|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **NAME** (*contractor*) | | | | | | | | | | | | | | | | **Prime Contractor**  **Subcontractor** | | | | | | | | **CID** | | | | | | | **ADDRESS** (*street*) | | | | | | | | | | | | | | | | | | | | | | | | **PHONE** | | | | | | | **CITY** | | | | | | | | | | | | | | | | **STATE** | | | | | | | | **ZIP** | | | | | | | **PROJECT ID #** | | | | | | | | **DATE** (*completion*) | | | | | | | | **WORK** (*type*) | | | | | | | | **COST** | | | | | | | **Contractor Evaluation of the Department of Highways’ Performance on This Project** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1. | Quality of plans and proposals (*including addendums*) | | | | | | | | | | | | | | | | | | | | | | |  |  |  |  |  |  | |  |  | 5. | Exceeded contractor requirements without contractor follow-up and in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Met contractor requirements with little need for clarification | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Met contractor requirements with moderate contractor follow-up clarification | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Required extensive contractor follow-up for clarification | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Unsuitable for contractor’s requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | 2. | Pre-Construction Submittals Approval | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  | 5. | Always approved and returned in a timely manner without follow-up required | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  | 4. | Approved and returned in a timely manner with little contractor follow-up required | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  | 3. | Usually approved in a timely manner but required moderate contractor follow-up | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  | 2. | Frequently late and required contractor follow-up to maintain project schedule | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  | 1. | Constantly late and required contractor hassling to maintain project schedule | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |
| |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **NAME** (*contractor*) | | | | | | | | | | | | | | | | **Prime Contractor** **Subcontractor** | | | | | | | | **CID** | | | | | | | **Contractor Evaluation of the Department of Highways’ Performance on This Project** (*continued*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3. | Control Points and Permits to Start Work | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Provided in a timely and accurate manner without corrections required | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Provided in a timely and accurate manner with few corrections required | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Provided in a timely and accurate manner with moderate corrections required | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Late and required continual revisions | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Extremely late and required contractor hassling to obtain correct information | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | NA |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | 4. | Approval of Shop Drawings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Always approved and returned in a timely manner without contractor follow-up required | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Approved and returned in a timely manner with few contractor follow-ups required | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Usually approved in a timely manner but required moderate contractor follow-up | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Frequently late and required major follow-up | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Constantly late and required contractor hassling to maintain project schedule | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | NA |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |
| |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **NAME** (*contractor*) | | | | | | | | | | | | | | | | **Prime Contractor**  **Subcontractor** | | | | | | | | **CID** | | | | | | | **Contractor Evaluation of the Department of Highways’ Performance on This Project** (*continued*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5. | Response to Contractor Requests | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Always addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Usually addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Periodically not addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Frequently not addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Constantly not addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | 6. | Interaction (*coordination and cooperation*) with Utilities and Other Government Agency Personnel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Excellent throughout the project and strongly contributed to the project’s success | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Timely and satisfactory throughout the project | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Adequate but slightly impeded the project’s success | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Poor and caused periodic problems for the project | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Caused constant problems and strongly impacted the project’s success | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | NA |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |
| |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **NAME** (*contractor*) | | | | | | | | | | | | | | | | **Prime Contractor**  **Subcontractor** | | | | | | | | **CID** | | | | | | | **Contractor Evaluation of the Department of Highways’ Performance on This Project** (*continued*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 7. | Interaction (*coordination and cooperation*) with General Public (*motorists and property owners*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Excellent throughout the project and strongly contributed to the project’s success | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Timely and satisfactory throughout the project | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Adequate but slightly impeded the project’s success | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Poor and caused periodic problems for the project | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Caused of constant problems and strongly impacted the project’s success | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | NA |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | 8. | Department of Highways Supervisory Personnel (r*esident engineer and district office personnel*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Demonstrated extraordinary skill and were available to the contractor | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Demonstrated adequate skill and usually were available to the contractor | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Skill and/or availability periodically hindered the contractor’s progress | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Skill and/or availability often hindered the contractor’s progress | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Skill and/or availability constantly hindered the contractor’s progress | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |
| |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **NAME** (*contractor*) | | | | | | | | | | | | | | | | **Prime Contractor**  **Subcontractor** | | | | | | | | **CID** | | | | | | | **Contractor Evaluation of the Department of Highways’ Performance on This Project** (*continued*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 9. | Department of Highways Technical Staff (*inspectors, materials personnel, etc*.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Demonstrated extraordinary skill and were available to the contractor | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Demonstrated adequate skill and usually were available to the contractor | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Skill and/or availability periodically hindered the contractor’s progress | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Skill and/or availability often hindered the contractor’s progress | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Skill and/or availability constantly hindered the contractor’s progress | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | 10. | Notification of Defective Work | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Specific and addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Usually specific and addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Periodically unclear and/or not addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Frequently unclear and/or not addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Constantly unclear and/or not addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | NA |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |
| |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **NAME** (*contractor*) | | | | | | | | | | | | | | | | **Prime Contractor**  **Subcontractor** | | | | | | | | **CID** | | | | | | | **Contractor Evaluation of the Department of Highways’ Performance on This Project** (*continued*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 11. | Inspector Interaction with Contractors Personnel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Outstanding | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Effective | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Less than effective | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Ineffective | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Negative and a hindrance to the project | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | 12. | Department of Highways Conflict Resolution Process (*formal or informal*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Outstanding | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Effective | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Less than effective | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Ineffective | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Negative and a hindrance to the project | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | NA |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |
| |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **NAME** (*contractor*) | | | | | | | | | | | | | | | | **Prime Contractor**  **Subcontractor** | | | | | | | | **CID** | | | | | | | **Contractor Evaluation of the Department of Highways’ Performance on This Project** (*continued*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 13. | Final Inspection Process | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Specific and addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Usually specific and addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Periodically unclear and/or not addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Frequently unclear and/or not addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Constantly unclear and/or not addressed in a timely manner | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | 14. | Contractor Payments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Timely, accurate, and in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Usually timely, accurate, and in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Periodically not timely, accurate, and in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Frequently late, inaccurate, and not in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Constantly late with corrections required and seldom in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |
| |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **NAME** (*contractor*) | | | | | | | | | | | | | | | | **Prime Contractor**  **Subcontractor** | | | | | | | | **CID** | | | | | | | **Contractor Evaluation of the Department of Highways’ Performance on This Project** (*continued*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 15. | Approval of Change Orders | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Timely, accurate, and in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Usually timely, accurate, and in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Periodically not timely, accurate, and in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Frequently late, inaccurate, and not in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Constantly late with corrections required and seldom in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | NA |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | 16. | Payments of Change Orders | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 5. | Timely, accurate, and in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 4. | Usually timely, accurate, and in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 3. | Periodically not timely, accurate, and in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 2. | Frequently late, inaccurate, and not in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | 1. | Constantly late with corrections required and seldom in accordance with project requirements | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |  | NA |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |
| |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **NAME** (*contractor*) | | | | | | | | | | | | | | | | **Prime Contractor**  **Subcontractor** | | | | | | | | **CID** | | | | | | | **Contractor Evaluation of the Department of Highways’ Performance on This Project** (*continued*) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **PROJECT MANAGER** | | | | | | | | | | | | | | | | **OFFICE** | | | | | | | |  |  |  |  |  |  | | **SIGNATURE** | | | | | | | | | | | | | | | | **DATE** | | | | | | | |  |  |  |  |  |  | |  | | | | | | | | | | | | | | | |  | | | | | | | |  |  |  |  |  |  | | **CONTRACTORS OFFICER** | | | | | | | | | | | | | | | |  | | | | | | | |  |  |  |  |  |  | | **SIGNATURE** | | | | | | | | | | | | | | | | **DATE** | | | | | | | |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |