will be applied to this project.</p>  |
| Criteria 7 | 8.70  | <p>*** As of 9.18.23 (This score was added by an utilization evaluator.)</p>  |
| TOTAL      | 42.70 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : CDM Smith, Inc.**

|            |       |  |
|------------|-------|--|
| Criteria 1 | 6.00  | <p>1. The team proposes developing a PMP and holding biweekly TWG meetings. SCDOT SME's will be included once a month. A really good suggestions was made to ensure the QA reviewer be included in the monthly meetings.</p> <p>2. A NPCE is anticipated but there is an understanding there is a risk of an EA. There was discussion about merging the environmental document with Phase 3 which would streamline the development of the document and public engagement. Concerns merging could slow down this project if errors are encountered on Phase 3. The proposal included a high level discussion about public involvement but never mentioned developing a PIP or provided much detail.</p> <p>3. The plan includes an internal QC review, followed by a cross firm QA review, and then followed by a lead reviewing the QA/QC documents which is a favorable plan.</p> |
| Criteria 2 | 5.00  | <p>1. The proposal reflects the delivery of final plans at the end of quarter 2 in 2026 and contained a chart that reflected various key management elements. The discussion included being able to combine efforts with the other phases of I-95 to streamline the process. The schedule could have used more detail.</p> <p>2. The proposal contained many risks and mitigation strategies and proposed holding two risk workshops. Utilities nor NOI were not listed as a risk.</p> <p>3. The proposal referenced the QC/QA process and states that the team will include a construction scheduling/cost estimating professional.</p>   |
| Criteria 3 | 7.00  | <p>1. The project team has personnel with the extensive experience to project the full range of services for a successful project.</p> <p>2. The proposal includes examples of interstate projects where the team has collaborated and been responsive, but the discussion lacks details as to how this will be applied to this project.</p>   |
| Criteria 4 | 7.00  | All key individuals have relative experience working in various capacities on interstate projects.   |
| Criteria 5 | 8.00  | The proposal contains high CPE scores on many projects of which three were interstate projects.  |
| Criteria 6 | 7.00  | The proposal included a long list of scoping items, applicable references, and implementation plans.   |
| Criteria 7 | 6.60  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 46.60 |  |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

|            |       |   |
|------------|-------|---|
| Criteria 1 | 5.00  | <p>1. The proposal included six highlights that are part of the management plan. some of the highlights are the following: the team will utilize a PMP to establish communication protocols and document processes., biweekly TWG meetings will be held with SCDOT, monthly progress reports will be submitted to the team, and managing risk.</p> <p>2. A NPCE will be pursued but there is an understanding that it may become an EA. The proposal included included adequate discussion on the PIP and and listed a few environmental elements that need to be addressed. The mitigation discussion didnt include the bank that SCDOT will most likely use for this project.</p> <p>3. Two design groups will be utilized to develop the plans which will expedite the schedule. The team analyzed the crash data and existing design to identify deficiencies and suggested recommendations of improvement. The MOT and recommended designs for the bridges and interchanges were favorable. The QC/QA plan involves internal review, then independent QA review, then a final check. It would have been nice to know who would be performing these services.</p> |
| Criteria 2 | 5.00  | <p>1. A schedule was provided that reflects final plans in December 2026 with an April 2027 letting. This is not the desired schedule.</p> <p>2. The project team will conduct regular risk meetings and has already identified a large number of risks an mitigation strategies that need to be tracked. The NOI was listed in this section.</p> <p>3. The proposal reflected submitting MOT plans with the ROW plans which may be a little late for an expedited schedule. A constructability review will be conducted with District staff which is needed.</p>   |
| Criteria 3 | 6.00  | <p>1. The project team has personnel with the extensive experience to project the full range of services for a successful project.</p> <p>2. The proposal includes a general discussion of responsiveness and collaboration but didnt include any details or examples.</p>  |
| Criteria 4 | 6.00  | The project team has extensive experience with interstate projects but most of it appears to be design-build work. The hydro lead doesn't appear to have interstate experience.   |
| Criteria 5 | 7.00  | The team has received several awards on other interstate project. The proposal listed high CPE scores on several project of which one is an interstate project.   |
| Criteria 6 | 5.00  | The proposal contained an image of the applicable manuals and specific sections for major design disciplines, but omitted how they will be applied.   |
| Criteria 7 | 5.50  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 39.50 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

|            |      |  |
|------------|------|--|
| Criteria 1 | 5.00 | <p>1. The APM will hold weekly team meetings and the PM will hold biweekly TWG meetings with SCDOT. The proposal included a detailed schedule reflecting final plan at the end of Q2 2026 with a mid Q4 letting which is the desired schedule.</p> <p>2. A NPCE is being proposed but there is an understanding that the impacts could push the document to an EA. The proposal included ten environmental concerns and solutions which demonstrated a clear understanding of the environmental risks. The mitigation discussion included the preferred bank along with other possible options. There was high level discussion concerning public engagement but this section could have used a more detailed plan.</p> <p>3. The project team has already started the conceptual design and will utilize two groups to complete the design. Most of the design elements that are being proposed are favorable but the MOT plan isn't desirable. The QC plan included a very brief discussion including checklists and review by personnel not involved with the project. There was no discussion on correcting the existing deficiencies.</p> |
| Criteria 2 | 8.00 | <p>1. The project team will hold biweekly TWG meetings with SCDOT and leads. A LNTP will be necessary to execute the project in a timely manner and the NOI will need to be submitted 9-12 months prior to the final signed plans. The statement regarding the NOI is very important. The proposal also stated that subbing in more experienced staff, longer work hours, or additional staff as means to address schedule recovery.</p> <p>2. The proposal listed ten areas of risk and associated solutions which are key elements that must be tracked with this project.</p> <p>3. Experienced CEI staff will review conceptual, preliminary, 60%, and final plans to aid in constructability. The proposal listed a variety of potential constructability issues and proposed solutions.</p>  |
| Criteria 3 | 7.00 | <p>1. The project team has personnel with the extensive experience to project the full range of services for a successful project.</p> <p>2. The proposal includes examples of various projects that demonstrate the team's high level responsive and discussions on how it will be applied with this project.</p>   |
| Criteria 4 | 6.00 | Though the PM has experience, it doesn't seem to be interstate related. However, the Senior PM and remaining staff have a wealth of experience on similar projects.  |
| Criteria 5 | 7.00 | The team has received an average of 8.4 on CPE scores on 5 interstate projects and one is design bid build.  |
| Criteria 6 | 5.00 | The proposal listed various manuals and how they will be utilized with the project. A statement was included that the consultant can assist with the pavement design if requested. However, the industry presentation listed it as a scoping item.   |

# EVALUATOR SCORING & COMMENTS



|            |       |   |
|------------|-------|---|
| Criteria 7 | 4.90  | *** As of 9.18.23 (This score was added by an utilization evaluator.) |
| TOTAL      | 42.90 |   |



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

|            |       |  |
|------------|-------|--|
| Criteria 1 | 6.00  | <p>1. The team proposes to develop a PMP, hold internal weekly meetings, and hold monthly meetings SCDOT. The chart that reflects the management approach within ICE and with external groups is a good representation of the management plan.</p> <p>2. A NPCE is being proposed with the understanding it may become an EA. The proposal listed eight environmental concerns with mitigation strategies and listed the preferred mitigation bank for this project. A PIP will be prepared and effective communication tools and tactics were listed. This section demonstrated a clear understanding of permitting and environmental services needed for this project.</p> <p>3. The proposed design elements and MOT were acceptable with the exception of the statement that the existing grade will be maintained. The consultant should have reviewed the crash history before making that statement. A comprehensive design quality management plan will be developed which will include a first tier internal review, a second tier independent review, and performing quality audits.</p> |
| Criteria 2 | 4.00  | <p>1. The chart reflecting the schedule is hard to read and could have included more information. The NOI was not discussed in this section. However, it demonstrated the understanding that a FY 2026 obligation is necessary. There was no discussion on schedule recovering.</p> <p>2. The team will develop a risk management plan. The proposal included four project risks and mitigation strategies. This section could use additional detail.</p> <p>3. The team includes a constructability review group that will review plans at 30% and 60%. There was no mention of coordination with SCDOT District staff.</p>   |
| Criteria 3 | 5.00  | <p>1. The project team has personnel with the extensive experience to project the full range of services for a successful project.</p> <p>2. The proposal includes a discussion of a quick responsiveness, but there are concerns with the key staffs ability to meet these commitments.</p>   |
| Criteria 4 | 6.00  | The PM's experience managing interstate projects was gained in a different capacity with different responsibilities. All other key staff have a wealth of interstate experience.   |
| Criteria 5 | 7.00  | The proposal listed several projects with high CPE scores but only two of the projects are interstates and those were design build.  |
| Criteria 6 | 6.00  | This proposal listed manuals and specifications that will be used on the project but didnt include details of how they would be applied.   |
| Criteria 7 | 6.70  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 40.70 |  |



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

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

|            |       |   |
|------------|-------|---|
| Criteria 1 | 6.00  | <p>1. The team proposes internal biweekly coordination meetings and quarterly risk meetings and demonstrated an understanding of the desired construction date. The design efforts will be split up between prime and sub.</p> <p>2. A NPCE is anticipated but the team will be prepared for an EA if necessary. The proposal mentions the development of a PIP but doesn't expand on outreach techniques. The mitigation discussion was in line with proposed plan. The proposal included adequate discussion on the natural environment, permitting, and cultural resources.</p> <p>3. The proposed design elements and MOT were acceptable and the commitment was made to complete the efforts within 24 months of the NTP. The discussion was missing an analysis of existing roadway deficiencies and how they would be corrected. The QC/QA plan will included formal reviews at 30%, 60%, and final plans first by QC team, followed by QA team. The proposal should have included who makes up the QA team.</p> |
| Criteria 2 | 5.00  | <p>1. A LNTP would be necessary to keep the proposed schedule. Provided a small schedule that outlined plan development but omitted NEPA, NOI, permitting, and utilities. The proposal included an acceptable discussion on schedule recovery.</p> <p>2. The proposed listed various risks and mitigation strategies but omitted permitting and utilities.</p> <p>3. The proposal listed plan reviews and using past history to incorporate construability. The proposal could have used additional detail regarding the frequency of the reviews and who would be performing them.</p>   |
| Criteria 3 | 7.00  | <p>1. The project team has personnel with extensive experience to project the full range of services for a successful project.</p> <p>2. The proposal includes a list of keys to responsiveness and stated all correspondence will occur within 24 hours. The prime has received very high CPE responsiveness scores on previous projects.</p>  |
| Criteria 4 | 7.00  | All key individuals have relevant experience working in various capacities on interstate projects.  |
| Criteria 5 | 8.00  | The proposal listed several interstate projects where the prime received high CPE scores.   |
| Criteria 6 | 8.00  | The proposal included a list of standards and projects where the key staff have utilized them. The proposal listed several pertinent scope items, manuals associated with those items and implementation techniques.  |
| Criteria 7 | 9.20  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 50.20 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 4**

**FIRM : Stantec Consulting Services Inc.**

|            |       |   |
|------------|-------|---|
| Criteria 1 | 4.00  | <p>1. The proposal includes a chart reflecting who would lead the coordination efforts but omitted the frequency of the meetings.</p> <p>2. A NPCE is proposed but there is an understanding that it may shift to an EA. There are several charts listing stakeholders and key environmental resources, but there is no public engagement plan. The preferred mitigation bank wasn't mentioned in the proposal.</p> <p>3. The team conducted a crash analysis and proposed correcting existing deficiencies with the roadway. The proposed design elements and MOT were acceptable.. The proposal reflects the prime has a QC/QA system that is registered to a certain standard, but no detail was provided on what that system entails.</p>                 |
| Criteria 2 | 6.00  | <p>1. The team recommended holding regularly scheduled TWG meetings and developing a PMP to maintain the schedule. A chart showing key features and milestones for a previous interstate widening project and comparing it to this project was a helpful visual. The schedule reflected a 95% submittal in May 2026 with a December 2026 letting. The team can allocate additional recourses if necessary for schedule recovery. Would have liked to have seen the NOI in the schedule.</p> <p>2. The proposal contained a chart that listed a few potential risks, but omitted NEPA, permitting, and utilities.</p> <p>3. The proposal included constructability issues to consider along with resolution strategies. A SME will assist with the review.</p> |
| Criteria 3 | 5.00  | <p>1. The project team has personnel with extensive experience to project the full range of services for a successful project.</p> <p>2. The proposal doesn't explain how the team plans to be responsive and collaborative on this project nor did it give example of other projects.</p>  |
| Criteria 4 | 7.00  | All key individuals have extensive experience working in various capacities on interstate projects.   |
| Criteria 5 | 8.00  | The team received high CPE scores on many projects of which several were interstate projects.   |
| Criteria 6 | 7.00  | The proposal listed several pertinent scope items, manuals associated with those items, and applications used in this project.  |
| Criteria 7 | 5.50  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 42.50 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

|            |       |  |
|------------|-------|--|
| Criteria 1 | 7.00  | Clearly outlined steps and approached for PMP. The Consultant has a comprehensive understanding of the project.<br><br>Key elements and approaches were well addressed in this section. Additional commentary in some area would be helpful. Clear assignment or indication around who was doing what would be helpful.  |
| Criteria 2 | 5.00  | Positioned lack of current major DOT projects as a benefit.<br>The Consultant identified key areas where additional schedule leverage might be gained.<br>LNTP mentioned.<br>Key risk and mitigation actions were effectively identified and presented. Utilities not identified as key risk.<br>The constructability and limiting ambiguity section was not addressed as well as other area within the proposal.<br>Some of the text in this area did not seem to be directly addressing the topic. |
| Criteria 3 | 6.00  | The Consultant provided strong examples to illustrate responsiveness and collaboration. There was mention of some DOT projects and also some HNTB projects. This section could have been stronger - no details around practical application. It was clear they could provide needed services.  |
| Criteria 4 | 7.00  | This topic was well addressed.<br>PM lack direct Interstate experience, but Asst. PM did.<br>It was very clear that this team has a lot of relevant experience in key areas, but shortfalls in Interstate work.<br>Traffic Engineering/design also not clear.  |
| Criteria 5 | 7.00  | Strong response for this section, highlighting AECOM, HNTB, and CTEA. Question direct applicability in some areas - not always current.  |
| Criteria 6 | 7.00  | Good response to this criteria. Key relevant manuals identified and there was clear articulation about why they were important in the context of this project..Again, some areas of applicable experience are thin.  |
| Criteria 7 | 8.70  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 47.70 |  |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

**FIRM : CDM Smith, Inc.**

|            |       |  |
|------------|-------|--|
| Criteria 1 | 8.00  | Strong response to Criteria 1 elements. Good clear information provided without being too text dense. The Consultant is clearly and effectively leveraging current projects in their narrative about this project. TWG meetings and inclusion of QA team in meetings.<br>Risk for EA identified.<br>Some synergies identified with other phases. Might provide benefit. Familiarity with other segments could be positive.<br>Good approach to reviews.<br>All services and project concerns clearly addressed in a clear way. |
| Criteria 2 | 6.00  | Past experience examples provided to build credibility.<br>Would have liked more information and/or material to address the schedule management topic.<br>Overall, this section was the weakest in the proposal and fairly basic.  |
| Criteria 3 | 7.00  | The response clearly illustrated the experience levels across the team. Key experience in Interstate.<br>Not much narrative, but charted info. More info referenced in the SF 330s.<br>The topic of responsiveness and collaboration was addressed through the use of good examples, could use some additional details about practical application for this project.   |
| Criteria 4 | 8.00  | The response to this section left no doubt that the PM and key individuals were well experienced and seasoned with this type of project. Key individuals from partners were included in the material. Outlined qualifications and bridged to benefits to DOT.  |
| Criteria 5 | 8.00  | The Consultant clearly illustrated the quality of past performance in the response to this Criteria. High scores - three specifically involving Interstate projects.   |
| Criteria 6 | 8.00  | The presentation of the material was easy to follow and the information was well charted/graphed. In additional, the applicable scope and practical application of the key principles was very clear,  |
| Criteria 7 | 6.60  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 51.60 |  |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

|            |       |  |
|------------|-------|--|
| Criteria 1 | 8.00  | The response for the Project Management items was clear.<br>TWG meetings and monthly progress reports.<br>The Permitting and Environmental Services sections were well addressed, but not overwhelming. PIP discussion.<br><br>Crash data analyzed. Mitigation Bank discussed.<br>All elements well covered - proposed Roadway Improvement items very clearly addressed and presented. |
| Criteria 2 | 4.00  | 2026 letting is not in this plan. 2027 was expressed as the date.<br>Lots of info provided.<br>NOI was listed.<br>Risks identified and mitigation strategies included.   |
| Criteria 3 | 6.00  | Team has extensive, relevant experience.<br>The response addressing the responsiveness and collaboration topics was weak and seemed rote.<br>The chart on page 21 did a great job of showing roles and responsibilities.   |
| Criteria 4 | 7.00  | Good level of detail provided. The material clearly shows that this is a well experienced PM and the key individuals proposed are well qualified.  |
| Criteria 5 | 7.00  | The response highlighted key projects from CECS and Stantec, presenting favorably for both. Would have like more highlighted experience with Interstate.   |
| Criteria 6 | 7.00  | There is a lot of strong DOT experience across the team and there is strong understanding of practices and procedures. Past employees of DOT included and called out in this section. No clear discussion on direct applicability.   |
| Criteria 7 | 5.50  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 44.50 |  |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

|            |       |   |
|------------|-------|---|
| Criteria 1 | 8.00  | Very effective response for the Permitting and Environmental sections. It was clear that thought had been put into developing solutions.<br>TWG meetings.<br>Detailed plans/schedule with desirable dates.<br>Very good breakdown of all the key elements in this section.<br>Conceptual design started.<br>MOT plan may not be desirable.<br>Information clear and easy to follow. |
| Criteria 2 | 8.00  | This section had clear and specific response to the constructability and limiting ambiguity topic.<br>Detailed schedule was in front - not specifically in this section.<br>LNTP mentions with NOI discussion.<br>QA reviews not covered.<br>There were clear solutions, items to consider, and recommendations.  |
| Criteria 3 | 8.00  | Well presented chart on experience. CPEs used from similar types of projects. Extensive experience across team. Good discussion of how skills will be applied to this project.  |
| Criteria 4 | 8.00  | The response clearly established the experience of the PM and key identified individuals. The Program Manager may lack as much Interstate experience, but the rest of the team has this experience.   |
| Criteria 5 | 7.00  | Strong examples provided. Clear correlation to current project, with key features called out in chart.  |
| Criteria 6 | 7.00  | Good, thoughtful response which correlates to this project. Clear familiarity with practices and procedures. Referenced pavement design, with the assumption they are not necessarily handling that work, although it is a clear scope item.  |
| Criteria 7 | 4.90  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 50.90 |   |



# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

|            |       |  |
|------------|-------|--|
| Criteria 1 | 6.00  | The organization of this proposal was confusing at times.<br>Management plan representation was included.<br>A significant portion of the proposal was contained in this section, and it seemed to overshadow other areas.<br>Comments around maintaining existing grades may not be desirable.<br>Key elements covered well.<br>Typos added to confusion. |
| Criteria 2 | 6.00  | This section was not as strong as other sections of the proposal.<br>Risk list was basic.<br>More information could have been shared around project schedule adherence, and constructability and limiting ambiguity.<br>There are a lot of firms involved.   |
| Criteria 3 | 6.00  | Very good response breaking down experience, and the quotes on past responsiveness were well used. There was a tendency to tell and not show in this section.<br><br>There are a lot of firms involved here, which may not be the most efficient path.   |
| Criteria 4 | 7.00  | This was a well presented response, and the experience of the PM and key individuals was clearly demonstrated. The chart format used was very effective. Some of the PM experience with Interstates may be dated and not reflect current best practices.   |
| Criteria 5 | 6.00  | An effective format was used to illustrate team experience. The examples of past performance did not seem to be strongly presented. Design-Bid-Build work not significantly represented.   |
| Criteria 6 | 6.00  | When taken in context with other sections, this response effectively demonstrated familiarity with Agency processes, practices, and procedures. It is a weaker response when viewed as a standalone section. Did not provide direct applicability to current project.  |
| Criteria 7 | 6.70  | *** As of 9.18.23 (This score was added by an utilization evaluator.)  |
| TOTAL      | 43.70 |  |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

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

|            |       |   |
|------------|-------|---|
| Criteria 1 | 7.00  | There was a very clear understanding of the Permitting and Environmental Services sections. Workshare approach appeared too separate, although there was talk of coordination. It still seemed like two distinct projects rather than one well integrated one, although the plan presents as well thought out. Nice breakdown of exits, interchanges, bridges, etc, Thorough approach to design, especially Geotechnical and Hydraulic. Existing issues with roadways were not discussed. |
| Criteria 2 | 6.00  | Good discussion of management approach and key elements. Identification of risks and mitigations was weaker than other sections of the proposal. Schedule was basic, without much detail. Overall, this entire section was not as strong as other parts of the proposal. The risks table helped remedy some shortfalls in this section.   |
| Criteria 3 | 6.00  | The proposal clearly demonstrated that they had the personnel and the experience to handle the project. There was not a wealth of information presented in this section for the responsiveness and collaboration section.   |
| Criteria 4 | 6.00  | The entire criteria was covered with one page. Although it achieved the basic goal, it could have been stronger and more dynamic. I would have liked the Consultant to make the case that this "was the best team possible to be assembled", and they did not do so in this section. it was clear that they could do the job, but was not dynamic.  |
| Criteria 5 | 6.00  | Five (5) examples were provided: 3 for Hunt & Mead; 2 for subs/partners. I would have liked to have gotten a sense that these partners had worked well together in the past and had been successful on complex and important projects. I did not.   |
| Criteria 6 | 7.00  | Effective use of charts, which effectively illustrated previous experience and criteria application in projects. It was effective to show which team members had utilized specific skills.  |
| Criteria 7 | 9.20  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 47.20 |   |

# EVALUATOR SCORING & COMMENTS



**EVALUATOR : 5**

**FIRM : Stantec Consulting Services Inc.**

|            |       |   |
|------------|-------|---|
| Criteria 1 | 8.00  | Consultant had a clear and well articulated project approach and identified and described the elements to be addressed.<br>Frequency of meeting not indicated.<br>Each of the 3 subsections was covered with the right level of detail and with good supporting material.<br>Well presented and easy to understand.<br>Public Involvement was not covered.  |
| Criteria 2 | 5.00  | Good past examples provided.<br>Schedule recovery addressed.<br>More detail on the schedule would have been helpful.<br>Specific risks and mitigation factors/approaches seemed more basic than other parts of the proposal, and omitted some key factors.<br>Constructability and limiting ambiguity was not well addressed.   |
| Criteria 3 | 5.00  | Project personnel and their experience is well presented.<br>Past experience was used in an example form, which was effective.<br>In some ways, these seemed more like an availability assessment rather than directly addressing the elements in this criteria.<br>Given other parts of the proposal (Examples of other work), a stronger case could have been made that this was a powerhouse project team, and it missed the mark.<br>Collaboration not covered, nor was responsiveness. |
| Criteria 4 | 7.00  | The narrative and approach was strong in this section and the experience level was well illustrated. Extensive experience in relevant areas.  |
| Criteria 5 | 8.00  | Very strong examples provided along with scores over 31 DOT contracts.  |
| Criteria 6 | 8.00  | Long term industry experience and DOT experience presented.<br><br>Used and example of various design manual work illustrated its application to this opportunity in an very effective way.   |
| Criteria 7 | 5.50  | *** As of 9.18.23 (This score was added by an utilization evaluator.)   |
| TOTAL      | 46.50 |   |